Appendix E, Attachment A – Traffic [Transportation & Mobility] – Assessment of Alternatives

Environmental Statement
East-West Arterial Extension:
Section 2 (Woodland Drive – Lookout Road)
Section 3 (Lookout Road – Frank Sound Road)

Traffic [Transportation & Mobility] FINAL

Assessment of Alternatives

Grand Cayman East-West Arterial Extension

NRA
NATIONAL ROADS
AUTHORITY

November 14, 2024

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List of Terms

AASHTO	American Association of State Highway and Transportation Officials
ADT	Average Daily Traffic
ATR	Automatic Traffic Recorder
CMF	Crash Modification Factor
EIA	Environmental Impact Assessment
ESO	Economics and Statistics Office
FFS	Free-Flow Speed
FHWA	Federal Highway Administration
GCM	Grand Cayman Travel Demand Model
GPS	Global Positioning System
HCM	Highway Capacity Manual
HSA	Health Services Authority
LOS	Level of Service
MPH	Miles Per Hour
NRA	National Roads Authority
PHF	Peak Hour Factor
PFFS	Percent of Free-Flow Speed
RCIPS	Royal Cayman Islands Police Service
ROW	Right of Way
TMC	Turning Movement Count
ToR	Terms of Reference
TWSC	Two-Way STOP Control
UK	United Kingdom
US	United States
WebTAG	UK Department for Transport “Transport Analysis Guidance”

1 Introduction

The East-West Arterial (EWA) Extension Environmental Impact Assessment (EIA) is proposed to evaluate an alternative east-west travel route on Grand Cayman. The Terms of Reference (ToR) for the proposed EWA Extension EIA was finalized on April 4, 2023. Since then, five Build alternatives (B1, B2, B3, B4, and C1), in addition to the No-Build scenario, were developed and assessed as part of the Longlist Alternatives Evaluation. A separate Longlist Alternatives Evaluation Document has been prepared to document this analysis.

As a result of the Longlist Alternatives Evaluation, four Build alternatives (B1, B2, B3, and B4) and the No-Build scenario were advanced as a shortlist for evaluation. This report focuses on the assessment of traffic impacts for these shortlisted alternatives. Information from this report will be incorporated within the Shortlist Alternatives Evaluation Document and Environmental Statement.

2 Shortlist Evaluation

Traffic components including resiliency, travel times, and safety affect how individuals live and travel. Assessing the proposed project's potential to affect changes in these components provides an understanding of the comprehensive and interrelated needs of individuals and the local communities.

The following provides information on the anticipated impacts of the shortlisted alternatives on the traffic components described in Section 4.1. The Shortlist of Alternatives includes the No-Build scenario and four Build alternatives (B1, B2, B3, and B4) as depicted in **Figure 1**. The four Build alternatives all share the same common section beginning at the western terminus, near Woodland Drive, and continuing east to near Lookout Road. They also share the same common improvements to the local roadway network referred to as the Will T Connector. Additional details describing the Shortlist of Alternatives including full descriptions of each alternative along with typical design sections can be found in Section 0 of this report as well as in the Shortlist Evaluation Document.

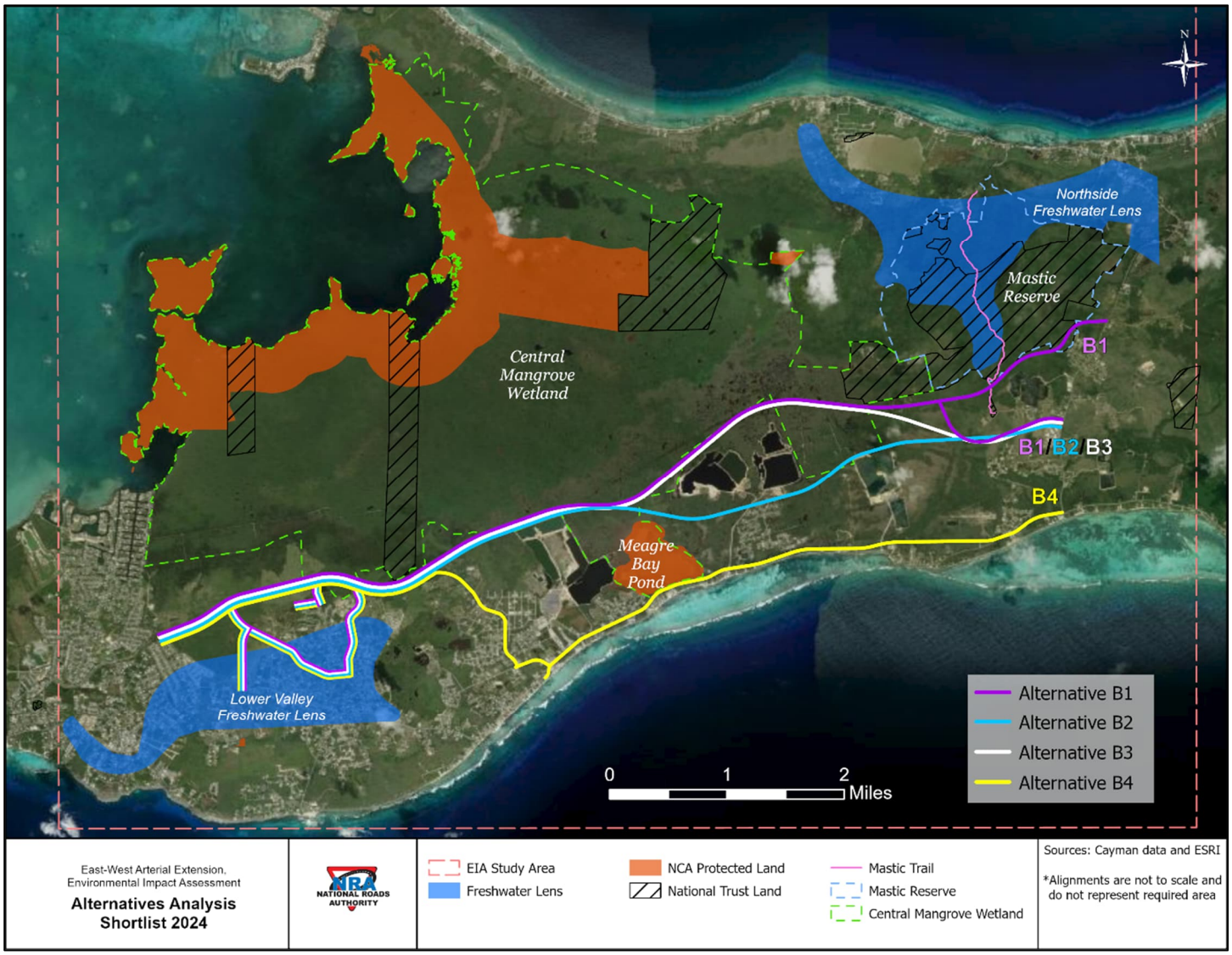

Figure 1: Build Alternative Alignments

3 Baseline Conditions

3.1 Description of Study Area

The traffic study area spans from Hirst Road to Frank Sound Road, encompassing the existing coastal roads of Shamrock Road and Bodden Town Road, as well as the entire proposed East-West Arterial (EWA) corridor, as shown in **Figure 2**.

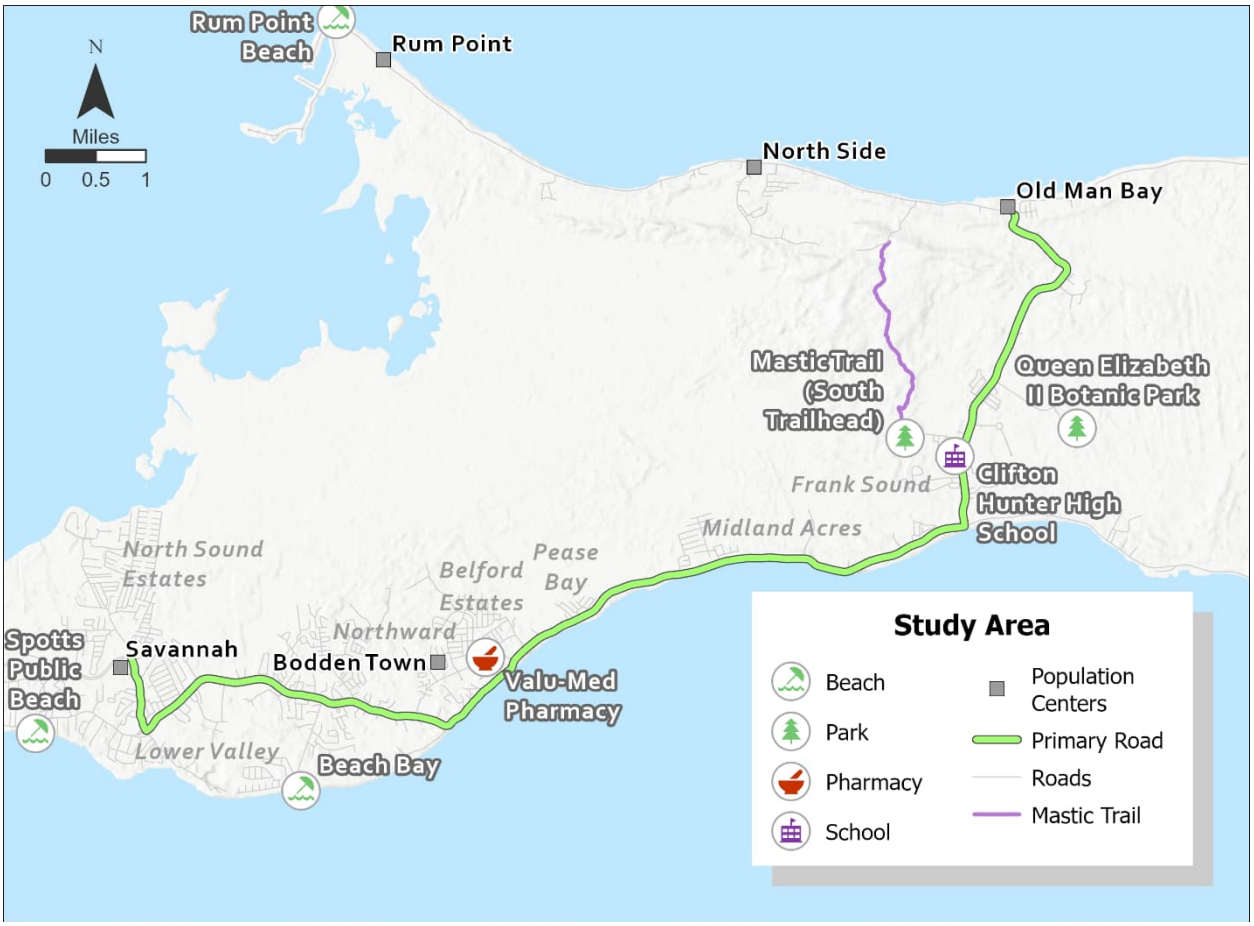

Figure 2: Traffic Study Area

Grand Cayman is comprised of five districts as shown in **Figure 3**. Given the location of the project, the traffic analysis primarily discusses impacts on the districts of Bodden Town, North Side, and East End.

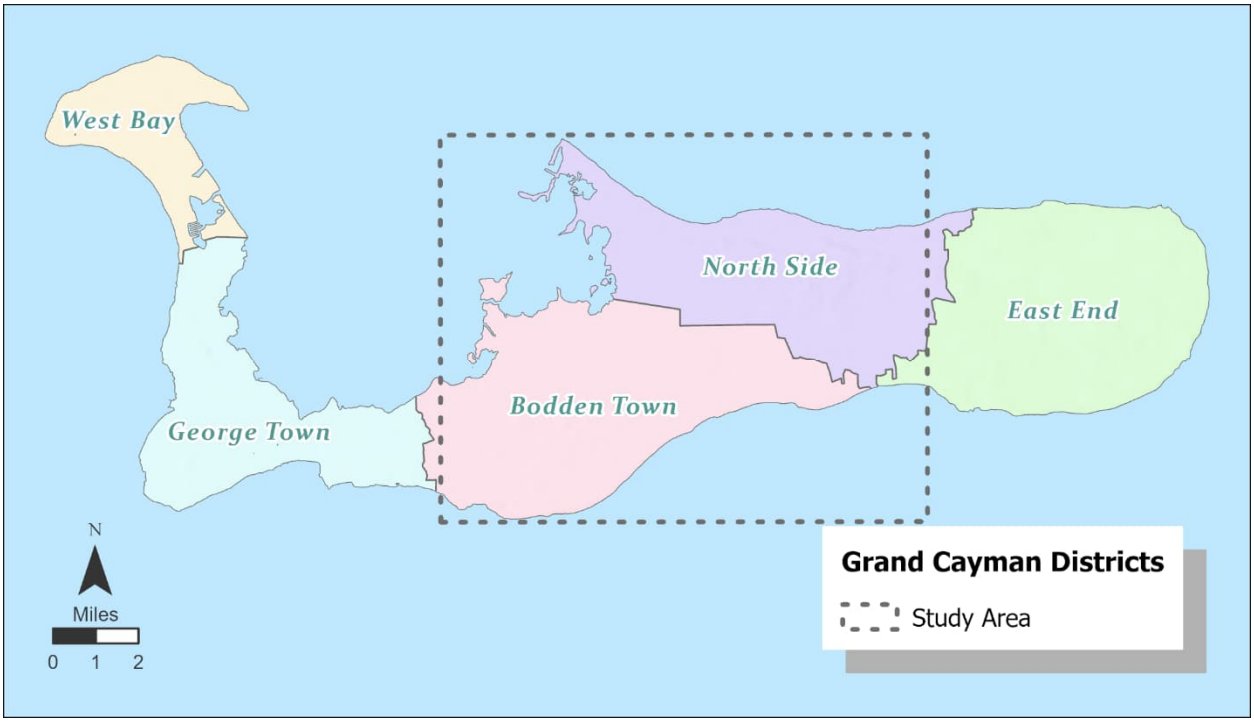

Figure 3: Grand Cayman Districts

Speed limits in Grand Cayman range from 25 to 50 miles per hour (MPH) as shown in **Figure 4**.

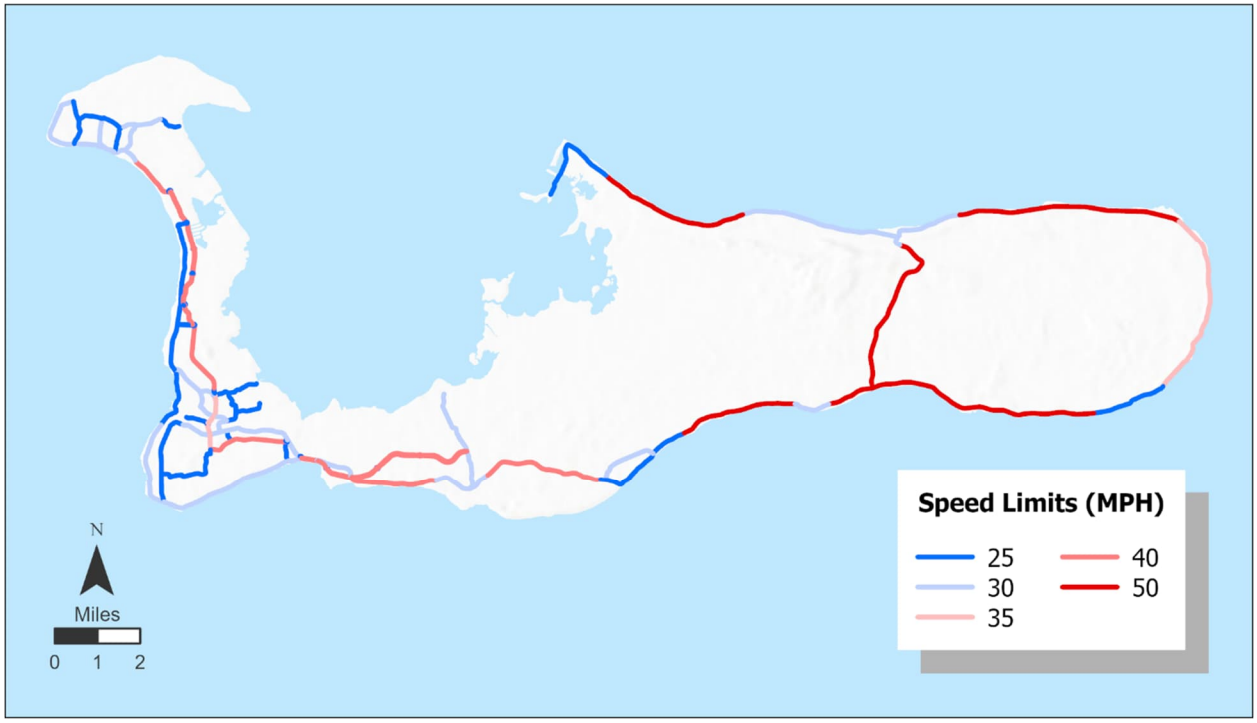

Figure 4: Grand Cayman Speed Limits

3.2 Data Collection

The data collected to support the traffic analysis included (Attachment A – Data Collection Memorandum):

- Turning Movement Counts (TMCs) - Traffic counts collected in the peak hours at key study intersections to support analyses for existing and future traffic operations in the study area.
- Automatic Traffic Recorder (ATR) Counts - Continuous traffic counts over several days, including both peak and off-peak traffic volumes to determine peak hours and peak periods.
- Travel Time Runs - End-to-end corridor runs in both directions of key roadway segments during both peak and off-peak hours to ensure analyses are calibrated to existing conditions.

Figure 5 displays the location of TMC and ATR count data that was collected within the study area. The following subsections discuss the data collection efforts conducted for this EWA EIA, with additional detail provided in Attachment A.

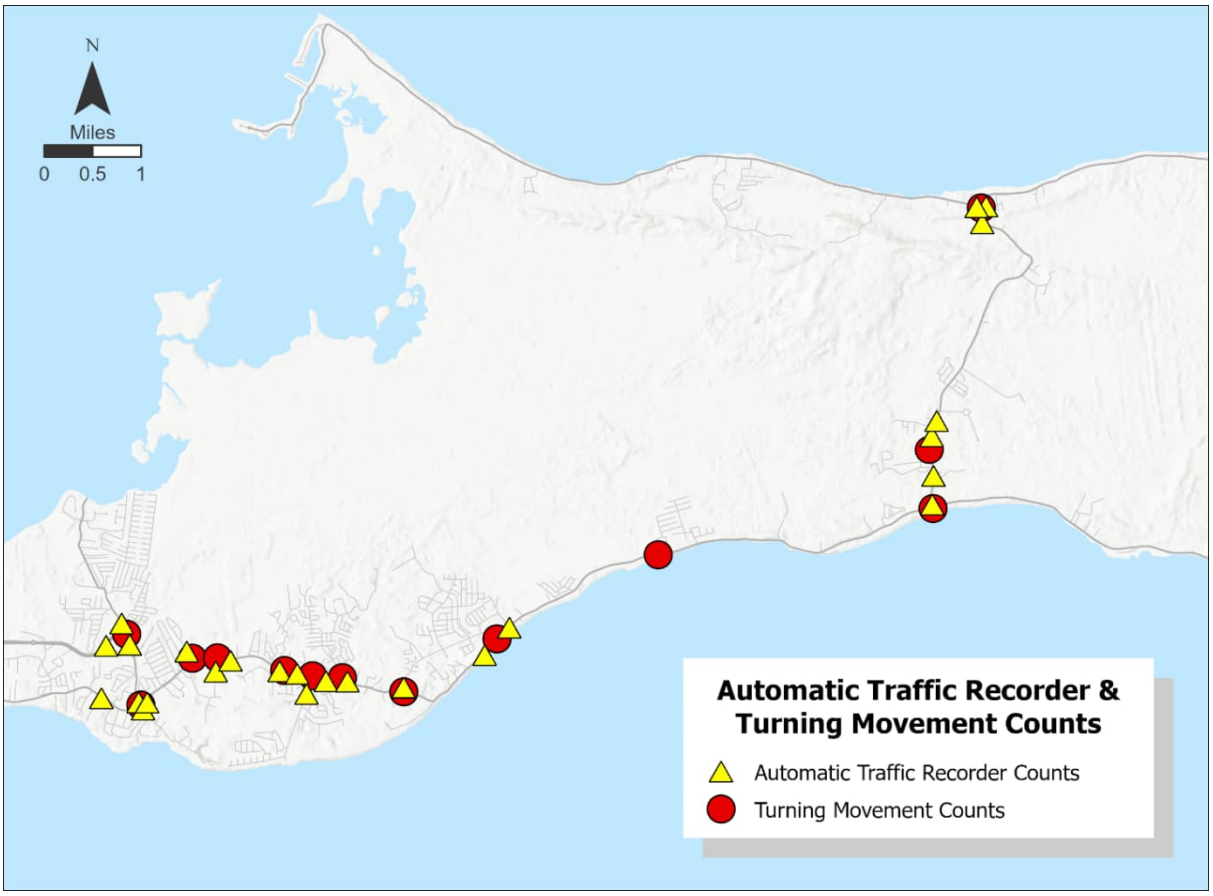

Figure 5: Count Locations

3.2.1 Turning Movement Counts

TMCs were collected at the 15-minute level, and covered the 6 AM to 9 AM and 3 PM to 7 PM peak periods, on the following dates:

- June 6, 2023
- June 9, 2023
- June 13, 2023
- June 15, 2023

TMCs were collected at the following key intersections (**Figure 5**):

- EW Arterial Road at Hirst Road
- Shamrock Road at Hirst Road
- Shamrock Road at Woodland Drive
- Shamrock Road at Agricola Drive
- Shamrock Road at Will T Drive
- Shamrock Road at Beach Bay Road
- Shamrock Road at Northward Road
- Shamrock Road at Condor Road
- Bodden Town Road at Bodden Town Bypass
- Bodden Town Road at Longfellow Drive
- Bodden Town Road / Seaview Road at Frank Sound Road
- Frank Sound Road at Mastic Road
- Frank Sound Road / North Side Road at Old Robin Road

3.2.2 Automatic Traffic Recorder Counts

Multi-daylong ATR counts were collected using tube counters, and covered at least 24 hours of a weekday, on the following dates:

- June 6, 2023
- June 8, 2023
- June 9, 2023
- June 13, 2023
- June 15, 2023

ATRs were collected at 25 locations (**Figure 5**):

- Hirst Road north of Shamrock Road
- EW Arterial Road west of Hirst Road
- Hirst Road north of EW Arterial Road
- Hirst Road south of EW Arterial Road
- Shamrock Road west of Hirst Road
- Shamrock Road east of Hirst Road
- Walbridge Drive north of Shamrock Road
- Agricola Drive south of Shamrock Road
- Shamrock Road east of Agricola Drive
- Pedro Castle Road south of Shamrock Road
- Bodden Town Road west of Frank Sound Road
- Frank Sound Road north of Mastic Road
- Frank Sound Road south of Stepping Stone Drive
- Bodden Town Road east of Bodden Town Bypass
- Shamrock Road east of Will T Road
- Shamrock Road east of Northward Road
- Beach Bay Road south of Shamrock Road
- Shamrock Road west of Beach Bay Road
- Shamrock Road west of Arrow Drive
- Condor Road north of Shamrock Road
- Bodden Town Road west of Bodden Town Bypass
- Frank Sound Road south of Clifton Hunter High School Northern Access Road
- Frank Sound Road south of Old Robin Road
- Old Robin Road east of Frank S
- North Side Road north of Old Robin Road

3.2.3 Travel Time Runs

Travel time runs were conducted by the National Roads Authority (NRA) on four key roadways as shown in **Figure 6**: East-West Arterial, Shamrock Road West of Hirst Road, Shamrock Road East of Hirst Road, and Frank Sound Road.

Figure 6: Travel Time Corridor Limits

The travel time and speed data were collected using laptop computers equipped with GPS units and Tru-Traffic travel time software while following the floating car method where the driver, of the vehicle recording travel times, drives at the prevailing speed of traffic.

The Highway Capacity Manual (HCM) is the chief guidebook documenting performance measures, analysis techniques, and concepts to aid in assessing roadway operations. The HCM provides methodologies to analyze roadway networks, as well as standard definitions for interpretation of the results of those analyses. Per Chapter 15 (Two Lane Highways) of the 6th edition of the HCM (2022), the existing study roads are considered Class III two-lane highways, which are highways passing through moderately developed areas. For Class III two-lane highways, level of service (LOS) is defined as percent of free-flow speed (PFFS) for the probe vehicle. LOS ranges from "A" which indicates excellent operations and minimal delay, and traffic is close to free-flowing, to "F" which indicates failing characteristics such as high delay, systemic breakdowns, long queues, or slow travel. Free-flow speed (FFS) is the average speed of vehicles on a given segment, measured under low-

volume conditions, when drivers are free to drive at their desired speed and are not constrained by the presence of other vehicles or downstream traffic control devices.

Per Exhibit 15-3 of HCM 6, the LOS thresholds for Class III two-lane highways are as follows (**Table 1**):

Table 1: LOS Thresholds for Class III Two-Lane Highways per HCM

LOS	Class III Highways PFFS (%)
A	> 91.7
B	> 83.3 – 91.7
C	> 75.0 – 83.3
D	> 66.7 – 75.0
E	≤ 66.7
F	Demand exceeds capacity

Source: HCM 6, Exhibit 15-3 (p. 15-8)

The travel time data was post-processed, wherein each data point was translated into tables, which could then be sorted, summarized, and compared. The post-processing assumed the design speed – the selected speed used to determine the various geometric features of the roadway, such as lane widths, grades, shoulder widths, and curve radii – of each segment as the free-flow speed, and then applied the above thresholds to determine LOS on a segment-by-segment basis. This resulted in the creation of congestion (heat) maps which show trip-by-trip, direction-by-direction LOS for each study roadway.

3.2.3.1 Google Earth Congestion Maps

Additionally, the travel time data was used to create Google Earth-based congestion (heat) maps, which plotted the second-by-second data points along the travelled route(s), using the LOS thresholds and color schemes defined in **Table 1**. These heat maps easily indicate where delay occurs with orange and red data points representing slower speeds, while green data points represent travel at or near free-flow conditions. **Figure 7** through **Figure 10** show existing conditions for the AM and PM peak hours in each direction of the travel corridor, in which delay at intersections throughout the corridor can be noted by red hot spots with otherwise green points on either side.

Figure 7: Eastbound AM Peak Hour Heat Map

Figure 8: Westbound AM Peak Hour Heat Map

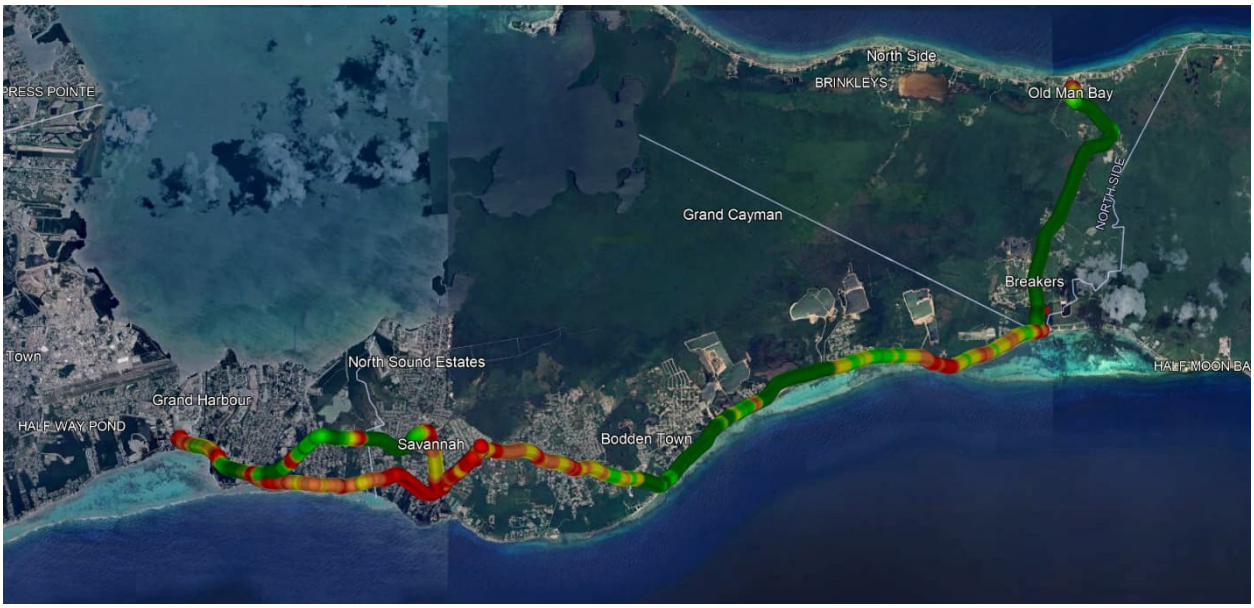

Figure 9: Eastbound PM Peak Hour Heat Map

Figure 10: Westbound PM Peak Hour Heat Map

3.3 Travel Demand Model

A travel demand model (TDM) is a software program used to forecast future traffic flows in a transportation system based on demographic and land use data, available travel modes, the transportation network (number of lanes, traffic control, operating speed), and the most up-to-date estimate of travel costs. These models are typically used to evaluate the impact of transportation improvements or changes in land use by forecasting the future traffic conditions.

The Grand Cayman Travel Demand Model (GCM) is a four-step trip-based travel demand model that includes trip generation, trip distribution, mode choice, and traffic assignment. The GCM was initially developed in 2019 by the NRA using PTV VISUM modelling software. The GCM was purposefully created to encompass the diverse spectrum of travel patterns observed on Grand Cayman, including that of residents of the island, short-term visitors such as cruise passengers, and long-term visitors who usually arrive via the airport. The GCM underwent a calibration process where model parameters were adjusted to ensure the model would accurately reflect observed travel patterns. The model was originally calibrated to represent baseline 2016 conditions and was then evaluated for future analysis years 2026 and 2036, drawing upon a comprehensive dataset including census socioeconomic data, cruise passenger surveys, long-term visitor surveys, and traffic counts collected across the island. The original baseline model calibration—including model structure, assumptions, and validation results—was documented and reviewed by outside experts as part of an independent modelling task.

For the EWA Environmental Impact Assessment (EIA), it was necessary to update the model to incorporate more recent data, with particular focus on the roadways of the eastern districts of Bodden Town, North Side, and East End. Using the 2021 Economics and Statistics Office (ESO) census data, GCM land use inputs and demographic data were updated to base year 2021 (Attachment B – Model Inputs Memorandum). The data collected for the EIA was used to validate the GCM vehicle assignment, which is used to allocate trips by route and calculate the traffic volume on each roadway in the network. Within the study area, the GCM was calibrated to existing count data and travel time data to ensure the model reflects observed existing conditions and can ultimately forecast realistic results under future year conditions (Attachment C – Model Validation Memorandum).

The GCM was used as the primary tool to evaluate the impacts of potential improvement alternatives on future traffic conditions. The model was used to produce estimates of multimodal travel including cars, trucks, walking, biking, and transit to capture potential impacts for all users. These results are discussed in subsequent sections of this report.

3.4 Anticipating Future Conditions

3.4.1 Land Use

To assess the impacts of potential roadway improvements, the GCM was used to forecast travel conditions for the future years 2026, 2036, 2046, and 2074 while the alternatives analysis for the Shortlist Evaluation focused specifically on impacts for years 2026 and 2074.

Population growth for each future year was determined using historic district growth from the 2021 ESO census data. Demographic and land use inputs such as households, population, hotel rooms, education, etc. were developed for 2021 by building upon previous 2015 model inputs, incorporating

any additional completed developments identified by the NRA. For future years 2026, 2036, and 2046, model inputs are based on planned development projects identified by the NRA over the next 30 years, including commercial and residential developments and Planned Area Developments.

According to the UK Green Book, which is the Central Government Guidance on Appraisal and Evaluation, "Costs and benefits should be calculated over the lifetime of an intervention. As a guideline, a time horizon of 10 years is a suitable working assumption for many interventions. In some cases up to 60 years may be suitable, for example for buildings and infrastructure." Therefore, the EWA EIA Steering Committee chose to use a 50-year time horizon, 2074, that would represent the life-cycle year for construction and the common year used for all evaluations.

For future year 2074, three land use scenarios of low, medium, and high growth were developed based on input from stakeholders and various agencies in Grand Cayman, as detailed in the Land Use Planning Charrette Summary memorandum dated September 8, 2023. Based on WebTAG Unit M4, a “core scenario” was selected to reflect the most realistic set of assumptions for the analysis. Of these three 2074 land use scenarios, the medium growth scenario was carried forward as the “core scenario” for the Shortlist Evaluation, assuming a population of 135,000 people (Attachment B). **Figure 11** illustrates the planning charrette map used to develop the land use assumptions for this 2074 medium growth scenario, with a summary of population by district provided in **Table 2**. The forecasted growth assumptions for future years 2026, 2036, and 2046 were also developed to coincide with the 2074 core scenario.

Table 2: 2074 Medium Growth Scenario Population

District	Population (no. of people)
George Town	67,919
West Bay	29,312
Bodden Town	22,532
North Side	6,269
East End	8,968
Grand Cayman	135,000

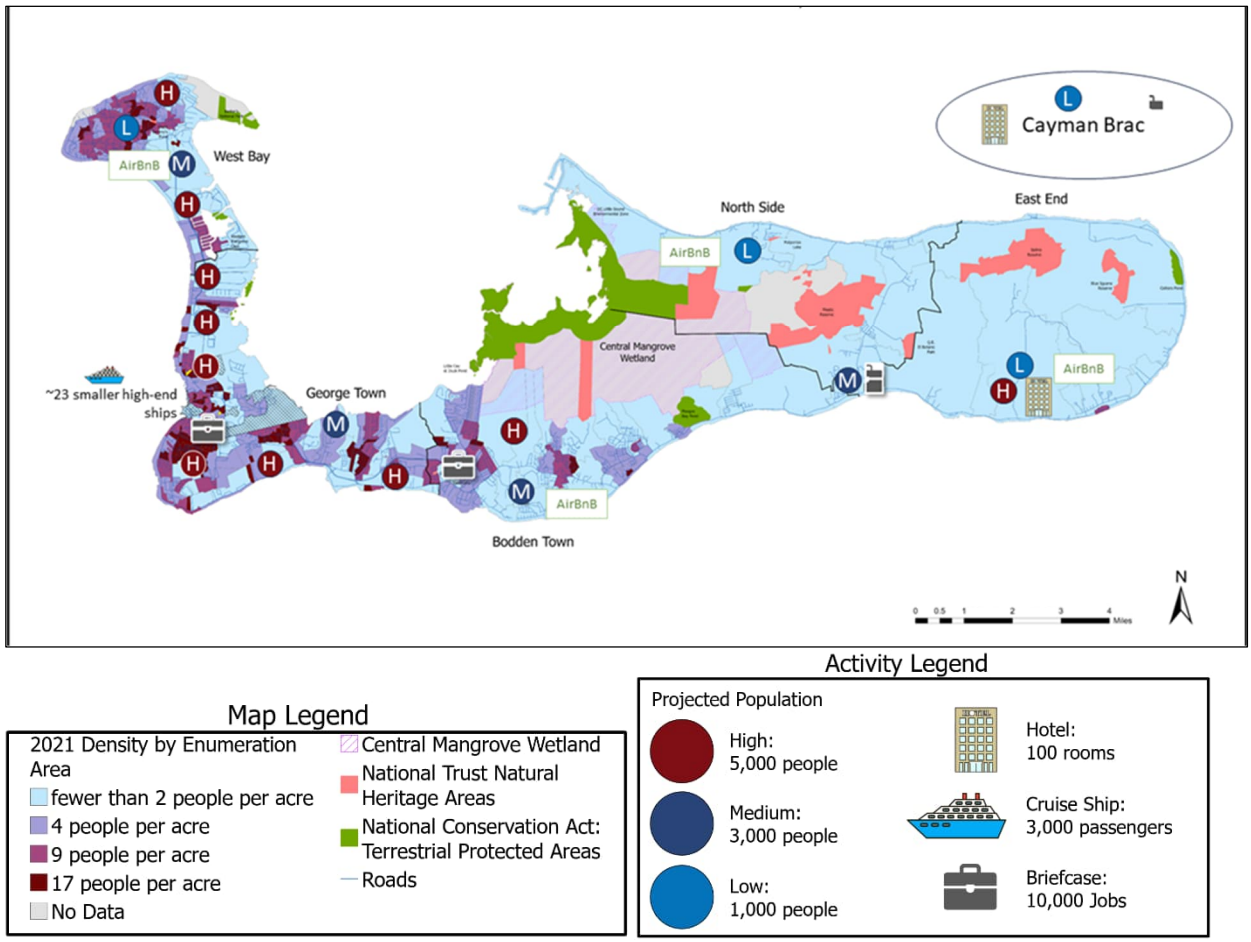

Figure 11: 2074 Medium Growth Land Use Map

3.4.2 Planned Future Roadway Infrastructure

The NRA provided information regarding planned future roadway infrastructure projects, which were built upon the existing roadway network to reflect the roadway network of each future year. For each forecast year, the No-Build scenario includes the planned improvements anticipated to be in place for the respective year. This evaluation incorporates these planned projects to capture the context of the entire project life cycle by representing the overall plan for future roadway infrastructure; however, inclusion of these projects does not imply that they are approved or funded for implementation. These projects are meant to serve as a consistent, common baseline comparison scenario for decision-making, to assess against each Build alternative.

The 2026 planned roadway infrastructure includes the following:

- **East-West Arterial (EWA) Extension** to Woodland Drive
- **Agricola Drive Connector** from EWA to Agricola Drive – one lane in each direction
- **EWA Widening** between Tomlinson Roundabout and Hirst Road – two lanes in each direction
- **EWA Widening** between Silver Oaks Roundabout and Tomlinson Roundabout – three lanes in each direction
- **Parallel Service Road** from Silver Oaks Roundabout to Red Bay via Grand Harbour development
- **Bobby Thompson Way (BTW) & Linford Pierson Highway (LPH) Widening** – three lanes in each direction
- **Linford Pierson Highway (LPH) Extension** to Outpost Road – one lane in each direction
- **Agnes Way Extension** from Linford Pierson Highway to Cayman Enterprise and Fairbanks Road – one lane in each direction
- **Fairbank Road Widening** between LPH and Agnes Way Ext. – two lanes in each direction
- **Airport Collector Road (ACR)** to Industrial Park – one lane in each direction
- **Eastern Avenue Extension** from Elgin Avenue to Smith Road – one lane in each direction
- **Godfrey Nixon Way (GNW) Extension** to North Church Street – one lane in each direction
- **Olympic Way Connector** to Academy Way for school/stadium complex – one lane in each direction
- **Printer Way** widened to two-direction road from Elgin Avenue to Shedden Road – one lane in each direction
- **Esterly Tibbetts Highway (ETH) Widening** between North Sound Road and Airport Collector Road – three lanes in each direction
- **ETH Connector** to Reverend Blackman Road – one lane in each direction
- **Canal Point Drive Connector** to West Bay Road – one lane in each direction
- **BP40 – Anton Bodden Connector** to Manse Road, including roundabout at Shamrock Road – one lane in each direction

The 2036 No-Build scenario includes all 2026 planned improvements as well as the following additional projects:

- **Airport Connector Roadway (ACR) –** Full build out between Esterly Tibbetts Highway and Airport – two lanes in each direction
- **Roberts Drive Extension** between North Sound Road and Dorcy Drive – one lane in each direction
- **Eastern Avenue Extension** from Shedden Road to Elgin Avenue and from Smith Road to Outpost Street – one lane in each direction
- **South Sound By-Pass Corridor –** one lane in each direction
- **LPH Extension** to Walkers Rd – two lanes in each direction between Bobby Thompson Way and Outpost Street; one lane in each direction between Outpost Street and Walkers Road
- **Fairbanks Road Widening** between Cayman Enterprise and LPH – two lanes in each direction
- **Hell Road Extension** to Northwest Point Road – one lane in each direction
- **BP 40 coastal** collector roadway from Pedro Castle Road to BP 40 Anton Bodden Connector – one lane in each direction
- **Godfrey Nixon Way Connectors** to Fort Street and Bodden Road – one lane in each direction

The 2046 No-Build scenario includes all 2026 and 2036 planned improvements as well as the following additional projects:

- **ACR to West Bay Road connectors** with two branches as collector roadways (one connector to Jasmin Blossom Way and another to Marbel Drive)
- **South Sound By-Pass Corridor Widening –** two lanes in each direction along the main section to Cayman Enterprise City from Old Crewe Road
- **Agnes Way Connector widening** – two lanes in each direction
- **South Sound Road -** two lanes in each direction from Shamrock Rd/Crewe Rd to Old Crewe Road
- **Spotts-Connector** - New connector from International College Cayman Islands and Hirst Road to the EWA at Chime Street, then to Shamrock Road – one lane road in each direction
- **Extension of John McLean Drive to High Rock Drive** – one lane in each direction
- **East End Interior** – between southern Spur of the EWA corridor by Clifton Hunter High School to Farm Road – one lane in each direction

The 2074 No-Build scenario includes all 2026, 2036, and 2046 planned improvements. No additional planned roadway infrastructure projects were provided from 2046 to 2074.

Figure 12 displays the location of planned future roadway infrastructure assumed within the EWA EIA traffic study area, which were incorporated into all No-Build and Build alternatives discussed in the following Shortlist Evaluation analyses. Additional figures illustrate the remaining planned projects outside the EWA EIA study area by year from 2026 to 2046 (Attachment H).

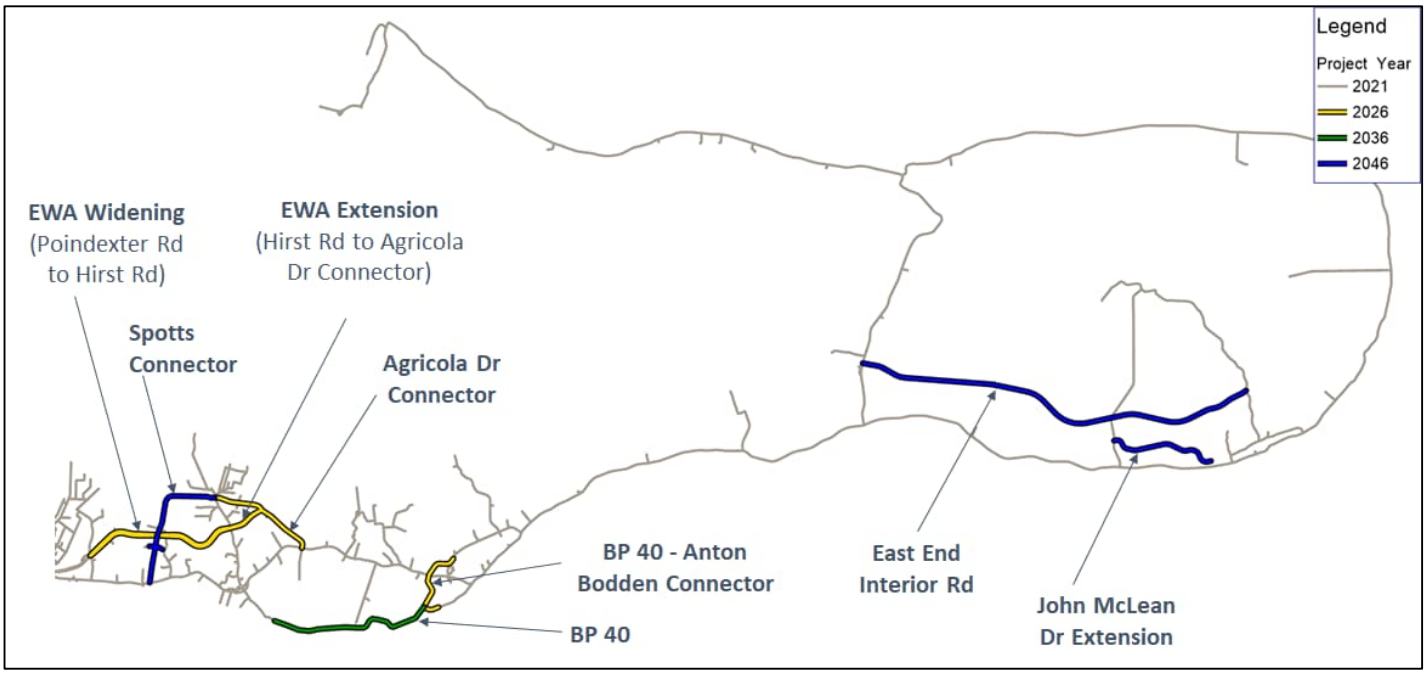

Figure 12: Planned Future Roadway Infrastructure

4 Traffic Evaluation

4.1 Critical Success Factors

Critical Success Factors (CSFs) are the aspects of the project that are vital to its success. These are the main goals that the completed project would accomplish. The CSFs were developed based on the Final ToR for the EWA Extension. **Table 3** below provides a list of the CSFs.

This chapter will evaluate the benefits of the proposed alternatives compared to baseline conditions by assessing the direct beneficial effect the project is likely to have. Beneficial and neutral effects are assessed qualitatively based on the direct benefits provided by each alternative. This 4-point scale allows the results of the traffic assessment to be reported in the Appraisal Summary Table for the Shortlist Alternatives Evaluation. **Table 4** below defines how the 4-point scale is applied to evaluate traffic impacts as part of the Shortlist Evaluation. UK WebTAG guidance does not provide specific thresholds for the traffic evaluation, so these criteria were derived from multiple sources: some are based on thresholds outlined in the Longlist Alternatives Evaluation Document, other thresholds have been updated for this report using updated data from the GCM, and some were refined to better align with scaling used in the **Socioeconomic Technical Report Section 4.1: Accessibility**, which references WebTAG Unit A4-2 to evaluate travel conditions. The **Shortlist Evaluation Document Section 6**: **Transportation Project Appraisal** will rely on the Cost Benefit Analysis to monetize the transportation benefits of each alternative and further differentiate the alternatives.

Table 3: Critical Success Factors List

Criteria	Target
a. Create an alternative travel route to the existing two-lane Bodden Town Road	Provide an alternative roadway facility to accommodate travel in the event of a roadway closure (**4.4 Resiliency**)
b. Improve resiliency of the existing roadway travel route between North Side/East End and George Town/West Bay.	Reduce existing roadway volumes to decrease traffic accidents and improve overall travel time reliability (**4.3.2 Screenline Volumes**)
c. Support current and future traffic demand.	Provide additional capacity to accommodate existing and projected trips/volumes (**4.3.2 Screenline Volumes**) Improve access to jobs from North Side/East End to employment centers in George Town/West Bay (**4.3.3 District-to-District Trips** & **0 Employment Access**)
d. Improve travel time between North Side/East End and George Town/West Bay	Reduce travel time within the study area between Frank Sound Road and Hirst Road (**4.5.1 Study Area Travel Times**) Reduce travel time between North Side/East End and George Town/West Bay (**4.5.2 Key Destination Travel Times**)
e. Accommodate utility expansion (electricity, fiber, water, central sewage) *	Establish area adjacent to roadway to provide for utility needs. Discussion of utilities is included in the **Engineering Technical Report Section 4: Utilities**.
f. Provide opportunity to safely accommodate and expand public transportation *	Establish public transportation facilities and improve bus travel time reliability. Discussion of potential public transportation opportunities is included in the **Engineering Technical Report Section 5: Transit** and the **Socioeconomic Technical Report Section 4.4: Option Values**.
g. Reduce tourism travel time between North Side/East End and George Town	Reduce travel times between Owen Roberts International Airport and the North Side (**4.5.2 Key Destination Travel Times**) Reduce travel time between George Town Cruise Port and Bodden Town/North Side/East End (**4.5.3 Tourist Travel Times**)
h. Improve safe vehicular travel by reducing roadway conflict points	Improve traffic operations and intersection delay (**4.6: Operations**) Reduce cross street intersections and driveway access points along the primary east-west corridor (**4.6.3 Roadway Conflict Points**) Improve safety by providing a restricted access roadway facility with separate pedestrian/bicycle facilities (**4.7 Safety**)
i. Provide opportunity for enhanced and safe pedestrian and bicycle travel	Establish dedicated pedestrian and bicycle facilities adjacent to vehicular travel lanes (**4.8.1 Bicycle Level of Traffic Stress**) Improve pedestrian and bicycle access to key locations in Bodden Town, North Side, or East End (**4.8.2 Non-Vehicular Access**)
**These criteria are to provide opportunities to accommodate these features. It is outside of ambit of the NRA to provide utilities or public transportation.*	

Table 4: Definitions of Assessment Scores

Score	Definition
Large Beneficial Effect	• **Resiliency:** Consists of 100% new roadway connection between Woodland Drive and Frank Sound Road; reduces existing road volume by at least 50%. • **Traffic Demand**: Provides access for at least 16% more traffic volume compared to the No-Build scenario. • **Travel Time**: Reduces peak direction travel time by more than 25% compared to the No-Build scenario. • **Operations**: At least 60% of intersections operate at LOS D or better in both peak hours; reduces the number of cross-street intersections and driveway access points along the primary east-west corridor by at least 75% compared to the No-Build scenario. • **Safety**: Consists of 100% of new roadway with median barrier / multimodal facilities; new intersections consist of 100% roundabouts • **Multimodal**: Consists of 100% bicycle facility connection (LTS 1 or 2) between Woodland Drive and Frank Sound Road; provides non-vehicular access to at least 15% of eastern district residents.
Moderate Beneficial Effect	• **Resiliency**: Consists of 75-99% new roadway connection between Woodland Drive and Frank Sound Road; reduces existing road volume by 25-49%. • **Traffic Demand**: Provides access for 6-15 % more traffic volume compared to the No-Build scenario. • **Travel Time**: Reduces peak direction travel time by 15-25% compared to the No-Build scenario. • **Operations**: From 40-59% of intersections operate at LOS D or better in both peak hours; reduces the number of cross-street intersections and driveway access points along the primary east-west corridor by 50-74% along the primary east-west corridor. • **Safety**: Consists of 75-99% of new roadway with median barrier and multimodal facilities; consists of at least 75-99% roundabouts on new intersections. • **Multimodal**: Consists of 75-99% bicycle facility connection (LTS 1 or 2) between Woodland Drive and Frank Sound Road; provides non-vehicular access to 10-14% of eastern district residents.
Slight Beneficial Effect	• **Resiliency**: Consists of 1-74% new roadway connection between Woodland Drive and Frank Sound Road; reduces existing road volume by 10-24%. • **Traffic Demand**: Provides access for 2-5 % more traffic volume compared to the No-Build scenario. • **Travel Time**: Reduces peak direction travel time by 5-14% as compared to the No-Build. • **Operations**: From 20-39% of intersections operate at LOS D or better in both peak hours; reduces the number of cross-street intersections and driveway access points along the primary east-west corridor by at least 25-49% along the primary east-west corridor. • **Safety**: Consists of at least 1-74% of new roadway with median barrier and multimodal facilities; consists of at least 1-74% roundabouts on new intersections. • **Multimodal**: Consists of 1-74% bicycle facility connection (LTS 1 or 2) between Woodland Drive and Frank Sound Road; provides non-vehicular access to 5-9% of eastern district residents.
Neutral Effect	• **Resiliency**: Provides no separation or new roadway connection between Woodland Dr and Frank Sound Rd; reduces existing road volume by less than 10%. • **Traffic Demand**: Provides access for 0-1 % more traffic volume compared to the No-Build scenario. • **Travel Time**: Reduces peak direction travel time by 0-4% compared to the No-Build scenario. • **Operations**: Less than 20% of intersections operate at LOS D or better in both peak hours; reduces the number of cross-street intersections and driveway access points along the primary east-west corridor by less than 25% along the primary east-west corridor. • **Safety**: Consists of no new roadway with median barrier and multimodal facilities; consists of no roundabouts on new intersections. • **Multimodal**: Provides no new bicycle facility connection (LTS 1 or 2) between Woodland Drive and Frank Sound Road; provides non-vehicular access to 0-4% of eastern district residents.

4.2 Alternatives Evaluated

Following evaluation of the longlist of alternatives, the No-Build scenario along with four Build alternatives (B1, B2, B3, and B4) were carried forward as shown in **Figure 1**.

All four Build alternatives proceed east from the proposed Agricola Drive Connector until the intersection with the proposed Lookout Road Connector. From there, Alternatives B1, B2, and B3 proceed east from Lookout Road Connector, each taking different paths to the east, parallel to Bodden Town Road, until they ultimately intersect with Frank Sound Road near Clifton Hunter High School. Alternative B1 includes a northern spur that provides an additional access point on Frank Sound Road. From the Lookout Road Connector, Alternative B4 turns south along Lookout Road, ultimately rejoining with Bodden Town Bypass, and onto Bodden Town Road.

Beginning in 2026, the new EWA Extension will consist of a single lane in each direction, divided by a median barrier as shown in **Figure 13**. Additional lanes will be added at each interim year by 2036, 2046, and ultimately in 2074 for the full design. Key additions to the design include widening the vehicular traveled way to two lanes in each direction, adding corridor lighting, incorporating sidewalks and micromobility paths, adding dedicated transit lanes, including a solar panel canopy over multimodal facilities, and fully separated Right of Way (ROW) for utility lines as shown in **Figure 14**. Alternative B4 rejoins the existing coastal roadway but will also receive upgrades as shown in **Figure 15**. Please note that these layouts are tentative, and subject to change with future designs.

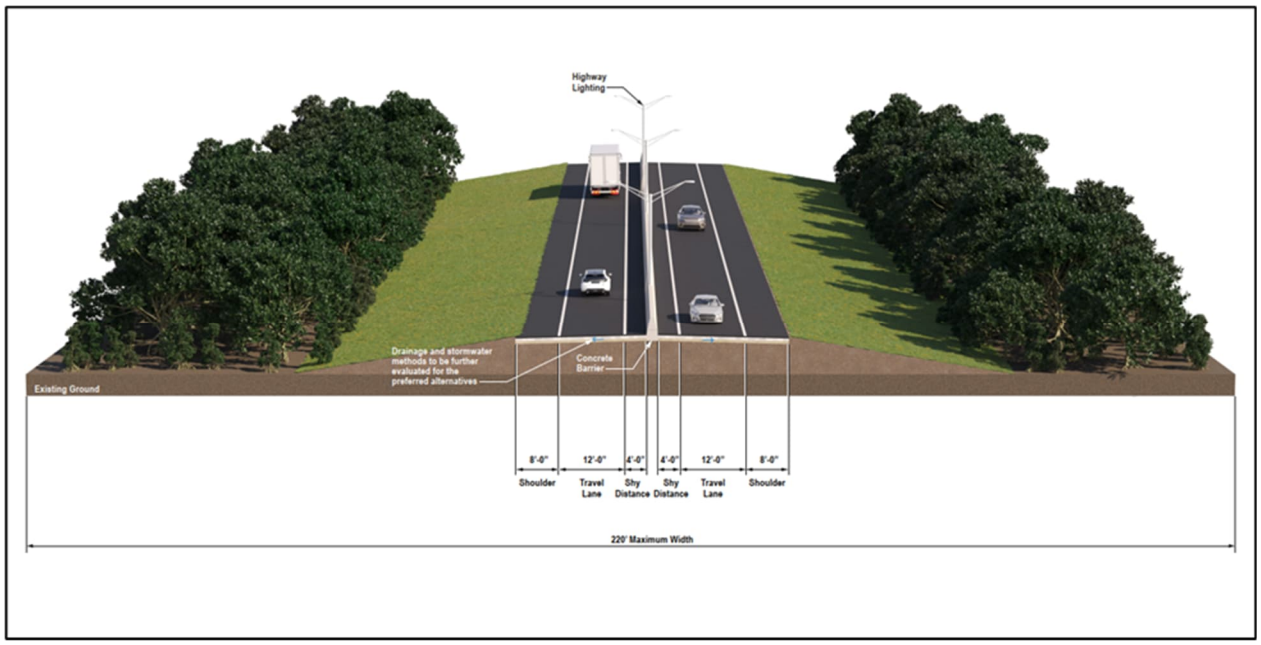

Figure 13: 2026 Build Alternative Cross-Section

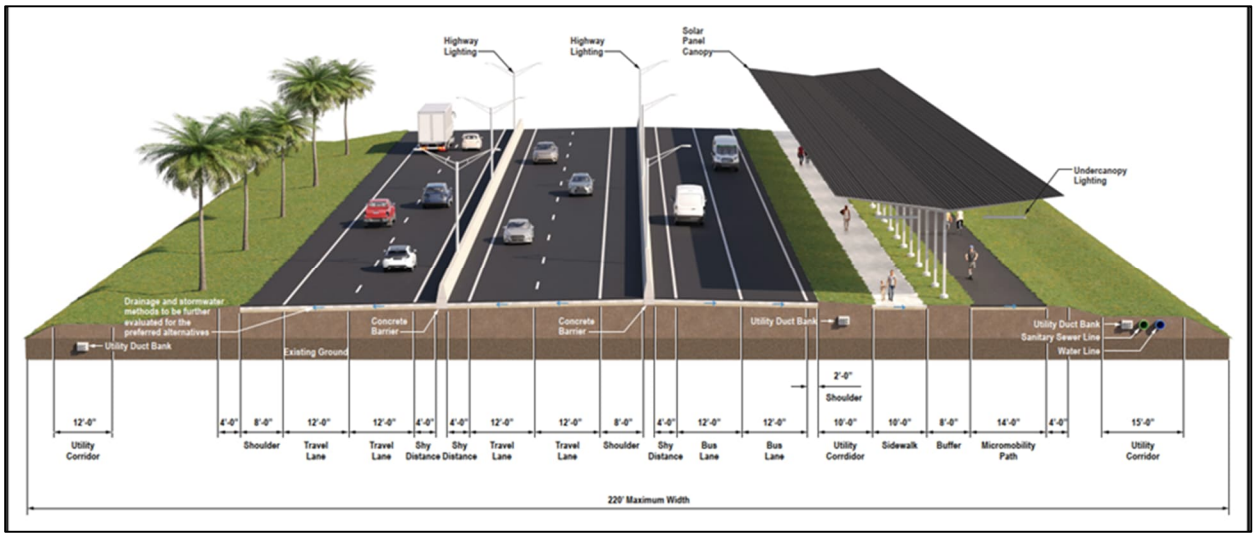

Figure 14: 2074 Build Alternative Section 2 Cross-Section for all Alternatives and Section 3 Cross Section for B1, B2, and B3

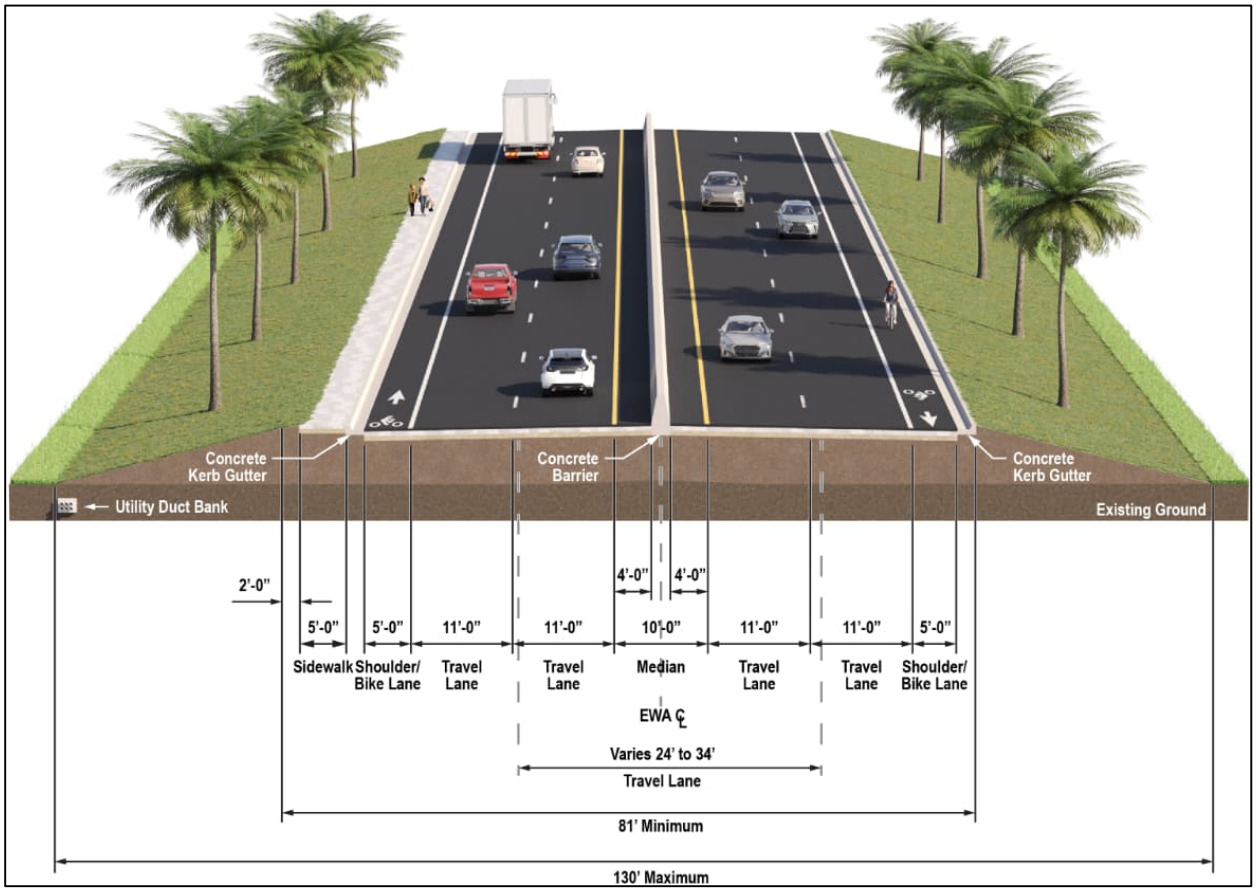

Figure 15: Build Alternative Section 3 Cross-Section for B4

The corridor is split into three sections, with the portion between Agricola Drive Connector and Lookout Road Connector being denoted as Section 2, and from Lookout Road Connector to Frank Sound Road being denoted as Section 3. **Table 5** through **Table 7** show the additional features to be added to the Build Alternative corridors as they come online between 2026 and 2074 for Section 2 and Section 3.

Table 5: Build Alternatives Section 2 Phased Improvements

Typical Section Components	2026	2036	2046	2074
# of Travel Lanes	2	2	4	4
Utilities		X		
Highway Lighting	X			
Transit Lanes (1 Each Dir.)		X		
Sidewalk		X		
Solar Array			X	
Micromobility Path		X		

Table 6: Build Alternatives B1, B2 and B3 Section 3 Phased Improvements

Typical Section Components	2026	2036	2046	2074
# of Travel Lanes	2	2	2	4
Utilities		X		
Highway Lighting	X			
Transit Lanes (1 Each Dir.)		X		
Sidewalk			X	
Solar Array			X	
Micromobility Path			X	

Table 7: Build Alternative B4 Section 3 Phased Improvements

Typical Section Components	2026	2036	2046	2074
# of Travel Lanes	4	4	4	4
Utilities	X			
Highway Lighting	X			
Transit Pull-Offs	X			
Sidewalk	X			

4.3 Traffic Demand

Supporting current and future traffic demand is a critical success factor when considering the Build alternatives. The No-Build scenario falls short in providing adequate capacity for both the current traffic demand and anticipated future traffic demand. Current residents of North Side and East End often face widespread congestion on the existing coastal road, highlighting the need for additional roadway infrastructure as the population of Grand Cayman continues to grow. **Figure 16** shows existing morning peak hour congestion along westbound Shamrock Road near Will T Road that was observed in February 2023, illustrating the congestion issues prevalent in the study area.

Figure 16: AM Westbound Congestion, Shamrock Road looking east near Will T Road (February 2023)

The Build alternatives were each modelled assuming an appropriate number of travel lanes to meet each future year's projected capacity requirements. This approach was important to evaluate the evolving needs of Grand Cayman's future traffic demand.

4.3.1 Variable Demand Model

Induced traffic refers to the phenomenon where roadway infrastructure projects intended to alleviate existing traffic congestion may ultimately lead to a rise in overall vehicle trips. As an example, if a new road is built to alleviate existing congestion and accommodate additional vehicles, more people may choose to drive due to improved accessibility of the new road.

When modelling future year scenarios, the GCM captures the induced traffic anticipated as a result of the EWA Extension by using a "variable demand" approach that reflects how travel conditions may change in response to the additional roadway capacity, rather than using a "fixed demand" approach that would assume the same travel patterns across all alternatives. According to WebTAG

Unit M1-1 *Principles of Modelling and Forecasting*, the fixed demand approach is deemed "inadequate for transport schemes aimed at resolving congestion." Instead, variable demand models are more appropriate to best capture variations in demand as travel opportunities change. Therefore, the results discussed throughout this document reflect the potential induced demand generated by the EWA Extension, and traffic volumes may differ between alternatives representing the same future year depending on each alternative impacts accessibility. As roadway capacity increases and travel becomes more attractive, traffic volumes typically increase to meet the demand of longer-distance trips that drivers previously could not make.

4.3.2 Screenline Volumes

A screenline is used to illustrate all traffic heading eastbound, westbound, or both directions at a specific location using all available routes. Screenlines are drawn across multiple parallel routes in a roadway network to compare total traffic flows at a given location. Three screenlines were placed at key corridor locations: (1) east of the Agricola Drive Connector, (2) east of Lookout Rd, and (3) west of Frank Sound Road to capture how traffic volumes vary between the No-Build scenario and Build alternatives as shown in **Figure 17**.

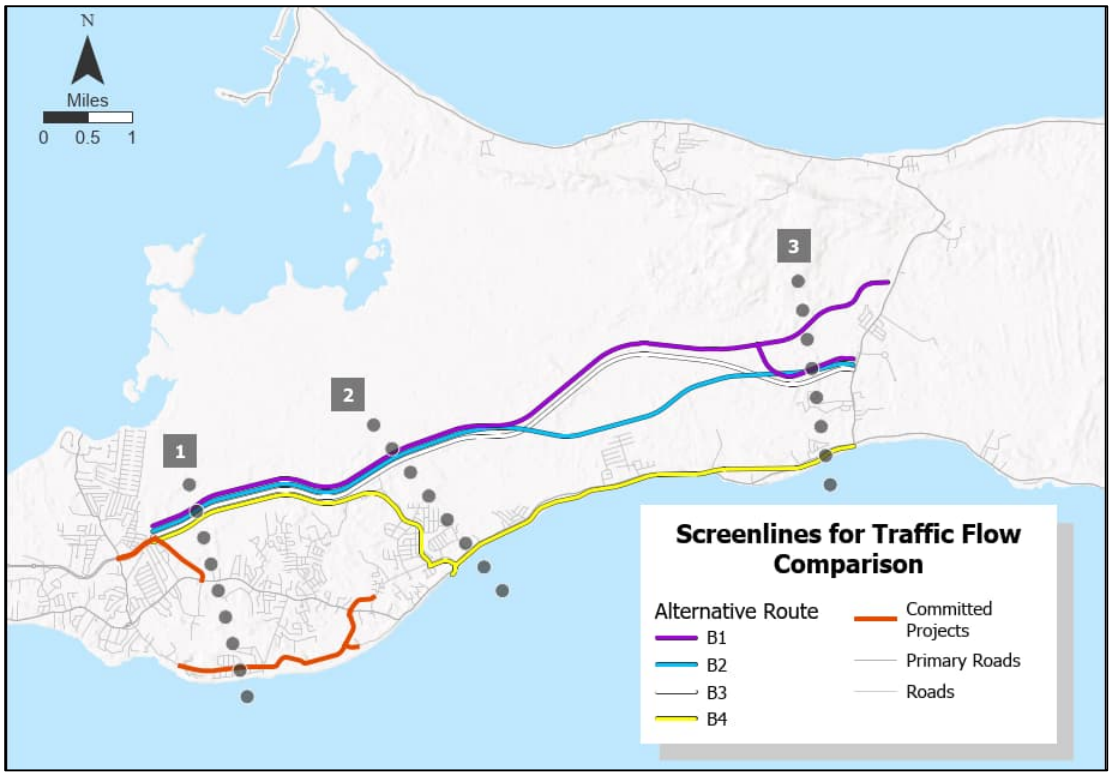

Figure 17: Screenlines for Traffic Flow Comparison

Two-way screenline volumes comparisons are displayed for future years 2026 and 2074 in **Table 8** and **Table 9**, respectively, indicating the anticipated demand volume traveling in both directions. For each alternative, the screenline volumes reflect how people are expected to travel differently in response to changing accessibility, likely making longer-distance trips as access improves. Volumes

differ between alternatives as a result of the variable demand approach recommended by WebTAG Unit M1-1 (see **Section 4.3.1: Variable Demand Model**).

The Build Alternatives B1, B2, B3, and B4 are projected to accommodate more east-west volume through the study area compared to the No-Build scenario, while reducing traffic volumes on the existing roadways of Shamrock Road and Bodden Town Road. The increased east-west volumes projected for each Build alternative indicate that east-west travel is expected to become more accessible due to the EWA Extension's added capacity.

Table 8: 2026 Screenline Volumes (Two-way)

Screenline	Road	No-Build	B1		B2		B3		B4	
		vehicles	veh	%Δ	veh	%Δ	veh	%Δ	veh	%Δ
2026 AM										
1	Shamrock Rd	1,726	794	-54%	798	-54%	802	-54%	756	-56%
	EWA	–	1,131	–	1,152	–	1,141	–	1,078	–
	Two-Way Total	1,726	1,925	12%	1,951	13%	1,943	13%	1,834	6%
2	Bodden Town Rd	863	193	-78%	170	-80%	182	-79%	939	9%
	EWA	–	814	–	863	–	843	–	–	–
	Two-Way Total	863	1,007	17%	1,032	20%	1,024	19%	939	9%
3	Bodden Town Rd	612	73	-88%	47	-92%	58	-90%	670	9%
	EWA	–	725	–	715	–	692	–	–	–
	Two-Way Total	612	798	30%	762	24%	751	23%	670	9%
2026 PM										
1	Shamrock Rd	1,905	802	-58%	783	-59%	807	-58%	839	-56%
	EWA	–	1,293	–	1,336	–	1,304	–	1,181	–
	Two-Way Total	1,905	2,094	10%	2,119	11%	2,111	11%	2,020	6%
2	Bodden Town Rd	1,125	284	-75%	219	-81%	283	-75%	1,221	9%
	EWA	–	980	–	1,071	–	998	–	–	–
	Two-Way Total	1,125	1,264	12%	1,291	15%	1,281	14%	1,221	9%
3	Bodden Town Rd	837	149	-82%	112	-87%	144	-83%	896	7%
	EWA	–	943	–	879	–	832	–	–	–
	Two-Way Total	837	1,092	30%	991	18%	976	17%	896	7%
AM/PM Average Two-Way Volume		**837**	**1,092**	**30%**	**991**	**18%**	**976**	**17%**	**896**	**7%**

Table notes: Screenline locations are shown in **Figure 17.** For each alternative, two-way volumes reflect how people are expected to travel differently in response to changing accessibility, likely making longer-distance trips as access improves. Volumes differ between alternatives due to the variable demand approach recommended by WebTAG Unit M1-1 (see **Section 4.3.1: Variable Demand Model**).

Table 9: 2074 Screenline Volumes (Two-way)

Screenline	Road	No-Build	B1		B2		B3		B4	
		vehicles	veh	%Δ	veh	%Δ	veh	%Δ	veh	%Δ
2074 AM										
1	BP 40	1,114	576	-48%	585	-48%	578	-48%	588	-47%
	Shamrock Rd	4,627	2,033	-56%	1,976	-57%	2,020	-56%	1,731	-63%
	EWA	–	3,768	–	3,841	–	3,792	–	3,855	–
	Two-Way Total	5,741	6,377	11%	6,402	12%	6,389	11%	6,174	8%
2	Bodden Town Rd	3,583	962	-73%	876	-76%	940	-74%	3,958	10%
	EWA	–	3,060	–	3,187	–	3,100	–	–	–
	Two-Way Total	3,583	4,023	12%	4,063	13%	4,040	13%	3,958	10%
3	Bodden Town Rd	3,312	853	-74%	752	-77%	831	-75%	3,672	11%
	EWA	–	2,794	–	2,864	–	2,768	–	–	–
	Two-Way Total	3,312	3,647	10%	3,617	9%	3,599	9%	3,672	11%
2074 PM										
1	BP 40	940	592	-37%	593	-37%	594	-37%	591	-37%
	Shamrock Rd	4,698	1,872	-60%	1,732	-63%	1,801	-62%	2,222	-53%
	EWA	–	3,695	–	3,859	–	3,775	–	3,250	–
	Two-Way Total	5,639	6,159	9%	6,184	10%	6,171	9%	6,063	8%
2	Bodden Town Rd	3,592	986	-73%	812	-77%	894	-75%	3,993	11%
	EWA	–	3,088	–	3,287	–	3,185	–	–	–
	Two-Way Total	3,592	4,073	13%	4,099	14%	4,079	14%	3,993	11%
3	Bodden Town Rd	3,288	872	-73%	704	-79%	789	-76%	3,667	12%
	EWA	–	2,983	–	3,042	–	2,943	–	–	–
	Two-Way Total	3,288	3,855	17%	3,746	14%	3,732	14%	3,667	12%
AM/PM Average Two-Way Volume		**4,193**	**4,689**	**12%**	**4,685**	**12%**	**4,668**	**11%**	**4,588**	**9%**

Table notes: Screenline locations are shown in **Figure 17.** For each alternative, two-way volumes reflect how people are expected to travel differently in response to changing accessibility, likely making longer-distance trips as access improves. Volumes differ between alternatives due to the variable demand approach recommended by WebTAG Unit M1-1 (see **Section 4.3.1: Variable Demand Model**).

Table 10 summarizes each alternative's qualitative impact on supporting future traffic demand at the screenline level (See **Table 8**, **Table 9**, and **Figure 17**). Qualitative ratings are based on the degree of improvement expected by each alternative: "Large beneficial" (accommodates at least 16% more volume), "Moderate beneficial (increases by 6 to 15%), "Slight beneficial" (increases by 2 to 5%), or "Neutral" (increases by 0 to 1%).

Table 10: Screenline Volume Summary Table

	No-Build	B1	B2	B3	B4
Future Traffic Demand	Neutral*	Large Beneficial	Large Beneficial	Large Beneficial	Moderate Beneficial

*Table note: The No-Build scenario is rated "Neutral" because it serves as the baseline for comparison against the Build alternatives, but the No-Build represents worsening future traffic conditions as traffic volumes and congestion are forecasted to grow.

No-Build: The No-Build scenario serves as the baseline for comparison against the Build alternatives and is ranked "Neutral" for its impact on supporting current and future traffic demand. With no additional travel lanes or capacity added except for those planned roadway projects that are included in the baseline No-Build conditions for each future scenario year, the No-Build is anticipated to be overcapacity along the existing coastal roads of Shamrock Road and Bodden Town Road.

Alternatives B1, B2, B3: The Build Alternatives B1, B2, and B3 are projected to accommodate more east-west volume through the study area compared to the No-Build scenario, while reducing traffic volumes on the existing roadways of Shamrock Road and Bodden Town Road. As shown in **Table 8** and **Table 9**, Alternatives B1, B2, and B3 are anticipated to accommodate higher future demand volumes during peak periods, increasing total traffic flows through the study area by 10 to 30% in 2026 and by 9 to 17% in 2074 at each screenline. Therefore, Build Alternatives B1, B2, and B3 are determined to have a "Large Beneficial" impact for accommodating future travel demand.

Alternative B4: Alternative B4 is projected to accommodate more east-west volume through the study area compared to the No-Build scenario. Alternative B4 is anticipated to accommodate higher future demand volumes during peak periods due to on-alignment improvements, increasing total traffic flows through the study area by 6 to 9% in 2026 and by 8 to 12% in 2074 at each screenline, as shown in **Table 8** and **Table 9**. Therefore, Alternative B4 is determined to have a "Moderate Beneficial" impact for accommodating future travel demand.

To illustrate how the Build alternatives serve more people when compared to the No-Build scenario, the following section considers the anticipated throughput volumes of each alternative for an example directional roadway segment.

The GCM is a capacity-constrained model, meaning the model reflects the maximum number of vehicles that each roadway can accommodate within a given timeframe. The GCM takes these capacity constraints into account to estimate vehicle delay along heavily congested roadways, capturing field-representative conditions and providing more realistic estimates for the following key volumes:

- Unconstrained demand volume: The model calculates the traffic volume that would exist if capacity constraints were not a limiting factor. This reflects the total demand in a scenario if traffic could flow without hindrance.
- Throughput volume: The model determines the traffic volume that successfully makes it to the study area after being constrained by upstream congestion. This represents the throughput of traffic under real-world capacity limitations after considering delays and queues imposed by congested conditions.

Using these two estimates, the GCM provides insight on both the potential demand and the actual volume that can be accommodated within the study area, which may differ in some cases based on upstream congestion outside the study area. The difference between the unconstrained demand volume and the throughput volume is considered "unserved demand," which indicates how many drivers are already on the road but are unable to reach their destination due to upstream congestion during a particular timeframe.

An example of "unserved demand" is shown in **Table 11**, which illustrates the key volumes: unconstrained demand, throughput, and unserved demand between Agricola Drive Connector and Will T Connector (indicated in **Figure 17** as Screenline 1) for all available westbound routes during the AM peak hour. This example location was summarized during the AM peak hour to illustrate the congestion within the study area that the EWA Extension could potentially relieve. The majority of AM commuters continue west beyond Hirst Road, so this location was chosen at the western end of the EWA Extension to capture the overall traffic volume impacted by congestion across the entire study area under the No-Build scenario as well as the overall volume that would benefit from the EWA Extension's additional capacity. Volumes differ between alternatives due to the variable demand approach recommended by WebTAG Unit M1-1 (see **Section 4.3.1: Variable Demand Model**).

As shown in **Table 11**, although there is unserved demand under the Build conditions, the volume throughput along this screenline segment is expected to increase by as much as approximately 1,200 vehicles compared to No-Build conditions, particularly in 2074.

Table 11: Unserved Demand Volume between Agricola Drive Connector & Will T Connector

Volume Type (vehicles)	No-Build	Alt B1	Alt B2	Alt B3	Alt B4
2026 AM Westbound					
Unconstrained Demand	1,350	1,451	1,464	1,459	1,406
Constrained Throughput	1,260	1,441	1,454	1,449	1,398
Unserved Demand	**90**	**10**	**10**	**10**	**8**
2074 AM Westbound					
Unconstrained Demand	3,729	4,107	4,114	4,110	3,973
Constrained Throughput	2,359	3,619	3,626	3,621	3,360
Unserved Demand	**1,370**	**488**	**488**	**489**	**613**

Table notes: Example location indicated in **Figure 17** as Screenline 1**.** For each alternative, the unconstrained demand volume reflects how people travel differently in response to changing accessibility, likely making longer-distance trips as access improves. Volumes differ between alternatives due to the variable demand approach (WebTAG Unit M1-1).

With the construction of the proposed EWA, the GCM projects that the additional capacity will allow more east-west travel, producing volumes that surpass the No-Build scenario in both 2026 and 2074, as summarized below and in **Table 11**:

- By 2074, the No-Build scenario throughput volumes are anticipated to reach nearly 2,400 westbound vehicles during the AM peak hour, but the anticipated congestion along existing Shamrock Road, Bodden Town Road, and other roads east of the Agricola Drive Connector will prevent nearly 1,400 vehicles from reaching their morning destination. This value represents drivers who would be travelling regardless of the proposed EWA but are unable to reach their destination in a reasonable time due to upstream congestion.
- In 2074 for Build Alternatives B1, B2, and B3, the proposed EWA is expected to increase the constrained throughput to over 3,600 vehicles, allowing an additional 1,200 vehicles to travel through the study area during the AM peak hour compared to the No-Build scenario. Alternatives B1, B2, and B3 will likely constrain about 500 remaining vehicles east of the Agricola Drive Connector due to upstream congestion outside the study area.
- In 2074 for Build Alternative B4, the proposed EWA is expected to increase the constrained throughput to nearly 3,400 vehicles, allowing an additional 1,000 vehicles to travel through the study area during the AM peak hour compared to the No-Build scenario. Alternative B4 will likely constrain about 600 remaining vehicles east of the Agricola Drive Connector due to upstream congestion outside the study area.

4.3.3 District-to-District Work Trips

Another way to illustrate the advantages of increasing east-west capacity is to examine the anticipated changes in district-to-district travel patterns under the Build alternatives, such as whether farther commutes to employment centres in George Town become more accessible to drivers residing in North Side and East End. **Figure 18** illustrates the distribution of Grand Cayman's population and employment centres based on 2021 ESO census data, showing a large majority of jobs in George Town. For residents of North Side and East End, the result is that they must endure a lengthy commute to access these jobs in George Town.

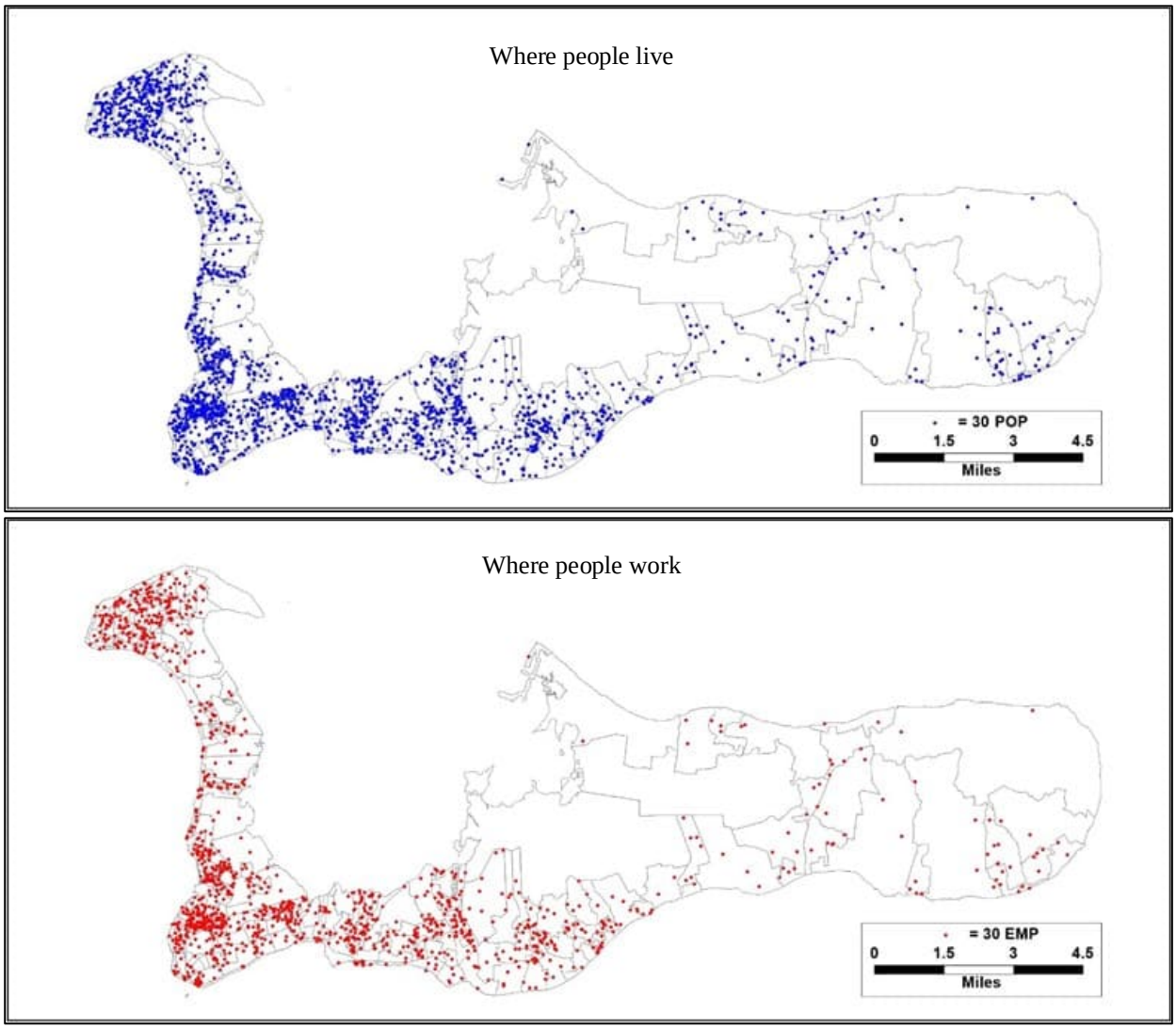

Figure 18: Grand Cayman 2021 Population and Employment Distribution

The GCM uses a variable demand approach, meaning the model will react to changing travel costs and will forecast drivers choosing longer-distance trips if that becomes more practical with the construction of the EWA. Such shifts are evident in **Figure 19** and **Figure 20** which illustrate the anticipated breakdown of district-to-district work-related trips from North Side and East End during the morning commute. Trip numbers between the eastern and western districts were calculated from home to work (east to west) during the morning peak.

Under No-Build conditions, a larger percentage of work trips from North Side and East End will likely be confined within these eastern districts as shown in **Figure 19** and **Figure 20**, indicating that jobs in George Town will be less accessible due to long commutes. Instead of commuting to the abundant job opportunities available in George Town, many eastern residents would be more inclined to rely, where possible, on the opportunities available within their own districts to avoid the extended commutes to George Town. Conversely, under Build Alternatives B1, B2, B3, and B4, the percentage

of work trips destined for George Town is expected to notably increase, demonstrating that access to these vital resources and employment opportunities become more viable with the construction of the EWA Extension. It is worth noting that by 2074, the work trips for the Build alternatives do not shift as drastically toward the western districts of George Town/West Bay as they do in 2026 due to shifting employment opportunities and increased congestion anticipated outside the study area.

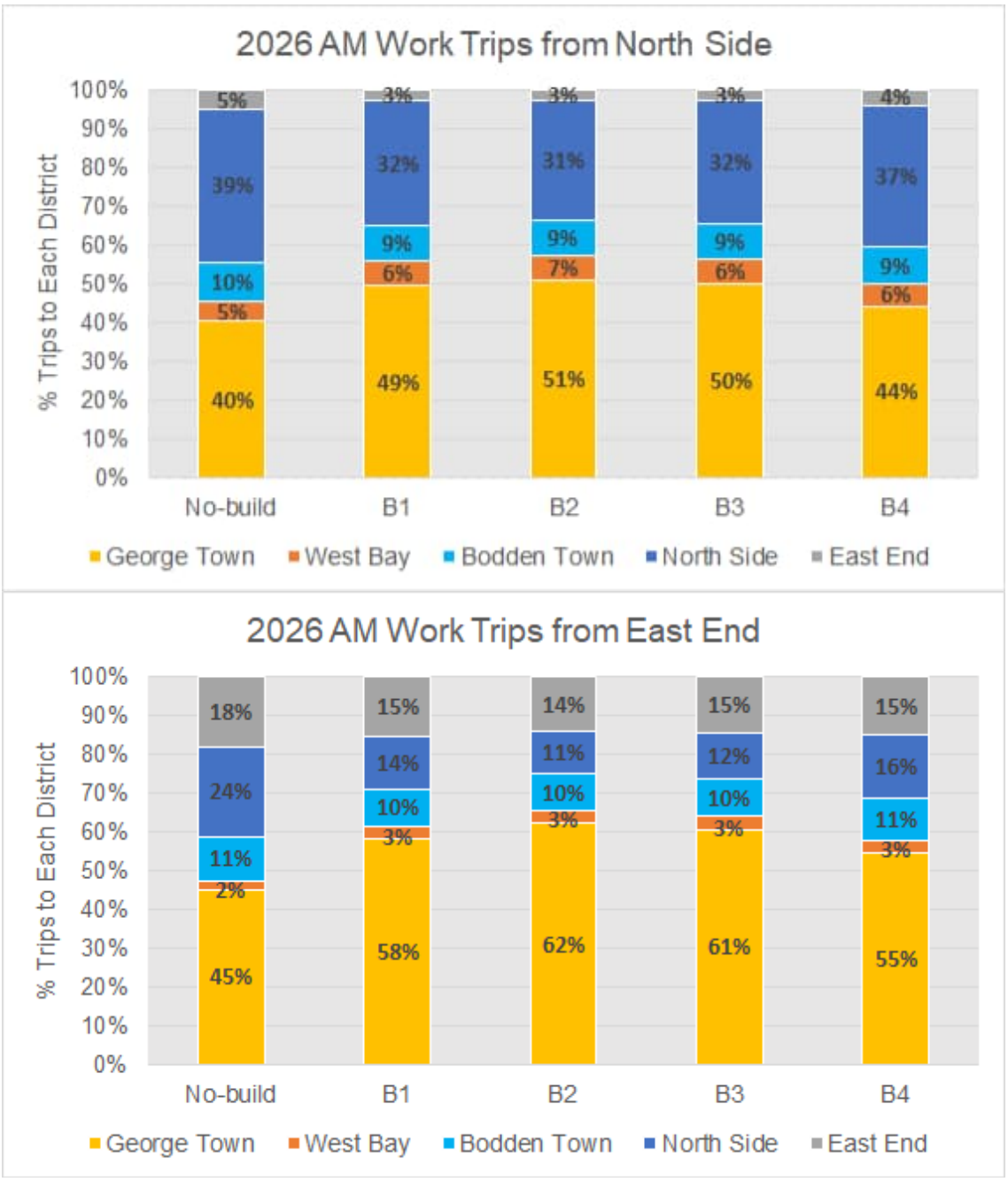

Figure 19: 2026 AM District-to-District Work Trips from North Side and East End

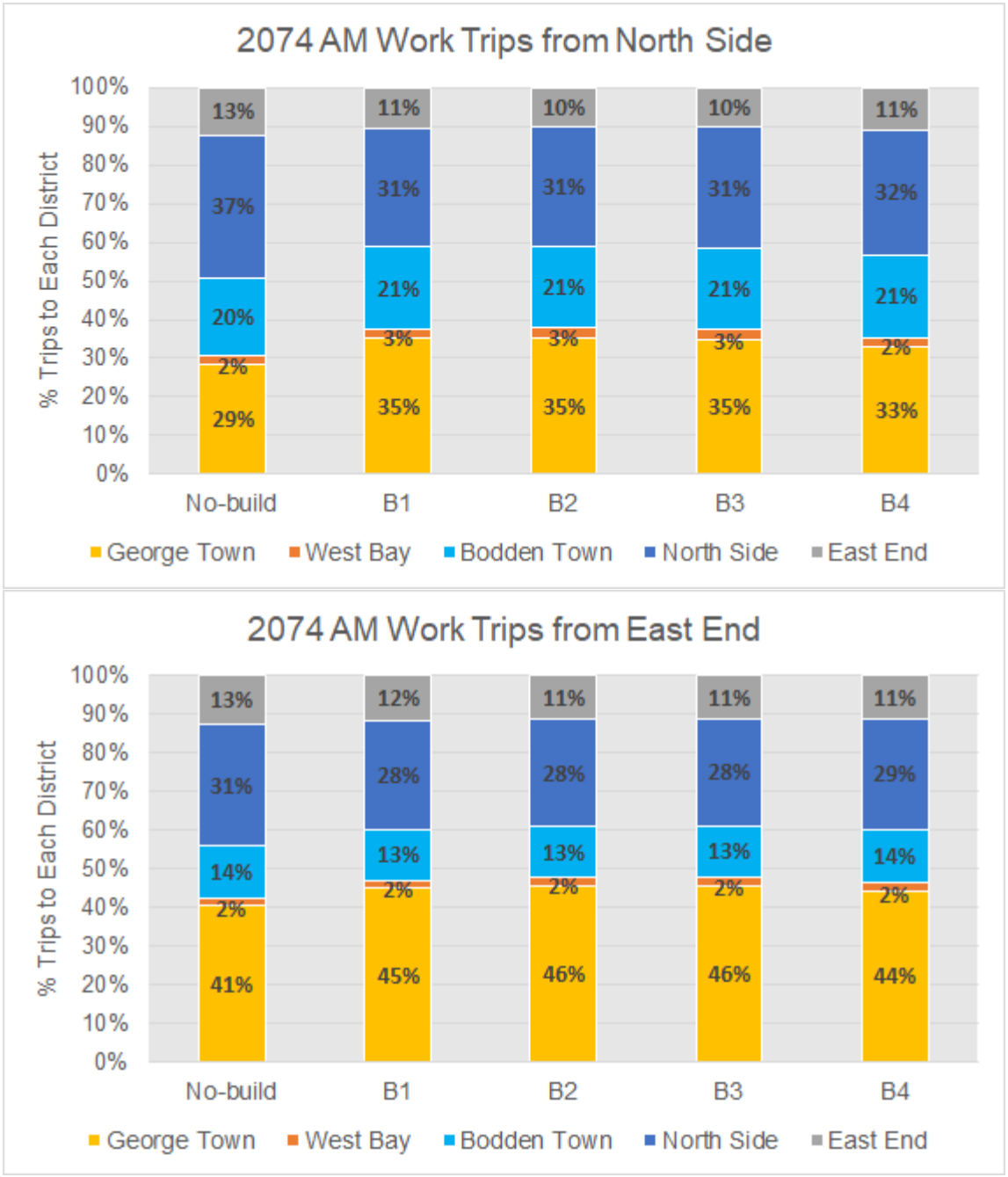

Figure 20: 2074 AM District-to-District Work Trips from North Side and East End

Table 12: Work Trip Numbers and % Improvement, 2026 and 2074

	No-Build	B1	B2	B3	B4
2026 - Eastern Districts / Western Districts Work Trips					
North Side / George Town	327	412	426	419	361
North Side / West Bay	37	46	47	46	40
East End / George Town	123	142	147	144	136
East End / West Bay	3	5	5	5	4
Total AM and PM Car Trips	490	605	625	614	541
% Improvement from No-Build*	-	**24%**	**28%**	**25%**	**10%**
2074 - Eastern Districts / Western Districts Work Trips					
North Side / George Town	800	971	977	958	908
North Side / West Bay	55	66	68	70	62
East End / George Town	757	832	845	844	822
East End / West Bay	31	33	34	35	33
Total AM and PM Car Trips	1,643	1,902	1,924	1,907	1,825
% Improvement from No-Build*	-	**15%**	**17%**	**16%**	**11%**

*Table note: "% Improvement from No-Build" refers to the percent increase in work trips between the eastern and western districts, which reflect improvements in accessibility between these districts.

Relative to the No-Build scenario, Alternatives B1, B2, B3, and B4 are expected to exhibit the following changes in travel patterns in 2026, as indicated in **Table 12**:

- In 2026, work trips to George Town and West Bay from North Side and East End are projected to grow by 24%, 28%, 25%, and 10%, respectively.
- In 2074, work trips to George Town and West Bay from North Side and East End are projected to grow by 15%, 17%, 16%, and 11%, respectively.

When the model predicts an increase in longer-distance trips between the east and west sides of the island, it signifies improved accessibility to western districts for the eastern district commuters. As shown in **Table 12**, Alternative B2 is anticipated to provide the highest increase in work trips.

Table 13 summarizes the qualitative ratings for district-to-district accessibility based on the degree of improvement expected for each alternative: "Large beneficial" (work trips increase by at least 16%), "Moderate beneficial (increases by 6 to 15%), "Slight beneficial" (increases by 2 to 5%), or "Neutral" (increases by 0 to 1%).

Table 13: District-to-District Access Evaluation Summary Table

	No-Build	B1	B2	B3	B4
District-to-District Access	Neutral	Large Beneficial	Large Beneficial	Large Beneficial	Moderate Beneficial

No-Build: Under the No-Build, 40 to 50% of eastern residents will likely commute to job opportunities within North Side and East End, despite employment centres in George Town vastly outnumbering those in the eastern districts. This suggests that job opportunities in George Town will not be readily accessible to eastern residents. The No-Build scenario serves as the baseline for comparison to Build alternatives, so it is ranked as "Neutral" impact.

Alternatives B1, B2, and B3: These Build alternatives are anticipated to have a "Large Beneficial" impact on accommodating longer-distance commutes between the eastern and western districts, increasing work trips for eastern residents to western employment hubs by 24 to 28% in 2026 and by 15 to 17% in 2074. This growth signifies improved access to the resources and job opportunities in George Town for residents of North Side and East End.

Alternative B4: Alternative B4 is anticipated to have a "Moderate Beneficial" impact on improving access between eastern and western districts, increasing work trips for eastern residents to western employment centres by 10% in 2026 and by 11% in 2074. This benefit is lower relative to Alternatives B1, B2, and B3 but still indicates improved access to job opportunities in George Town.

4.3.4 Employment Access

Another anticipated benefit of the EWA Extension is that it would improve access to employment opportunities for residents of North Side and East End. As discussed in **Section 4.3.3**, most of Grand Cayman's employment centres are currently located in George Town. The EWA would likely improve access to many job opportunities by reducing travel times between the eastern and western districts of the island. To quantify these benefits, representative locations in North Side and East End (**Figure 21**) were selected to calculate the number of jobs available within various commute times, as shown in **Table 14.** Based on the average calculated for each year, a percent change from No-Build was calculated to demonstrate the anticipated increase in job access for each Build alternative.

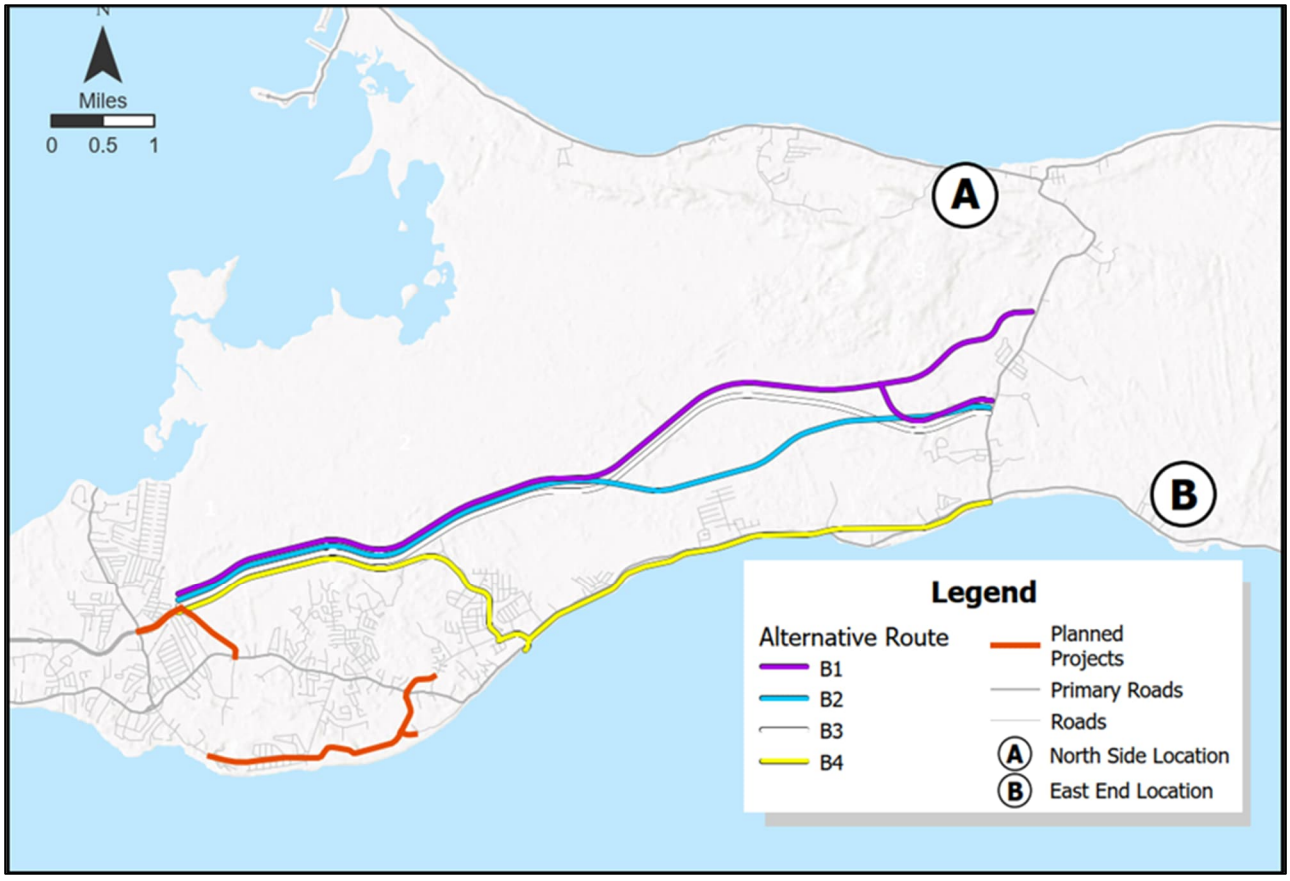

Figure 21: Representative Location in North Side for Employment Access Evaluation

Table 14: Employment Access from North Side and East End by Commute Time

	No-Build	B1	B2	B3	B4
2026					
Employment Access from North Side (no. of jobs)					
15 Minutes	1,187	1,536	1,536	1,536	1,310
30 Minutes	3,124	3,759	3,759	3,759	3,592
45 Minutes	4,833	6,407	6,407	6,407	5,980
Employment Access from East End (no. of jobs)					
15 Minutes	1,437	1,485	1,707	1,707	1,485
30 Minutes	3,581	3,759	3,759	3,759	3,759
45 Minutes	5,954	6,667	6,667	6,667	6,667
Average Number of Jobs	**3,353**	**3,936**	**3,973**	**3,973**	**3,799**
% Change from No-Build	-	**17%**	**18%**	**18%**	**13%**
2074					
Employment Access from North Side (no. of jobs)					
15 Minutes	2734	9083	9083	9083	8957
30 Minutes	9119	13100	13100	13100	13100
45 Minutes	9,799	19,344	19,344	19,344	19,344
Employment Access from East End (no. of jobs)					
15 Minutes	8,447	8,802	8,802	8,802	8,804
30 Minutes	9,715	13,100	13,038	13,100	13,038
45 Minutes	13,102	19,336	19,336	19,336	19,344
Average Number of Jobs	**8,819**	**13,794**	**13,784**	**13,794**	**13,765**
% Change from No-Build	-	**56%**	**56%**	**56%**	**56%**

Table note: Average number of jobs is calculated by year across all commute times and locations, and percent (%) change from No-Build is calculated by year based on this average.

Table 15 summarizes the qualitative rating for employment access from North Side and East End based on the degree of improvement anticipated for each alternative: "Large beneficial" (access increases by at least 16%), "Moderate beneficial (increases by 6 to 15%), "Slight beneficial" (increases by 2 to 5%), or "Neutral" (increases by 0 to 1%).

Table 15: Employment Access Evaluation Summary Table

	No-Build	B1	B2	B3	B4
Employment Access	Neutral	Large Beneficial	Large Beneficial	Large Beneficial	Large Beneficial

No-Build: The No-Build scenario is anticipated to have a neutral effect on improving access to jobs from North Side/East End, so it is deemed to have a "Neutral" impact.

Alternatives B1, B2, B3, and B4: All four Build alternatives are anticipated to have a "Large Beneficial" impact on improving access to jobs from North Side and East End, likely increasing the number of jobs accessible within fifteen, thirty, and forty-five minutes by 13% to 18% in 2026 and by 56% in 2074.

4.4 Resiliency

Resiliency is a key item in determining any alternative's success. The CSFs directly relevant to the resiliency of the system include: (a) creation of an alternative travel route to the existing two-lane Bodden Town Road, and (b) improving resiliency of the existing roadway travel route between North Side/East End and George Town/West Bay.

4.4.1 Road Closures and Alternative Routes

Today, Bodden Town Road is the only roadway that can carry traffic from George Town/West Bay to North Side/East End and vice versa, meaning any roadway closure along that route completely cuts off east-west traffic. Roadway closures can occur due to natural events such as flooding and fallen debris, as well as from manmade incidents such as traffic accidents or roadway maintenance. The absence of an alternative route to carry traffic during such events leaves thousands of individuals unable to travel east-west, essentially stranding them on one end of the island for several hours or up to several days depending on the cause of the closure. Although some medical services are offered in the eastern districts at the Health City Cayman Islands Hospital (also known as Shetty Hospital) in East End and at health clinics in each district, critical emergency services like the Health Services Authority (HSA) hospital in George Town may become inaccessible (limited or reduced access) to eastern districts during storm or flood events. It is worth noting that the HSA Hospital in George Town is the only authorized provider of 24-hour Accident and Emergency Services in Grand Cayman. Eastern residents may also be cut off from jobs, schools, and other resources located in western districts.

Table 16 shows the projected population of Grand Cayman from 2026 to 2074 obtained from the GCM. The GCM projects that the population will increase by nearly 60,000 people between 2026 and 2074, resulting in an ever-higher demand for accessibility to all parts of the island.

Table 16: Population in Grand Cayman by Year

Year	Population
2026	76,373
2036	88,299
2046	100,017
2074	135,000

To evaluate the resiliency of each alternative, the impacts of a road closure were assessed for five segments along Bodden Town Road, as shown in **Figure 22**:

- Segment 1: Frank Sound Road to Betty Bay Pond Driveway
- Segment 2: Betty Bay Pond Driveway to Long Fellow Road
- Segment 3: Long Fellow Road to Bodden Town Bypass
- Segment 4: Bodden Town Bypass to Condor Road
- Segment 5: Condor Road to Hirst Road

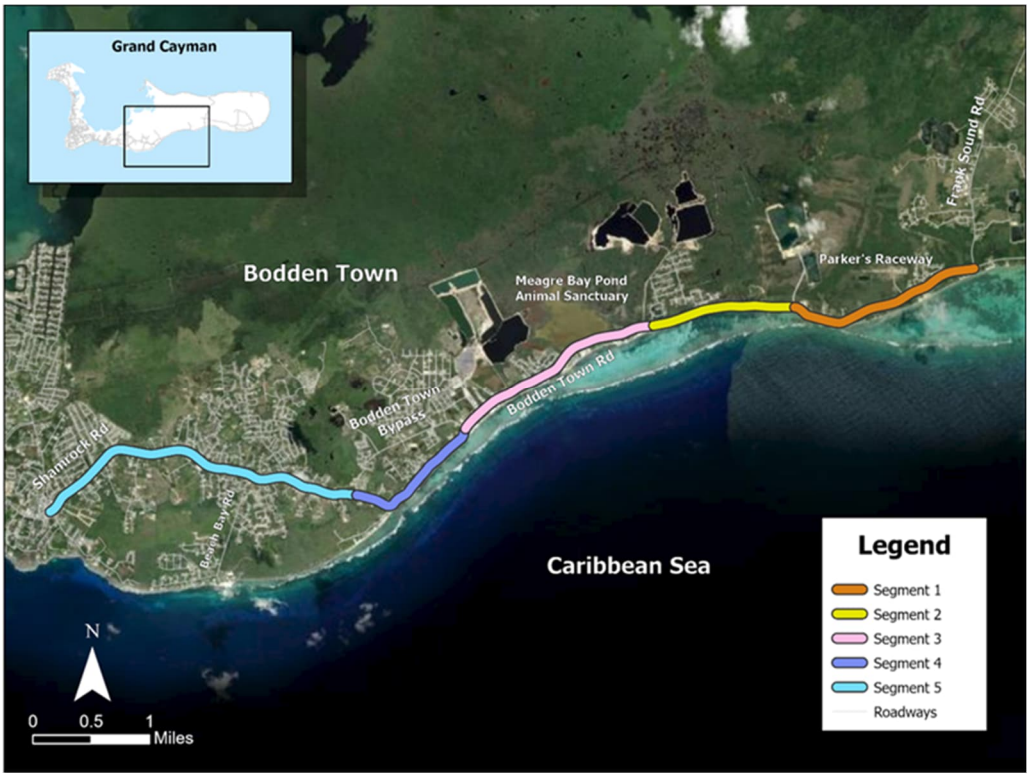

Figure 22: Roadway Closure Segments

Table 17 shows the eastern population who will lose access under the No-Build scenario when different roadway segments are unavailable if no alternative routes are provided. The number of people with a projected loss of access was compared with the projected population of Grand Cayman to compute the population percentage that would lose access to western district services. Depending on which segment becomes unavailable, anywhere from 4% to 12% of the island's population in 2026 will lose the ability to make east-west travel; by 2074, those numbers increase to anywhere from 8% to 15% of the population.

Table 17: Population Losing Access Due to Road Closure by Year Under No-Build Scenario

Unavailable Segment	2026		2036		2046		2074	
	Impacted Population	% of Pop.	Impacted Population	% of Pop.	Impacted Population	% of Pop.	Impacted Population	% of Pop.
Segment 1	3,082	4%	5,840	7%	9,893	10%	10,893	8%
Segment 2	4,056	5%	6,929	8%	10,982	11%	14,515	11%
Segment 3	4,431	6%	7,304	8%	11,357	11%	15,356	11%
Segment 4	7,882	10%	11,135	13%	15,730	16%	19,729	15%
Segment 5	8,820	12%	9,774	11%	9,774	10%	14,772	11%

Table note: Impacted population for Segment 5 is the same for 2036 and 2046 because no additional developments are planned along this segment between 2036 and 2046.

Based on this accessibility need, three alternatives – Alternative B1, B2, and B3 – provide new roadways parallel to the existing Bodden Town Road from Agricola Drive Connector to Frank Sound Road; Alternative B4 only provides a parallel route from Shamrock Road to Lookout Road.

Each alternative was evaluated for each future year to determine the amount of the island's population that would be impacted by roadway closures, thus providing resiliency to the roadway network. Per **Table 18**, Alternative B1, B2, and B3 provide 100% resiliency to the system – that is, there are no losses to east-west travel due to a closure on Bodden Town Road. However, for Alternative B4, if there is any roadway closure east of Bodden Town Bypass, there is no alternative parallel route, resulting in everyone living east of the closure losing east-west access.

Table 18: Population Losing Access Due to Road Closure Under Build Alternatives

Year	Unavailable Segment	B1	B2	B3	B4
2026	Segment 1	0	0	0	3,082
	Segment 2	0	0	0	4,056
	Segment 3	0	0	0	4,431
	Segment 4	0	0	0	7,882
	Segment 5	0	0	0	0
2074	Segment 1	0	0	0	10,893
	Segment 2	0	0	0	14,515
	Segment 3	0	0	0	15,356
	Segment 4	0	0	0	19,729
	Segment 5	0	0	0	0

Table 19 provides a qualitative assessment for each alternative's impact on providing an alternative route based on the degree of improvement expected by each alternative: "Large beneficial" (100% new roadway connection between Woodland Drive and Frank Sound Road), "Moderate beneficial (75 to 99% new roadway connection), "Slight beneficial" (1 to 74% new roadway connection), or "Neutral" (no new roadway connection).

Table 19: Resiliency Evaluation Summary Table

	No-Build	B1	B2	B3	B4
Alternative Routes	Neutral*	Large Beneficial	Large Beneficial	Large Beneficial	Slight Beneficial

*Table note: The No-Build scenario is rated "Neutral" because it serves as the baseline for comparison against the Build alternatives, but the No-Build represents an adverse impact on resiliency because it does not provide an alternative travel route.

No-Build: Under No-Build conditions, there are no alternative routes for east-west travel in the event of a roadway closure on Bodden Town Road; therefore, the No-Build scenario does not meet the resiliency critical success factor to provide an alternative route to the existing road. Because the No-Build scenario is the baseline for comparison to the Build alternatives, it is ranked as "Neutral."

***Alternatives B1, B2, B3*:** Alternative B1, B2 and B3 all provide a new roadway connection between Woodland Drive and Frank Sound Road, so they are determined to have a "Large Beneficial" impact as they meet the 100% threshold as noted in **Table 4**.

Alternative B4: Alternative B4 only provides resiliency for population west of Bodden Town Bypass and does not provide an alternative route in the event of a roadway closure east of Lookout Road. Therefore, B4 has a "Slight Beneficial" impact on resiliency, as the alternative consists of approximately 1-75% new roadway connection between Woodland Drive and Frank Sound Road as noted in **Table 4**.

4.4.2 Existing Roadway Resiliency

Shamrock Road and Bodden Town Road provide access to residential neighborhoods, schools, and businesses, so it is important to improve the existing road's resiliency to ensure its continued functionality in the event of crashes, vehicle breakdowns, or other unforeseen traffic incidents.

The EWA Extension will be designed to modern standards, providing a safer facility that is likely to attract more drivers and divert traffic away from the existing roadway. As a result, Shamrock Road and Bodden Town Road will likely experience a decrease in traffic volume once the EWA is constructed. By reducing the anticipated number of drivers along the existing roadway, the Build Alternatives would proportionally reduce the number of crashes and other incidents that could interrupt traffic flow. The addition of the EWA Extension would therefore likely improve the resiliency and reliability of the existing roadway.

Build Alternatives B1, B2, B3, and B4 are anticipated to divert volume from the existing roadway to the proposed EWA Extension (**Table 8** and **Table 9** in **Section 4.3.2: Screenline Volumes**). For each alternative, the forecasted volumes along Shamrock Road and Bodden Town Road are summarized for 2026 and 2074 based on the screenline locations shown in **Figure 17**, and an overall percent change from the No-Build was calculated for each Build alternative (**Table 20**).

Table 20: Existing Roadway Screenline Volumes (Two-way)

Screenline	Road	No-Build	B1		B2		B3		B4	
		vehicles	veh	%Δ	veh	%Δ	veh	%Δ	veh	%Δ
2026 AM										
1	Shamrock Rd	1,726	794	-54%	798	-54%	802	-54%	756	-56%
2	Bodden Town Rd	863	193	-78%	170	-80%	182	-79%	939	9%
3	Bodden Town Rd	612	73	-88%	47	-92%	58	-90%	670	9%
2026 PM										
1	Shamrock Rd	1,905	802	-58%	783	-59%	807	-58%	839	-56%
2	Bodden Town Rd	1,125	284	-75%	219	-81%	283	-75%	1,221	9%
3	Bodden Town Rd	837	149	-82%	112	-87%	144	-83%	896	7%
2074 AM										
1	Shamrock Rd	4,627	2,033	-56%	1,976	-57%	2,020	-56%	1,731	-63%
2	Bodden Town Rd	3,583	962	-73%	876	-76%	940	-74%	3,958	10%
3	Bodden Town Rd	3,312	853	-74%	752	-77%	831	-75%	3,672	11%
2074 PM										
1	Shamrock Rd	4,698	1,872	-60%	1,732	-63%	1,801	-62%	2,222	-53%
2	Bodden Town Rd	3,592	986	-73%	812	-77%	894	-75%	3,993	11%
3	Bodden Town Rd	3,288	872	-73%	704	-79%	789	-76%	3,667	12%
Average Two-Way Volume		**2,514**	**823**	**-67%**	**748**	**-70%**	**796**	**-68%**	**2,047**	**-19%**

Table note: Screenline locations are shown in **Figure 17.** Average two-way volumes are calculated using all years and locations, and percent change (%Δ) from the No-Build is calculated based on this average.

Table 21 provides a qualitative assessment of each alternative's impact improving the existing roadway's resiliency. Qualitative ratings are based on the degree of improvement projected for each alternative: "Large beneficial" (reduces existing road volume by at least 50%), "Moderate beneficial (reduces by 25-49%), "Slight beneficial" (reduces by 10 to 24%), or "Neutral" (reduces by less than 10%).

Table 21: Resiliency Evaluation Summary Table

	No-Build	B1	B2	B3	B4
Existing Roadway Resiliency	Neutral*	Large Beneficial	Large Beneficial	Large Beneficial	Slight Beneficial

*Table note: The No-Build scenario is rated "Neutral" because it serves as the baseline for comparison against the Build alternatives, but the No-Build represents an adverse impact on resiliency. As traffic volumes and congestion are forecasted to grow, resiliency of the existing road is also anticipated to worsen.

No-Build: Under No-Build conditions, there are no alternative routes for east-west travel in the event of a roadway closure on Bodden Town Road. Traffic volumes and congestion are forecasted to grow, meaning the number of crashes, vehicle breakdowns, and other traffic incidents that interrupt traffic flow may proportionally increase in the future. Therefore, the No-Build has an adverse effect on resiliency of the existing road. Because the No-Build scenario is the baseline for comparison to the Build alternatives, it is ranked as "Neutral."

***Alternatives B1, B2, B3*:** For Build Alternatives B1, B2, and B3, volume is anticipated to decrease on the existing coastal roads of Shamrock Road and Bodden Town Road by at least 50% compared to the No-Build (**Table 20)**, improving overall resiliency of the existing roadway by proportionally reducing the number of crashes, vehicle breakdowns, or other incidents that would interrupt traffic flow. Therefore, Alternatives B1, B2, and B3 provide a "Large Beneficial" impact on improving the existing roadway's resiliency.

Alternative B4: West of Lookout Road, Alternative B4 is anticipated to reduce volume on Shamrock Road by at least 50% at Screenline 1 (**Table 20**). East of Lookout Road, Alternative B4 is anticipated to increase volume on the existing coastal road by about 10% at Screenlines 2 and 3, primarily due to on-alignment enhancements that add capacity to the existing road without providing any alternative route options. Based on these screenlines, volume on the existing road is expected to decrease by about 20% on average, which will help improve the resiliency of the existing roadway by proportionally reducing the number of crashes, vehicle breakdowns, or other incidents that would interrupt traffic flow. Therefore, Alternative B4 provides a "Slight Beneficial" impact on improving the existing roadway's resiliency.

4.5 Travel Time

Improving travel times between the eastern districts of Bodden Town/North Side/East End and the western districts of George Town/West Bay is a critical success factor when considering the Build alternatives. Currently, residents of North Side and East End endure extended commutes, sometimes lasting hours, due to congestion on the existing roadway. **Figure 23** shows existing morning peak hour congestion along westbound Shamrock Road near Will T Road that was observed in February 2023, illustrating the congestion issues prevalent in the study area. The following sections will discuss anticipated travel time improvements provided by the Build alternatives at key locations.

Figure 23: AM Westbound Congestion, Shamrock Road near Will T Road (February 2023)

4.5.1 Study Area Travel Time

The GCM was used to evaluate travel times along the existing coastal road and proposed EWA to capture localized congestion effects for residents of Bodden Town. The anticipated travel times between Frank Sound Road and Hirst Road were assessed for the AM westbound direction and PM eastbound direction for each alternative; this comparison illustrates changes in travel times along the available route(s) that Bodden Town residents would be using within the study area (**Figure 24** and **Figure 25**). The percent change from the No-Build scenario was calculated after AM and PM travel times were averaged per Build alternative (**Table 22**).

Under No-Build conditions, residents traverse the existing Bodden Town Road and Shamrock Road between Frank Sound Road and the Agricola Drive Connector, at which point they can choose to either: 1.) continue on Shamrock Road between the Agricola Drive Connector and Hirst Road or 2.) use the Agricola Drive Connector and Section 1 of the EWA extension. With Alternatives B1, B2, and B3, residents can choose to traverse either available route: 1.) Bodden Town Road and Shamrock Road or 2.) EWA Extension, between Frank Sound Road and Hirst Road, depending on their origin or destination within Bodden Town. With Alternative B4, an improved route along Bodden Town Road is available when compared to the No-Build scenario. As shown in **Figure 24** and **Figure 25**, the introduction of the EWA in Build Alternatives B1, B2, B3, and B4 is expected to significantly improve travel times on both the existing coastal road and the proposed EWA.

In 2026, Build Alternatives B1, B2, B3, and B4 each improve the anticipated travel time between Frank Sound Road and Hirst Road (approximately 8.5 miles) as follows:

- The projected AM westbound commute travel times are reduced by 6 to 8 minutes (32 to 42%) via the EWA and by 2 to 4 minutes (11 to 22%) via Shamrock / Bodden Town Road.
- The projected reciprocal PM eastbound commute travel times are reduced by 4 to 7 minutes (21 to 37%) via the EWA and by 2 to 3 minutes (12 to 18%) via Shamrock Road / Bodden Town Road.

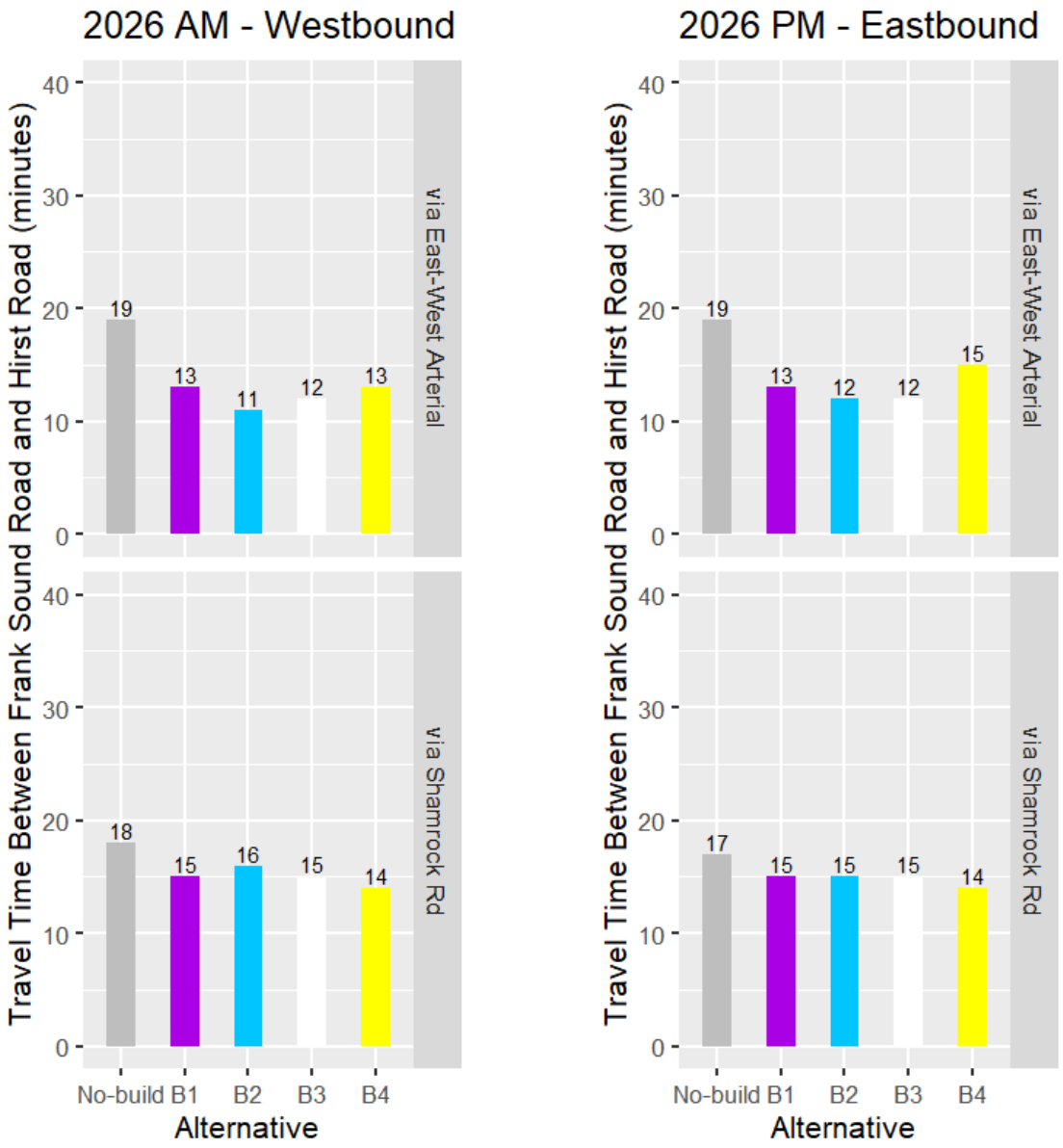

Figure 24: 2026 Travel Times between Hirst Road and Frank Sound Road

By 2074, the EWA will be widened to 2 lanes in each direction, further improving travel times along the proposed road compared to the existing Shamrock Road. The AM westbound commute between Frank Sound Road and Hirst Road is expected increase by over 10 minutes under No-Build conditions, deteriorating from 18 minutes in 2026 to 31 minutes in 2074. The reciprocal PM eastbound commute is also anticipated to worsen from 17 minutes in 2026 to 25 minutes in 2074.

In 2074, the Build Alternatives B1, B2, B3, and B4 each reduce the anticipated travel time between Frank Sound Road and Hirst Road (approximately 8.5 miles) as follows:

- The projected AM westbound travel times are reduced by 15 to 17 minutes (50 to 57%) via the EWA and by 7 to 8 minutes (23 to 26%) via Shamrock Road / Bodden Town Road.
- The projected PM eastbound travel times are reduced by 11 to 15 minutes (44 to 60%) via the EWA and 7 to 8 minutes (32 to 36%) via Shamrock Road / Bodden Town Road.

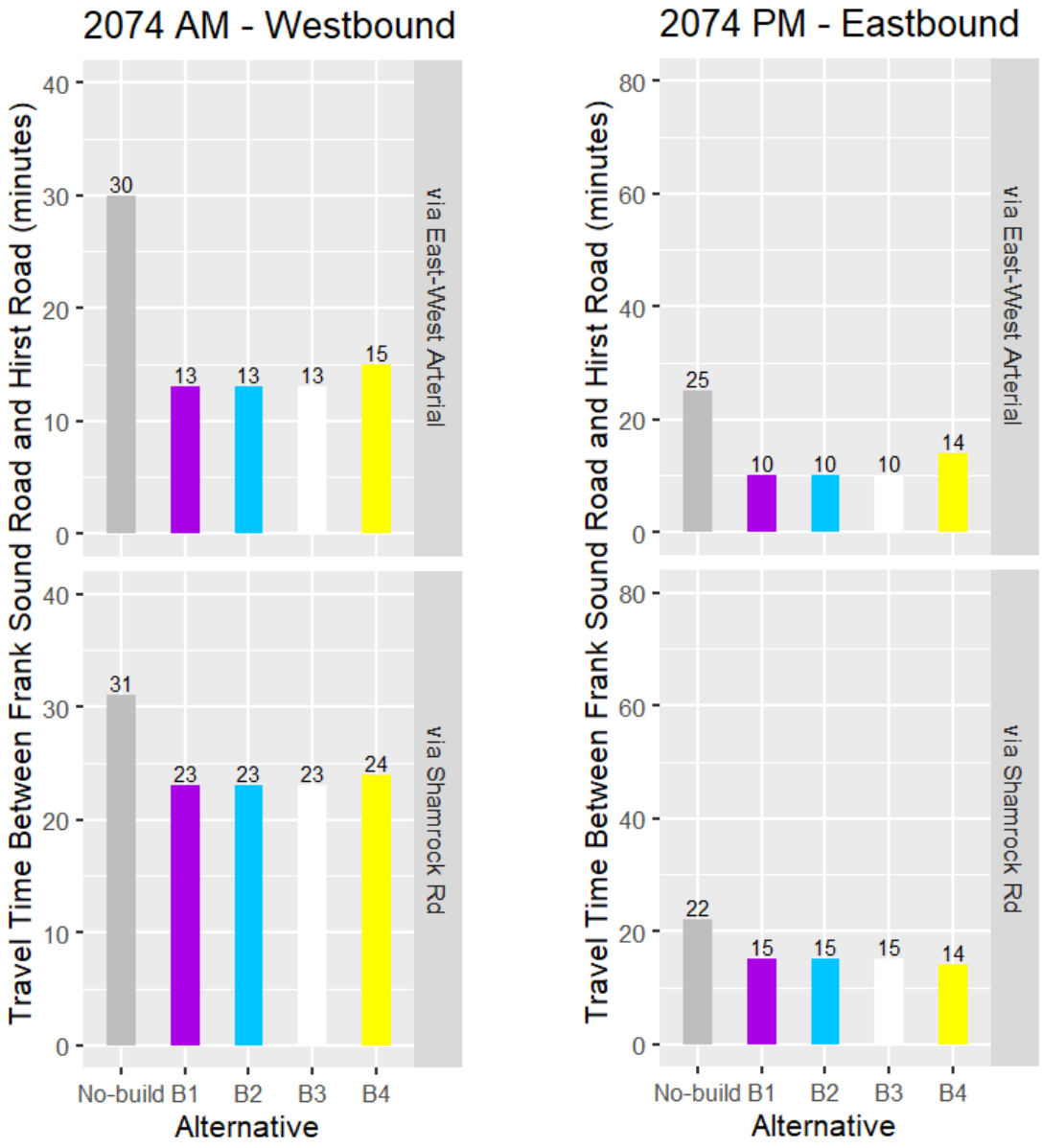

Figure 25: 2074 Travel Times between Hirst Road and Frank Sound Road

Table 22: Frank Sound Road to Hirst Road Travel Times and % Change, 2026 and 2074

	No-Build	B1	B2	B3	B4
2026 – Frank Sound Road/Hirst Road travel time (minutes)					
Via Bodden Town/Shamrock (AM)	18	15	16	15	14
Via EWA (AM)	19	13	11	12	13
Via Bodden Town/Shamrock (PM)	17	15	15	15	14
Via EWA (PM)	19	13	12	12	15
Average Travel Time East / West	18.3	14.0	13.5	13.5	14.0
% Change from No-Build	-	**23%**	**26%**	**26%**	**23%**
2074 – Frank Sound Road/Hirst Road travel time (minutes)					
Via Bodden Town/Shamrock (AM)	31	23	23	23	24
Via EWA (AM)	30	13	13	13	15
Via Bodden Town/Shamrock (PM)	22	15	15	15	14
Via EWA (PM)	25	10	10	10	14
Average Travel Time East / West	27.0	15.3	15.3	15.3	16.8
% Change from No-Build	-	**43%**	**43%**	**43%**	**38%**

Table note: Average travel time is calculated by year across all routes, and percent (%) change is calculated by year based on this average.

Notably, the EWA is expected to produce the greater travel time improvements of the two roads and will likely become the most viable path for commuters between the east and west districts. Alternatives B2 and B3 are the most effective at improving travel times along the EWA. Alternative B4 is least impactful along the EWA, but due to its increased capacity along the existing coastal road, Alternative B4 will likely improve travel times along Shamrock Road slightly more than Alternatives B1, B2, and B3. Congestion will likely significantly worsen under No-Build conditions if no improvement is added.

Table 23 summarizes the qualitative rating for improving travel times within the study area based on the degree of improvement anticipated by each alternative: "Large beneficial" (reduces peak direction travel time by more than 25%), "Moderate beneficial (reduces by 15 to 25%), "Slight beneficial" (reduces by 5 to 14%), or "Neutral" (reduces by 0 to 4%).

Table 23: Study Area Travel Times Evaluation Summary Table

	No-Build	B1	B2	B3	B4
Study Area Travel Times	Neutral*	Large Beneficial	Large Beneficial	Large Beneficial	Large Beneficial

*Table note: The No-Build scenario is rated "Neutral" because it serves as the baseline for comparison against the Build alternatives, but travel times will likely worsen under the No-Build scenario as volumes continue to grow under future conditions.

No-Build: Under the No-Build scenario, travel times within the study area between Frank Sound Road and Hirst Road will likely worsen to approximately 17 and 19 minutes in 2026, and further deteriorating to approximately 22 and 31 minutes in 2074. The No-Build is rated as having a "Neutral" impact on travel time within the study area as conditions will continue to deteriorate particularly during the morning commute.

Alternatives B1, B2, B3, B4: The four Build alternatives each improve the anticipated travel time between Frank Sound Road and Hirst Road by nearly 20 minutes during the morning commute in 2074. The EWA route is expected to produce greater travel time savings than the existing coastal roadway. Therefore, Build Alternatives B1, B2, B3, and B4 are ranked as having a "Large Beneficial" impact on travel times within the study area.

4.5.2 Travel Time to Key Destinations in George Town/West Bay

Travel times were also evaluated between North Side/East End and key western destinations in George Town and West Bay such as the George Town Hospital, Camana Bay, Walkers Road schools, and Owen Roberts International Airport. These travel times were calculated for North Side/East End based on the average travel times of the entire district to/from each key destination.

In 2026, the Build alternatives are anticipated to produce the following travel time benefits between these key destinations and North Side or East End, as shown in **Table 24** and **Table 25**:

- During the morning (AM) westbound commute, drivers from North Side are expected to experience travel time improvements of 12 to 15% for Alternatives B1, B2, and B3, and improvements of 7 to 8% for Alternative B4.
- During the morning (AM) westbound commute, drivers from East End are expected to experience travel time improvements of 6 to 8% for Alternatives B1, B2, B3, and B4.
- During the evening (PM) eastbound commute, drivers to North Side are expected to experience travel time improvements of 10 to 16% for Alternatives B1, B2, and B3, and improvements of 4 to 8% for Alternative B4.
- During the evening (PM) eastbound commute, drivers from East End are expected to experience travel time improvements of 2 to 12% for Alternatives B1, B2, B3, and B4.

These 2026 travel time trends indicate that travelers from North Side will likely benefit most from Build Alternatives B1, B2, and B3 as they are positioned to access the EWA from Frank Sound Road. Travelers from East End may often still take the existing coastal road as the most direct route west, so they may experience similar benefits across all Build Alternatives B1, B2, B3, and B4 at a lesser magnitude than North Side drivers.

Table 24: 2026 AM – Westbound Origin-Destination Travel Times

Origin	Destination	No-Build	B1		B2		B3		B4	
		Travel time (min)	Travel time (min)	% Reduction	Travel time (min)	% Redn.	Travel time (min)	% Redn.	Travel time (min)	% Redn.
North Side	George Town Hospital	55	47	15%	47	15%	47	15%	51	7%
	Camana Bay	60	52	13%	52	13%	52	13%	55	8%
	Walkers Rd schools	52	45	13%	44	15%	44	15%	48	8%
	Airport	57	50	12%	50	12%	50	12%	53	7%
East End	George Town Hospital	56	52	7%	52	7%	52	7%	52	7%
	Camana Bay	61	57	7%	56	8%	56	8%	57	7%
	Walkers Rd schools	53	50	6%	49	8%	49	8%	50	6%
	Airport	59	55	7%	55	7%	55	7%	55	7%
Average Travel Time		**57**	**51**	**10%**	**51**	**11%**	**51**	**11%**	**53**	**7%**

Table note: Travel times are calculated from North Side/East End based on the average travel times across the entire district to each key destination.

Table 25: 2026 PM – Eastbound Origin-Destination Travel Times

Origin	Destination	No-Build	B1		B2		B3		B4	
		Travel time (min)	Travel time (min)	% Reduction	Travel time (min)	% Redn.	Travel time (min)	% Redn.	Travel time (min)	% Redn.
George Town Hospital	North Side	54	47	13%	48	11%	48	11%	51	6%
	East End	55	53	4%	54	2%	54	2%	52	5%
Camana Bay	North Side	49	43	12%	44	10%	44	10%	46	6%
	East End	51	48	6%	49	4%	49	4%	48	6%
Walkers Road schools	North Side	45	40	11%	40	11%	40	11%	43	4%
	East End	47	45	4%	44	6%	45	4%	45	4%
Airport	North Side	49	41	16%	42	14%	42	14%	45	8%
	East End	52	46	12%	47	10%	47	10%	48	8%
Average Travel Time		**50**	**45**	**10%**	**46**	**8%**	**46**	**8%**	**47**	**6%**

Table note: Travel times are calculated to North Side/East End based on the average travel times of the entire district from each key destination.

In 2074, the Build alternatives are anticipated to produce the following travel time benefits between these key destinations and North Side or East End, as shown in **Table 26** and **Table 27**:

- During the morning (AM) westbound commute, drivers from North Side are expected to experience travel time improvements of 26 to 28% for Alternatives B1, B2, and B3, and improvements of 22 to 25% for Alternative B4.
- During the morning (AM) westbound commute, drivers from East End are expected to experience travel time improvements of 8 to 10% for Alternatives B1, B2, B3, and B4.
- During the evening (PM) eastbound commute, drivers to North Side are expected to experience travel time improvements of 6 to 20% for Alternatives B1, B2, and B3, and improvements of 0 to 17% for Alternative B4.
- During the evening (PM) eastbound commute, drivers from East End are expected to experience travel time improvements of 0 to 14% for Alternatives B1, B2, B3, and B4.

Like 2026, these 2074 travel time trends indicate that travelers from North Side will likely benefit most from Build Alternatives B1, B2, and B3, where they will have direct access to the EWA from Frank Sound Road. Although the Build alternatives are expected to provide benefits to motorists from the East End, it is anticipated that these drivers may still prefer the existing coastal road as the most direct route west. Consequently, they may experience similar benefits across all Build Alternatives B1, B2, B3, and B4, albeit at a lesser magnitude compared to North Side drivers. By 2074, the alternatives are anticipated to provide the greatest benefit during the AM commute by relieving congestion points within the study area as commuters drive west.

Table 26: 2074 AM – Westbound Origin-Destination Travel Times

Origin	Destination	No-Build	B1		B2		B3		B4	
		Travel time (min)	**Travel time (min)**	%Δ	**Travel time (min)**	%Δ	Travel time (min)	%Δ	**Travel time (min)**	%Δ
North Side	**George Town Hospital**	94	70	26%	68	28%	69	27%	73	22%
	Camana Bay	96	71	26%	70	27%	71	26%	74	23%
	Walkers Rd schools	93	68	27%	68	27%	67	28%	70	25%
	Airport	93	67	28%	67	28%	67	28%	70	25%
East End	**George Town Hospital**	79	73	8%	71	10%	73	8%	72	9%
	Camana Bay	82	75	9%	74	10%	75	9%	75	9%
	Walkers Rd schools	79	72	9%	73	8%	72	9%	71	10%
	Airport	78	71	9%	72	8%	72	8%	71	9%
Average Travel Time		**87**	**71**	**18%**	**70**	**19%**	**71**	**18%**	**72**	**17%**

Table note: Travel times are calculated from North Side/East End based on the average travel times across the entire district to each key destination.

Table 27: 2074 PM – Eastbound Origin-Destination Travel Times

Origin	Destination	No-Build	B1		B2		B3		B4	
		Travel time (min)	Travel time (min)	%Δ	Travel time (min)	%Δ	Travel time (min)	%Δ	Travel time (min)	%Δ
George Town Hospital	North Side	65	56	14%	52	20%	58	11%	60	8%
	East End	65	59	9%	56	14%	59	9%	60	8%
Camana Bay	North Side	64	59	8%	59	8%	58	9%	63	2%
	East End	66	64	3%	65	2%	64	3%	66	0%
Walkers Road schools	North Side	72	61	15%	61	15%	68	6%	72	0%
	East End	75	67	11%	66	12%	75	0%	75	0%
Airport	North Side	66	54	18%	57	14%	53	20%	55	17%
	East End	66	59	11%	62	6%	58	12%	57	14%
Average Travel Time		**67**	**60**	**11%**	**60**	**11%**	**62**	**9%**	**64**	**6%**

Table note: Travel times are calculated to North Side/East End based on the average travel times of the entire district from each key destination.

Table 28 summarizes the qualitative rating for improving travel times between North Side/East End and key destinations in George Town/West Bay based on the degree of improvement anticipated for each alternative: "Large beneficial" (reduces peak direction travel time by more than 25%), "Moderate beneficial (reduces by 15 to 25%), "Slight beneficial" (reduces by 5 to 14%), or "Neutral" (reduces by 0 to 4%).

Table 28: Key Destination Travel Time Evaluation Summary Table

	No-Build	B1	B2	B3	B4
Key Destinations	Neutral*	Slight Beneficial	Slight Beneficial	Slight Beneficial	Slight Beneficial

*Table note: The No-Build scenario is rated "Neutral" because it serves as the baseline for comparison against the Build alternatives, but travel times will likely worsen under the No-Build scenario as volumes continue to grow under future conditions.

No-Build: For the No-Build scenario, 2074 travel times between North Side/East End and key destinations in George Town and West Bay are projected to deteriorate to nearly 90 minutes for AM westbound travel and nearly 70 minutes for PM eastbound travel. The No-Build is rated as having a "Neutral" impact on travel time between the eastern and western districts as conditions will continue to deteriorate particularly during the morning commute.

Alternatives B1, B2, B3, B4: The four Build alternatives are each anticipated to improve average travel times between North Side/East End and western key destinations, providing a "Slight

Beneficial" impact. The most significant benefit will likely occur for the 2074 morning commute, where alternatives B1, B2, B3, and B4 improve the average anticipated travel time by 15 minutes compared to the No-Build scenario. Alternatives B1, B2, and B3 will likely produce slightly larger travel time savings than Alternative B4, but these savings translate to only a few additional minutes on average.

4.5.3 Tourist Travel Times

As a tourist destination, Grand Cayman faces the distinct challenge of accommodating cruise passengers who have unique travel patterns. These visitors travel from the George Town Cruise Terminal to various tourist destinations throughout the island, including Rum Point, Bodden Town Mission House, and Queen Elizabeth II Botanical Gardens located in Bodden Town and North Side. Because these passengers typically arrive to the George Town Cruise Terminal in the morning, their travel patterns are opposite than that of the typical commuters living in Bodden Town, North Side, and East End. **Table 29** and **Table 30** provide travel times between the cruise port and potential tourist destinations to show how the Build alternatives are expected to improve tourist travel times.

In 2026, tourist travel times are summarized as follows, as shown in **Table 29** and **Table 30**.

- Morning (AM) travel times from the cruise port to Rum Point and the Botanical Gardens are expected to improve by 9 to 13% for Alternatives B1, B2, and B3, and by 0 to 6% for Alternative B4.
- Morning (AM) travel times from the cruise port to Bodden Town Mission House are expected to remain the same as No-Build conditions, likely because drivers will favor the existing Shamrock Road as the most direct path.
- Afternoon/evening (PM) travel times from Rum Point and the Botanical Gardens to the cruise port are expected to improve 9 to 12% for Alternatives B1, B2, and B3, and by 6 to 7% for Alternative B4.
- Afternoon/evening (PM) travel times from the Bodden Town Mission House to the cruise port are expected to improve 4% for all Build Alternatives B1, B2, B3, and B4.

Table 29: 2026 AM – Eastbound Tourist Travel Times

Origin	Destination	No-Build	B1		B2		B3		B4	
		Travel time (min)	**Travel time (min)**	%Δ	**Travel time (min)**	%Δ	Travel time (min)	%Δ	**Travel time (min)**	%Δ
George Town Cruise Terminal	**Rum Point**	45	39	13%	39	13%	39	13%	45	0%
	Bodden Town Mission House	24	24	0%	24	0%	24	0%	24	0%
	Botanical Gardens	33	30	9%	30	9%	30	9%	31	6%
Average Travel Time		**34**	**31**	**9%**	**31**	**9%**	**31**	**9%**	**33**	**2%**

Table 30: 2026 PM – Westbound Tourist Travel Times

Origin	Destination	No-Build	B1		B2		B4		B4	
		Travel time (min)	Travel time (min)	%Δ	Travel time (min)	%Δ	Travel time (min)	%Δ	Travel time (min)	%Δ
Rum Point	**George Town Cruise Terminal**	46	41	11%	41	11%	41	11%	43	7%
Bodden Town Mission House		23	22	4%	22	4%	22	4%	22	4%
Botanical Gardens		32	29	9%	28	12%	29	9%	30	6%
Average Travel Time		**34**	**31**	**9%**	**30**	**10%**	**31**	**9%**	**32**	**6%**

In 2074, tourist travel times are summarized as follows, as shown in **Table 31** and **Table 32**:

- Morning (AM) travel times from the cruise port to Rum Point and Botanical Gardens are expected to improve by 9 to 14% for Alternatives B1, B2, and B3, and by -1 to 1% for Alternative B4.
- Morning (AM) travel times from the cruise port to Bodden Town Mission House are expected to improve by 5 to 10% across all Build alternatives B1, B2, B3, and B4. Bodden Town destinations will benefit similarly across all Build alternatives because they each contain EWA connection to Lookout Gardens.
- Afternoon/evening (PM) travel times from Rum Point and the Botanical Gardens to the cruise port are expected to improve 11 to 20% for all Alternatives B1, B2, B3, and B4.
- Afternoon/evening (PM) travel times from the Bodden Town Mission House to the cruise port are expected to improve 2 to 5% for all Build alternatives B1, B2, B3, and B4.

Table 31: 2074 AM – Eastbound Tourist Travel Times

Origin	Destination	No-Build	B1		B2		B3		B4	
		Travel time (min)	Travel time (min)	%Δ	Travel time (min)	%Δ	Travel time (min)	%Δ	Travel time (min)	%Δ
George Town Cruise Terminal	**Rum Point**	96	85	11%	85	11%	84	13%	95	1%
	Bodden Town Mission House	59	56	5%	55	7%	53	10%	55	7%
	Botanical Gardens	81	70	14%	74	9%	73	10%	82	-1%
Average Travel Time		**79**	**70**	**11%**	**71**	**9%**	**70**	**11%**	**77**	**2%**

Table 32: 2074 PM – Westbound Tourist Travel Times

Origin	Destination	No-Build	B1		B2		B4		B4	
		Travel time (min)	Travel time (min)	%Δ	Travel time (min)	%Δ	Travel time (min)	%Δ	Travel time (min)	%Δ
Rum Point	**George Town Cruise Terminal**	74	58	17%	58	17%	56	19%	59	16%
Bodden Town Mission House		36	33	5%	35	2%	35	2%	35	2%
Botanical Gardens		67	51	20%	52	19%	58	11%	52	19%
Average Travel Time		**59**	**47**	**20%**	**48**	**18%**	**50**	**16%**	**49**	**18%**

Based on the selected tourist destinations, Alternatives B1, B2, and B3 are anticipated to provide the greatest travel time benefits, particularly to destinations in the North Side such as Rum Point and Queen Elizabeth II Botanical Gardens. Alternative B4 will likely still provide some travel time benefit but to a lesser degree. All Build alternatives will also provide more modest travel time improvements to Bodden Town tourist destinations as drivers may still favor the existing coastal road as a more direct route.

Table 33 summarizes the qualitative impact for improving tourist travel times based on the degree of improvement anticipated for each alternative: "Large beneficial" (reduces travel time by more than 25%), "Moderate beneficial (reduces by 15 to 25%), "Slight beneficial" (reduces by 5 to 14%), or "Neutral" (reduces by 0 to 4%).

Table 33: Tourist Travel Times Evaluation Summary Table

	No-Build	B1	B2	B3	B4
Tourist Travel Times	Neutral*	Slight Beneficial	Slight Beneficial	Slight Beneficial	Slight Beneficial

*Table note: The No-Build scenario is rated "Neutral" because it serves as the baseline for comparison against the Build alternatives, but travel times will likely worsen under the No-Build scenario as volumes continue to grow under future conditions.

No-Build: The No-Build is rated as having a "Neutral" impact on tourist travel times, which are projected to deteriorate to about 80 minutes for eastbound AM travel and to about 60 minutes for westbound PM travel.

Alternatives B1, B2, B3: Build Alternatives B1, B2, and B3 each improve anticipated tourist travel times between the cruise port and eastern tourist destinations, particularly for those traveling to North Side destinations such as Rum Point and Botanical Gardens. For Alternatives B1, B2, and B3, anticipated travel time savings in 2026 translate to only 3 minutes improvement on average between the selected destinations, but these benefits increase to about 10 minutes of savings on average by 2074. Therefore, Alternatives B1, B2, and B3 are determined to have "Slight Beneficial" impact.

Alternative B4: Alternative B4 may only improve average tourist travel times between the cruise port and eastern destinations by 2 minutes on average for 2026 AM eastbound and PM westbound travel as well as 2074 AM eastbound travel. Alternative B4 likely improves only PM westbound travel times by an average of 10 minutes for the selected destinations. Therefore, Alternative B4 is determined to have "Slight Beneficial" impact on tourist travel times.

4.6 Operations

Once traffic volumes were forecasted for the various years and alternatives in VISUM, they were analyzed using PTV VISTRO 2022 (VISTRO). VISTRO is a macroscopic capacity analysis computer program that follows HCM methodologies. Using VISTRO, traffic operations could be discerned at the intersection, approach, and individual traffic movement levels to best determine which alternatives provided the most benefit, or where additional improvements may be needed. Traffic operations were analyzed for the AM and PM peak hours for all future years, and for all the alternatives (Attachment D). Existing roadway geometries were coded, including number and configuration of turn lanes at each study intersection; speed limits, lane widths, roadway grades and overall intersection peak hour factors (PHFs) were also entered. The 13 existing intersections analyzed, as shown below in **Figure 26** are:

- 100: East West Arterial Boulevard at Hirst Road
- 200: Shamrock Road at Hirst Road
- 300: Shamrock Road at Woodland Drive
- 400: Shamrock Road at Agricola Drive
- 500: Shamrock Road at Brightview Drive / Calla Lily Drive
- 600: Shamrock Road at Beach Bay Road
- 700: Shamrock Road at Northward Road
- 800: Shamrock Road at Condor Road
- 902: Bodden Town Road at Bodden Town Bypass
- 1000: Bodden Town Road at Long Fellow Drive
- 1100: Bodden Town Road at Frank Sound Road
- 1200: Frank Sound Road at Clifton Hunter High School
- 1300: Frank Sound Road at North Side Road / Old Robin Road

Please note, there is one additional intersection – 901: Lookout Road at Bodden Town Bypass – that is an existing intersection, but is only analyzed as part of Alternative B4. Intersection 901 was not considered one of the original 13 study intersections.

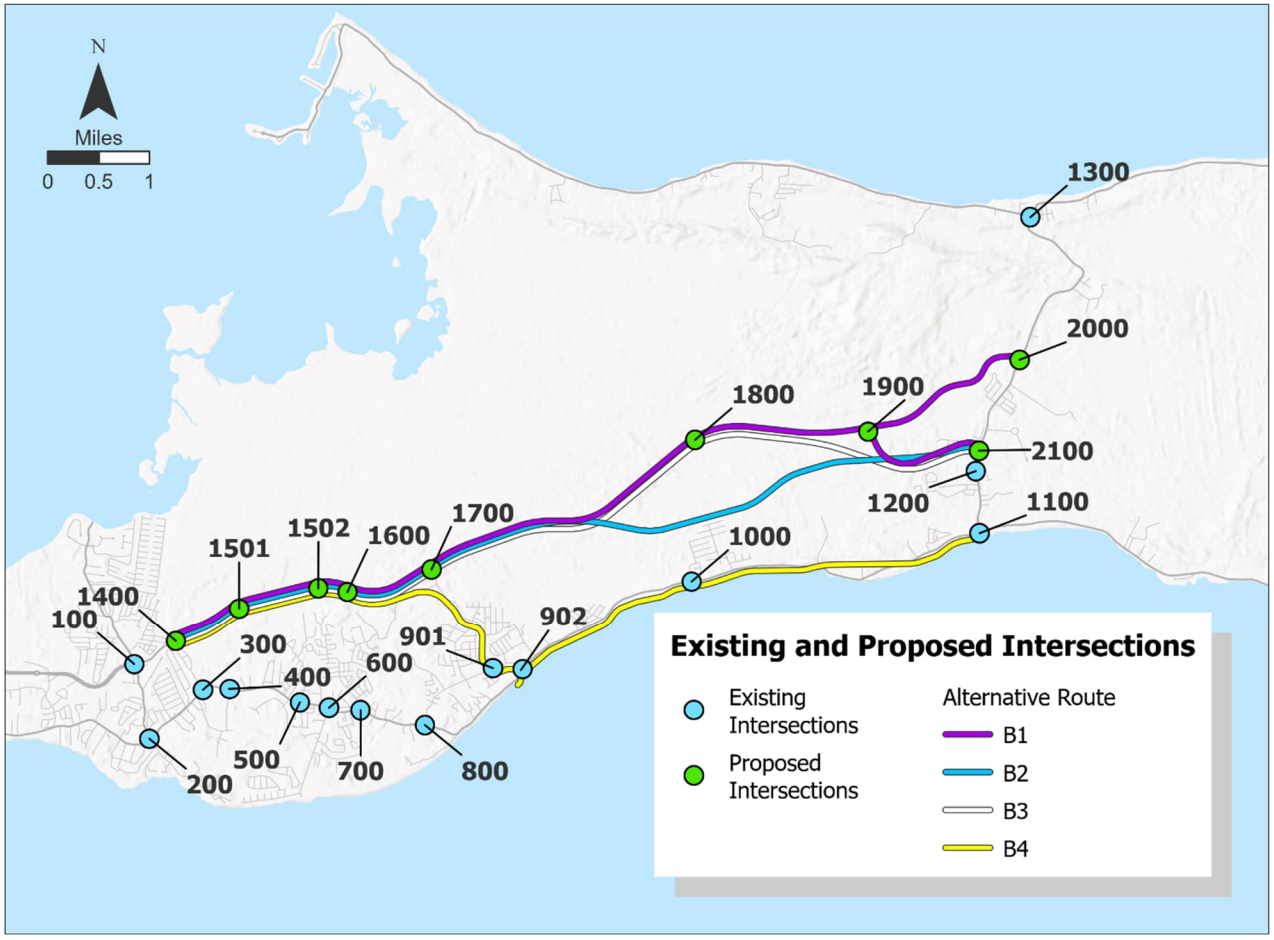

Figure 26: Traffic Analysis Intersections

Figure 26 also shows the proposed Build alternative centerlines, as well as the proposed Build intersections:

- 1400: East West Arterial Boulevard at Agricola Drive Connector
- 1501: East West Arterial Boulevard at Will T Connector 1
- 1502: Shamrock Road at Will T Connector 2
- 1600: East West Arterial Boulevard at Northward Road
- 1700: East West Arterial Boulevard at Lookout Road
- 1800: East West Arterial Boulevard at Long Fellow Road
- 1900: East West Arterial Boulevard at North / South Spurs
- 2000: Frank Sound Road at East West Arterial Boulevard North
- 2100: Frank Sound Road at East West Arterial Boulevard South

Using HCM methodologies, VISTRO reports on delay, which is the amount of time each vehicle will be slowed when moving through an intersection. Delay is first calculated at the individual movement level (left-turn, through, right-turn) for each vehicle, then at approach level (eastbound, westbound, northbound, southbound) for all vehicles on that approach, and then at the overall intersection level.

Delay is then translated into a letter grade known as level of service (LOS). LOS ranges from "A" which indicates excellent operations and minimal delay, to "F" which indicates failing characteristics such as high delay, systemic breakdowns, long queues, or slow travel. LOS results were compiled for all scenarios by intersection (Attachment E).

In some locations, the roadway geometry could not accurately be modeled as a single intersection; for example, Shamrock Road at Hirst Road features a total of three intersections, which accounts for the fact that Shamrock Road splits into two one-way streets, which each intersect with Hirst Road individually. Furthermore, that intersection also features a jughandle configuration, again due to the bifurcation of Shamrock Road. Therefore, there may be additional points on the summary maps; however, in the summary tables, these individual intersections were combined to accurately reflect how the overall intersection operates.

In the study area, all intersections being analyzed are currently under two-way STOP control (TWSC) – wherein the mainline road is free-flow, but the side streets have STOP signs. TWSC intersections do not have an overall LOS, but instead default to the worst approach. **Table 34** below displays the delay thresholds for LOS letter grades for a TWSC intersection. LOS D is considered acceptable operations for traffic analysis.

Table 34: LOS Thresholds for Two-Way STOP Control Intersections per HCM

LOS	Delay (sec)
A	≤ 10
B	≤ 15
C	≤ 25
D	≤ 35
E	≤ 50
F	> 50 or Demand exceeds capacity

Source: HCM 6, Exhibit 20-2 (p. 20-6)

For each alternative, volumes generated by VISUM were compiled at the intersection TMC level for (Attachment D) and provided as Average Daily Traffic (ADT) link volumes (Attachment F).

4.6.1 Future Year 2026

4.6.1.1 No-Build Scenario

Traffic volumes for the 2026 No-Build scenario were input into the proposed No-Build roadway network, as a future year basis for comparison to the Build alternatives. Changes to the No-Build network included the modification of the intersection of East West Arterial Boulevard at Hirst Road to a roundabout, as well as the addition of a new intersection at East West Arterial Boulevard and the new Agricola Drive Connector. **Figure 27** and **Figure 28** below show the results of the AM and PM peak hour for the 2026 No-Build scenario operations.

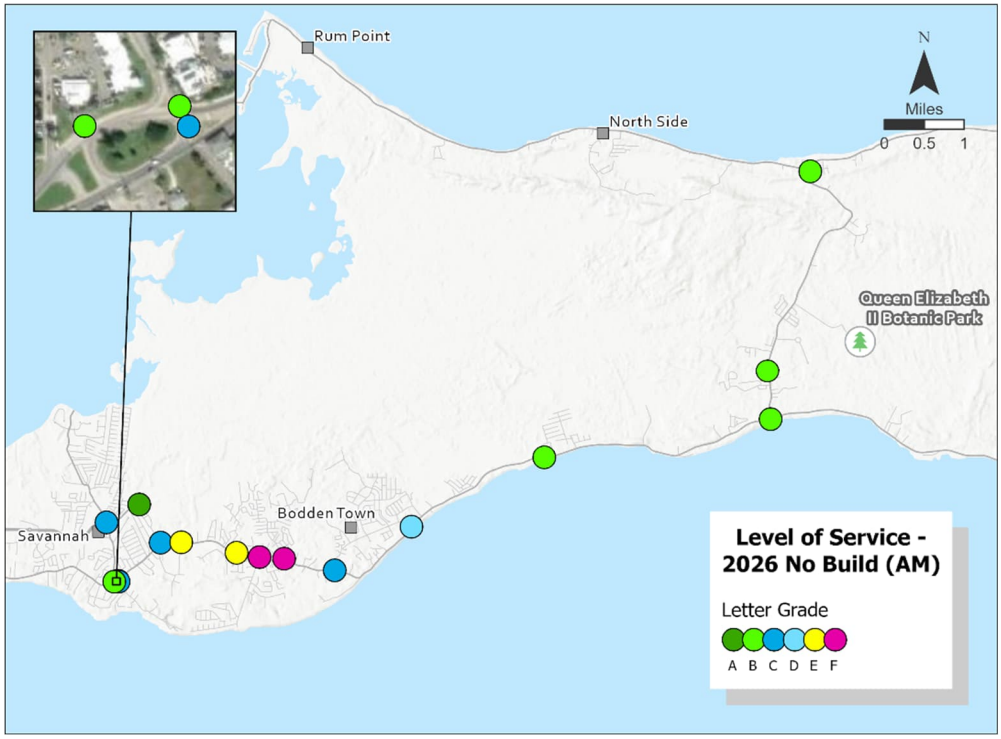

Figure 27: 2026 No-Build Scenario Traffic Operations AM Peak

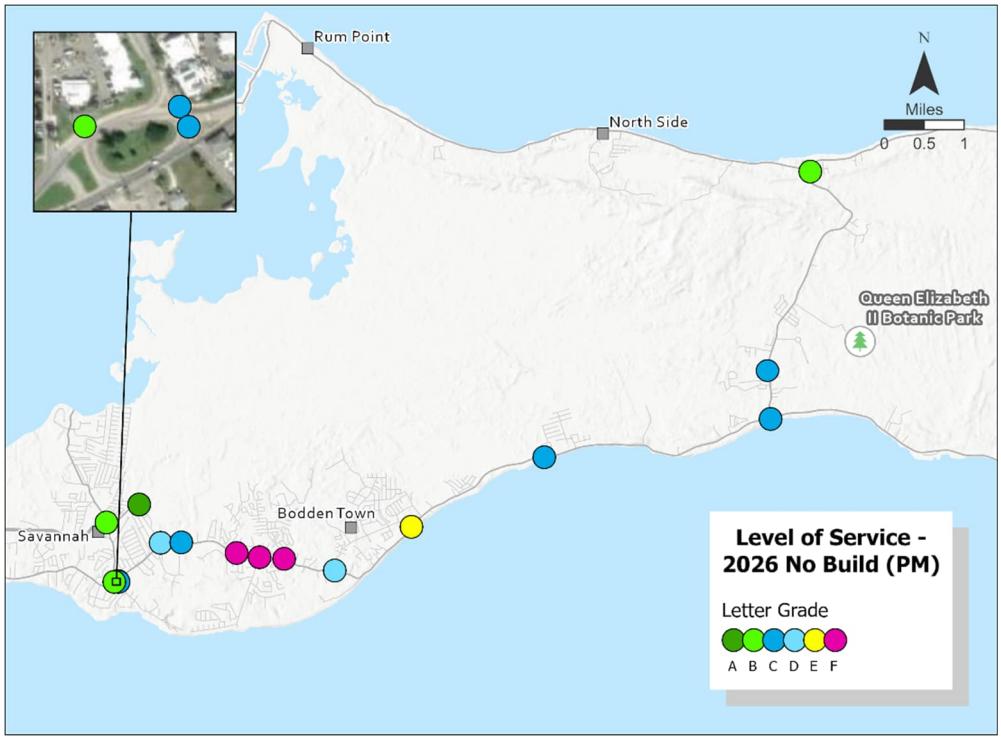

Figure 28: 2026 No-Build Scenario Traffic Operations PM Peak

In the 2026 No-Build scenario, nine intersections operate at LOS D or better in both peak hours; two intersections operate at LOS D or better in one peak hour, but at LOS E/F in the other peak hour; three intersections operate at LOS E/F in both peak hours.

4.6.1.2 Build Alternatives B1 through B4

The 2026 Build alternative volumes generated by VISUM for Alternatives B1 through B4 were compiled at the intersection TMC level (Attachment D).

Traffic volumes for 2026 Build Alternatives B1 through B4 were entered into the respective proposed Build roadway networks. **Figure 29** through **Figure 36** and **Table 35** and **Table 36** show the results of the AM and PM peak hour for 2026 Build Alternatives B1 through B4 operations. Intersection operations denoted with a "-" indicate that that intersection is not present in that alternative.

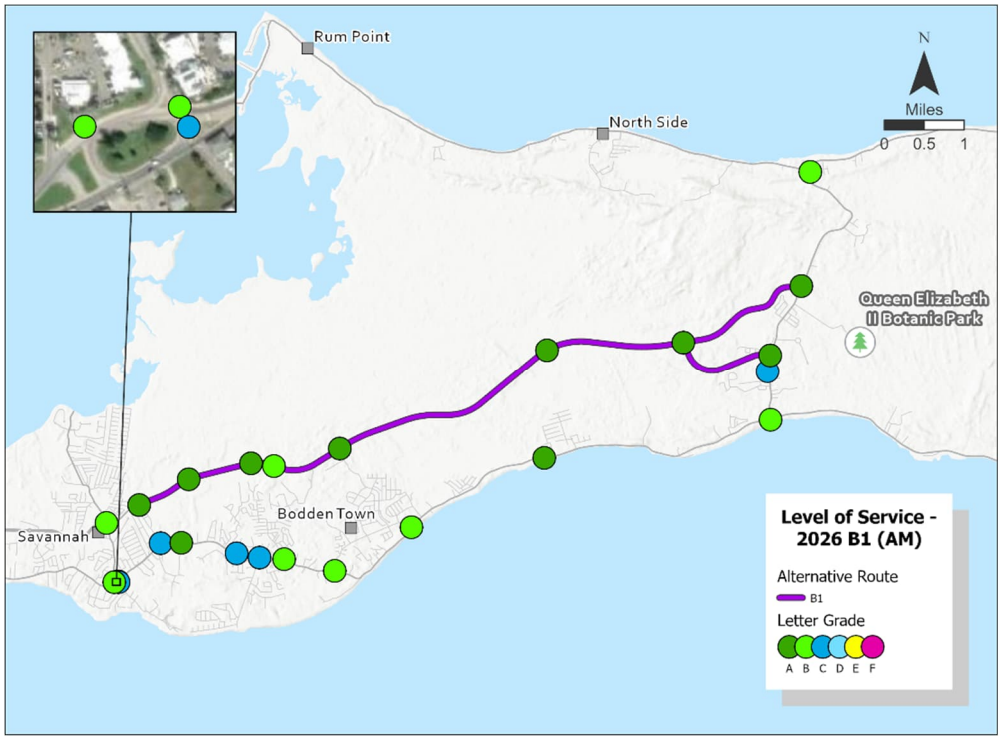

Figure 29: 2026 Build Alternative B1 Traffic Operations AM Peak

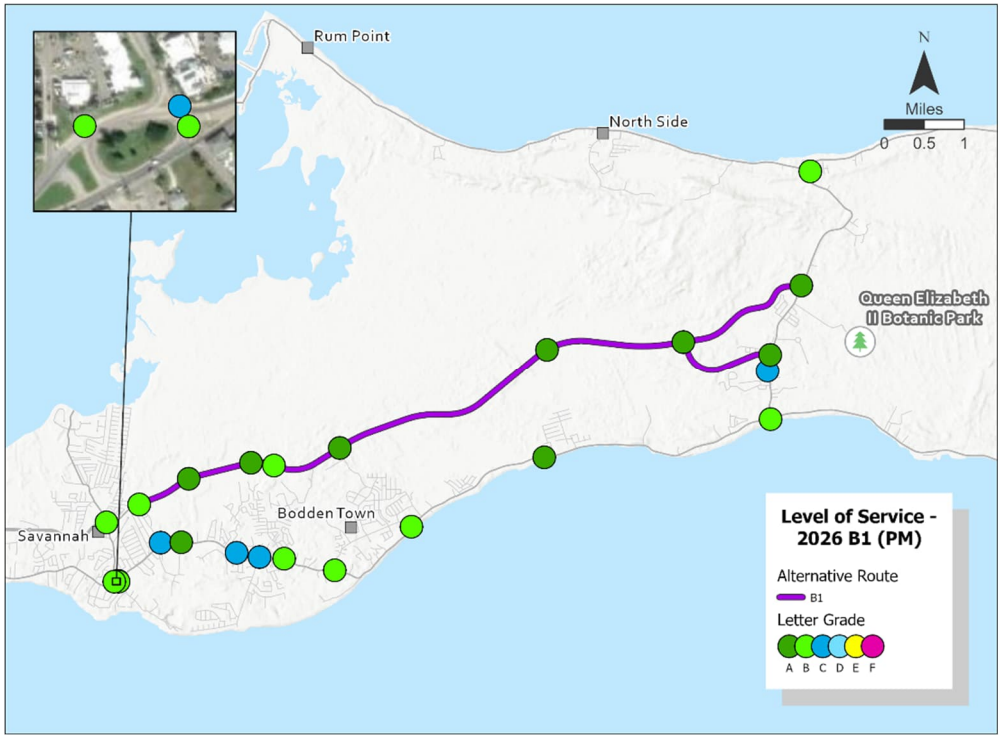

Figure 30: 2026 Build Alternative B1 Traffic Operations PM Peak

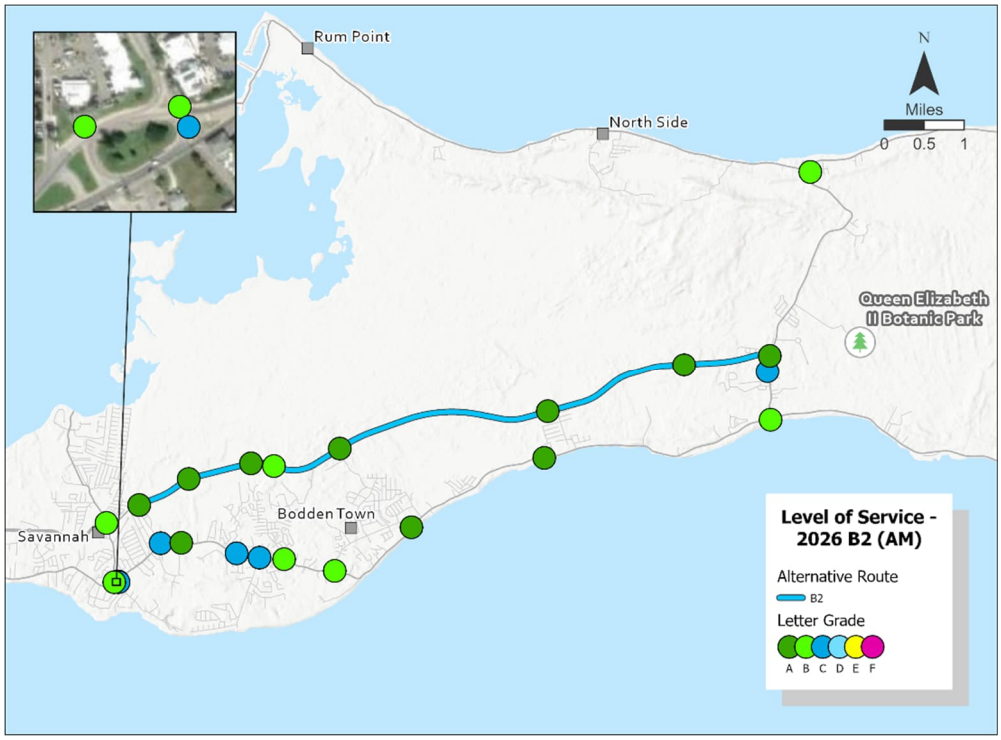

Figure 31: 2026 Build Alternative B2 Traffic Operations AM Peak

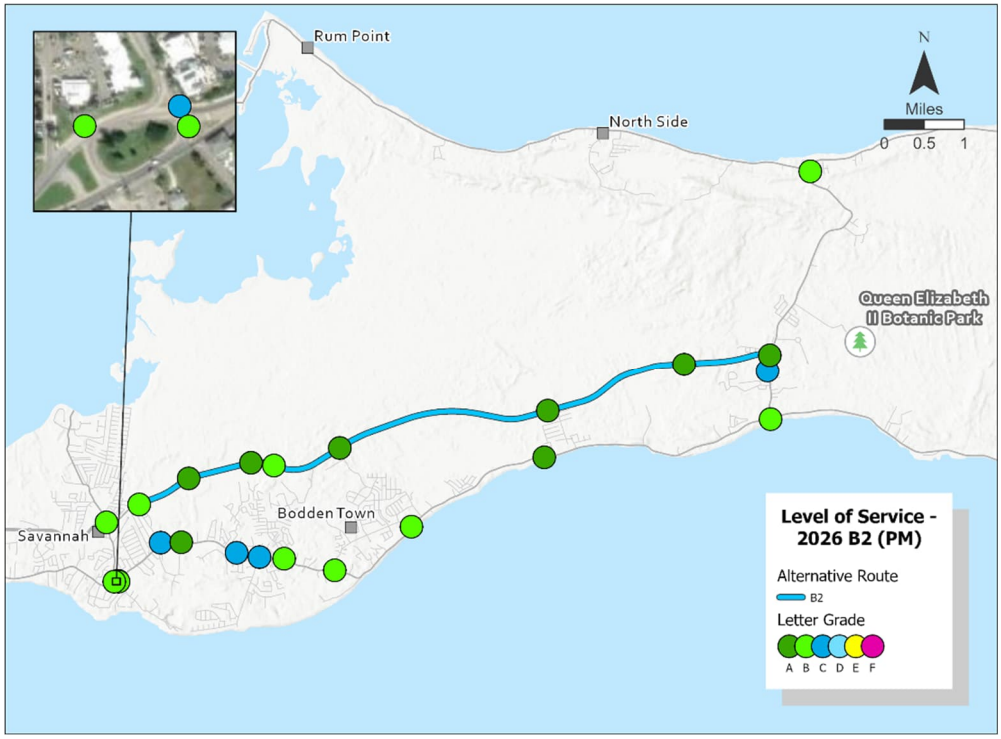

Figure 32: 2026 Build Alternative B2 Traffic Operations PM Peak

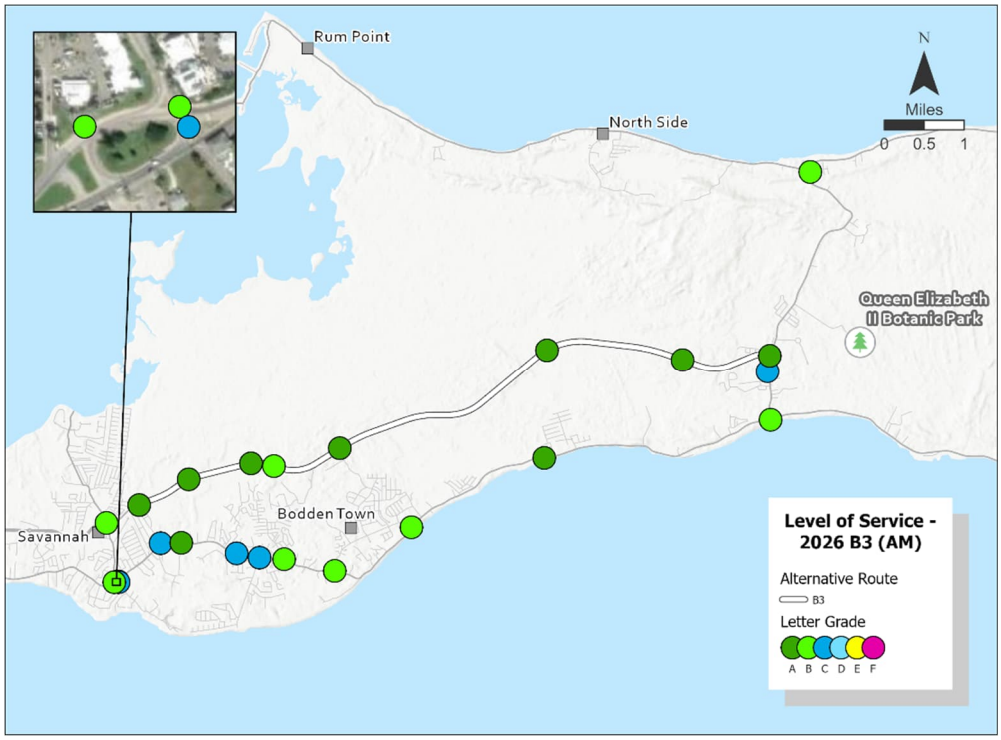

Figure 33: 2026 Build Alternative B3 Traffic Operations AM Peak

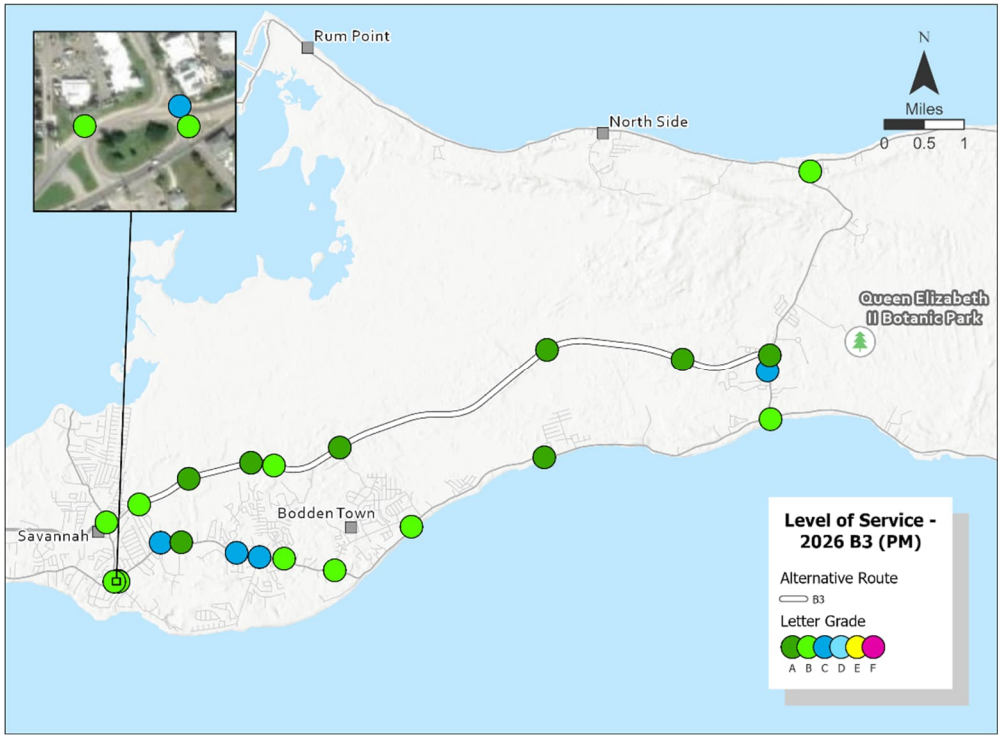

Figure 34: 2026 Build Alternative B3 Traffic Operations PM Peak

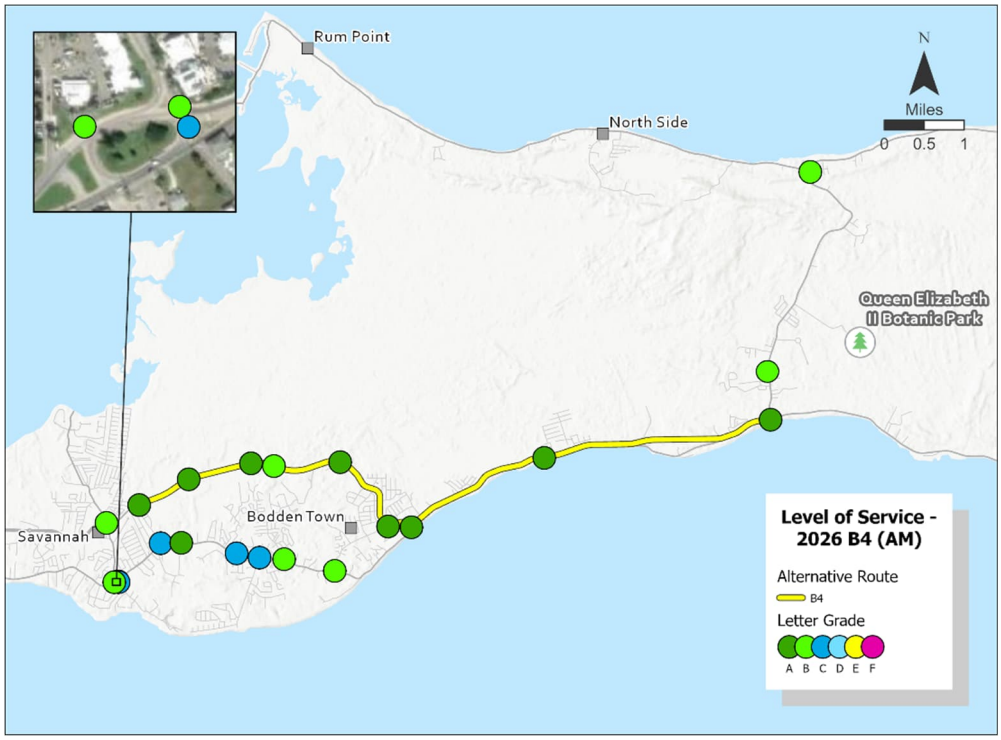

Figure 35: 2026 Build Alternative B4 Traffic Operations AM Peak

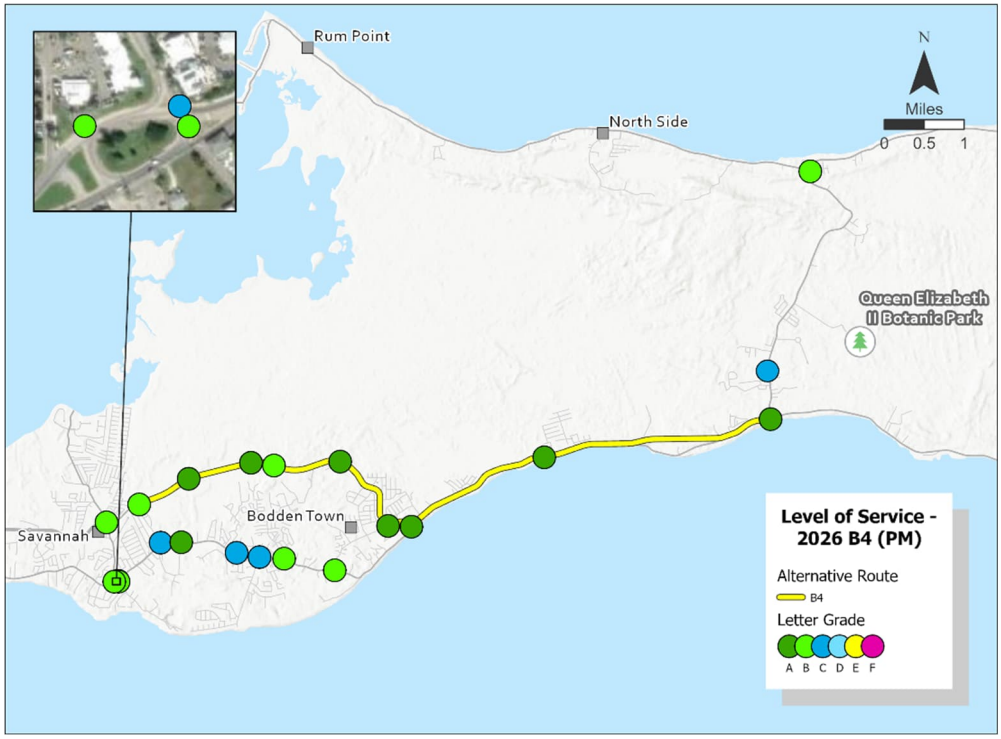

Figure 36: 2026 Build Alternative B4 Traffic Operations PM Peak

Table 35: 2026 Traffic Operations Summary Table Existing Intersections

#	Intersection	Level of Service (AM / PM)				
		2026 NB	2026 B1	2026 B2	2026 B3	2026 B4
100	East West Arterial Blvd at Hirst Rd	C / B	B / B	B / B	B / B	B / B
200	Shamrock Rd at Hirst Rd	C / C	C / C	C / C	C / C	C / C
300	Shamrock Rd at Woodland Ave	C / D	C / C	C / C	C / C	C / C
400	Shamrock Rd at Agricola Dr	E / C	A / A	A / A	A / A	A / A
500	Shamrock Rd at Brightview Dr / Calla Lily Dr	E / F	C / C	B / C	C / C	C / C
600	Shamrock Rd at Beach Bay Rd	F / F	C / C	C / C	C / C	C / C
700	Shamrock Rd at Northward Rd	F / F	B / B	B / B	B / B	B / B
800	Shamrock Rd at Condor Rd	C / D	B / B	B / B	B / B	B / B
901	Lookout Rd at Bodden Town Bypass	-	-	-	-	A / A
902	Bodden Town Rd at Bodden Town Bypass	D / E	B / B	A / B	B / B	A / A
1000	Bodden Town Rd at Long Fellow Dr	B / C	A / A	A / A	A / A	A / A
1100	Bodden Town Rd at Frank Sound Rd	B / C	B / A	B / B	B / B	A / A
1200	Frank Sound Rd at Clifton Hunter HS / East West Arterial	B / C	C / C	C / C	C / C	B / C
1300	Frank Sound Rd at North Side Rd / Old Robin Rd	B / B	B / B	B / B	B / B	A / B

*Table Note: Refer to **Figure 26** for map of intersection locations.*

Table 36: 2026 Traffic Operations Summary Table Proposed Intersections

#	Intersection	Level of Service (AM / PM)				
		2026 NB	2026 B1	2026 B2	2026 B3	2026 B4
1400	**East West Arterial Blvd at Agricola Drive Connector**	A / A	A / B	A / B	A / B	A / B
1501	**East West Arterial Blvd at Will T Connector 1**	-	A / A	A / A	A / A	A / A
1502	**Shamrock Rd at Will T Connector 2**	-	A / A	A / A	A / A	A / A
1600	**East West Arterial Blvd at Northward Rd**	-	B / B	B / B	B / B	B / B
1700	**East West Arterial Blvd at Lookout Rd**	-	A / A	A / A	A / A	A / A
1800	**East West Arterial Blvd at Long Fellow Rd**	-	A / A	A / A	A / A	-
1900	**East West Arterial Blvd at North / South Spurs**	-	A / A	A / A	A / A	-
2000	**Frank Sound Rd at East West Arterial Blvd North**	-	A / A	-	-	-
2100	**Frank Sound Rd at East West Arterial Blvd South**	-	A / A	A / A	A / A	-

*Table Note: Refer to **Figure 26** for map of intersection locations.*

In all Build alternatives, all intersections are anticipated to operate at LOS C or better in both peak hours.

Relative to the 2026 No-Build, the 2026 Build alternatives are expected to improve operations. No failing operations are expected at any location in the network. Operations improve due to the new EWA Extension, which will be a two-lane divided roadway in 2026, as well as the inclusion of roundabouts at all the new Build intersections. The new roadway is expected to pull a large portion of the volume away from the existing roadway, improving operations there, and the new roundabouts will be designed to meet operational acceptability.

All the new roundabouts were designed with minimal footprints to simply match approach and departure roadway characteristics – two lanes entering result in two lanes circulating, for instance – with one exception: the intersection of East West Arterial Boulevard at Hirst Road required one additional westbound through lane, and one additional eastbound left-turn lane.

4.6.2 Future Year 2074

4.6.2.1 No-Build Scenario

Traffic volumes for the 2074 No-Build scenario were input into the proposed No-Build roadway network, as a future year basis for comparison to the Build alternatives. Changes to the No-Build network included the modification of the intersection of East West Arterial Boulevard at Hirst Road to a roundabout, as well as the addition of a new intersection at East West Arterial Boulevard and the new Agricola Drive Connector. **Figure 37** and **Figure 38** show the results of the AM and PM peak hour for the 2074 No-Build scenario operations.

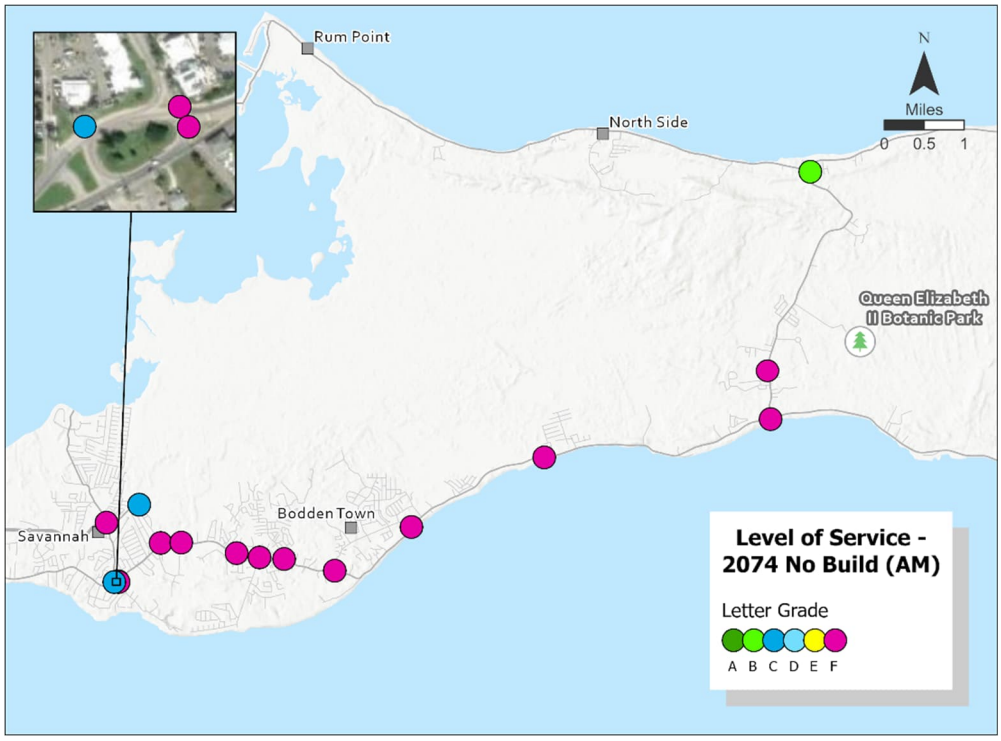

Figure 37: 2074 No-Build Scenario Traffic Operations AM Peak

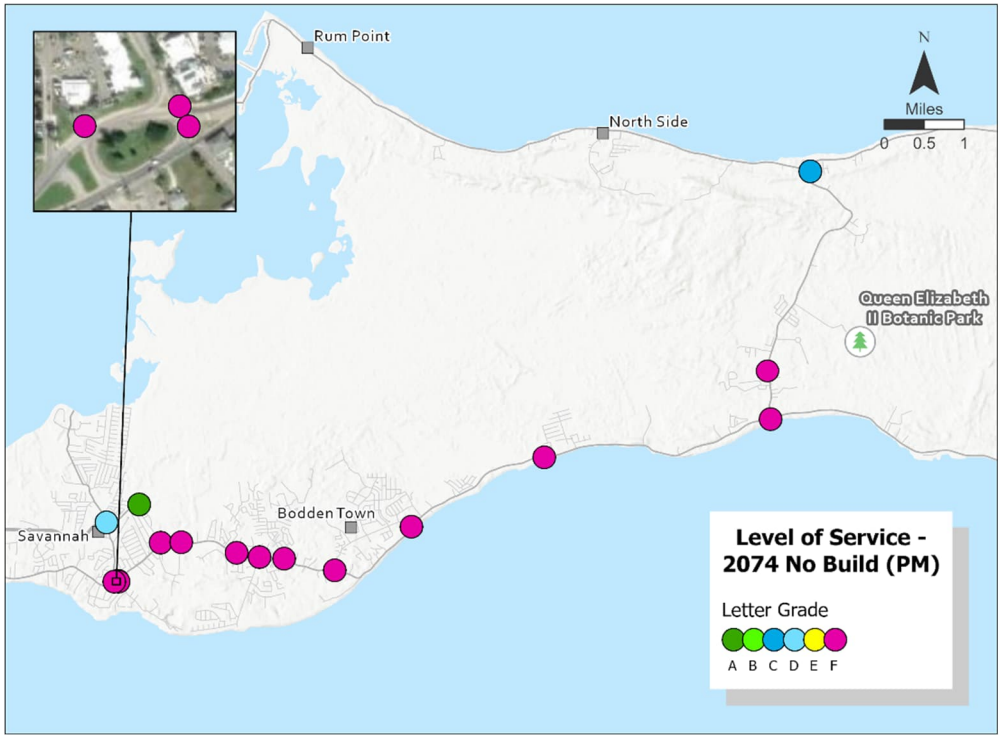

Figure 38: 2074 No-Build Scenario Traffic Operations PM Peak

In the 2074 No-Build scenario, just two intersections are expected to operate at LOS D or better in both peak hours; one intersection is expected to operate at LOS D or better in one peak hour, but at LOS E/F in the other peak hour; 11 intersections are projected to operate at LOS E/F in both peak hours.

Relative to the 2026 No-Build, the 2074 No-Build likely worsens in operations. Even with the improvements along East West Arterial Boulevard at Hirst Road and at the new Agricola Drive Connector, traffic volumes are expected to overwhelm the available capacity on the existing roadway infrastructure. Despite the improvements drawing traffic away from the existing roadway, most intersections are projected to fail in 2074.

4.6.2.2 Build Alternatives B1 through B4

The 2074 Build alternative volumes generated by VISUM for Alternatives B1 through B4 were compiled at the intersection TMC level (Attachment D).

Traffic volumes for 2074 Build Alternatives B1 through B4 were entered into the respective proposed Build roadway networks. **Figure 39** through **Figure 46**, **Table 37,** and **Table 38** show the results of the AM and PM peak hour for 2074 Build Alternatives B1 through B4 operations. Intersection operations denoted with a "-" indicate that that intersection is not present in that alternative.

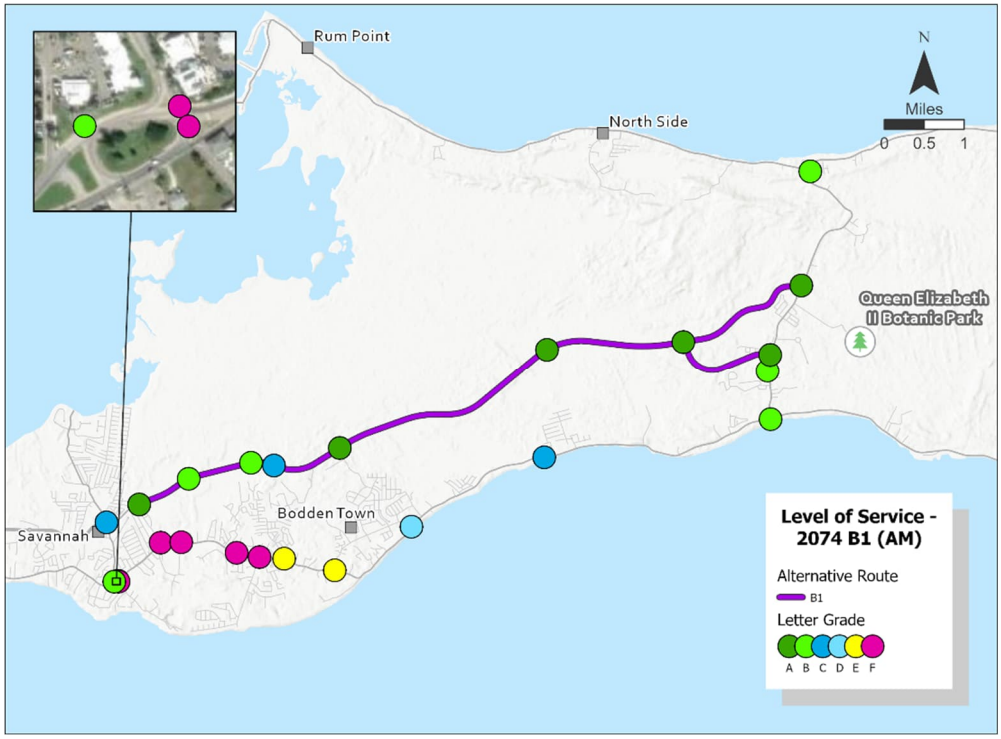

Figure 39: 2074 Build Alternative B1 Traffic Operations AM Peak

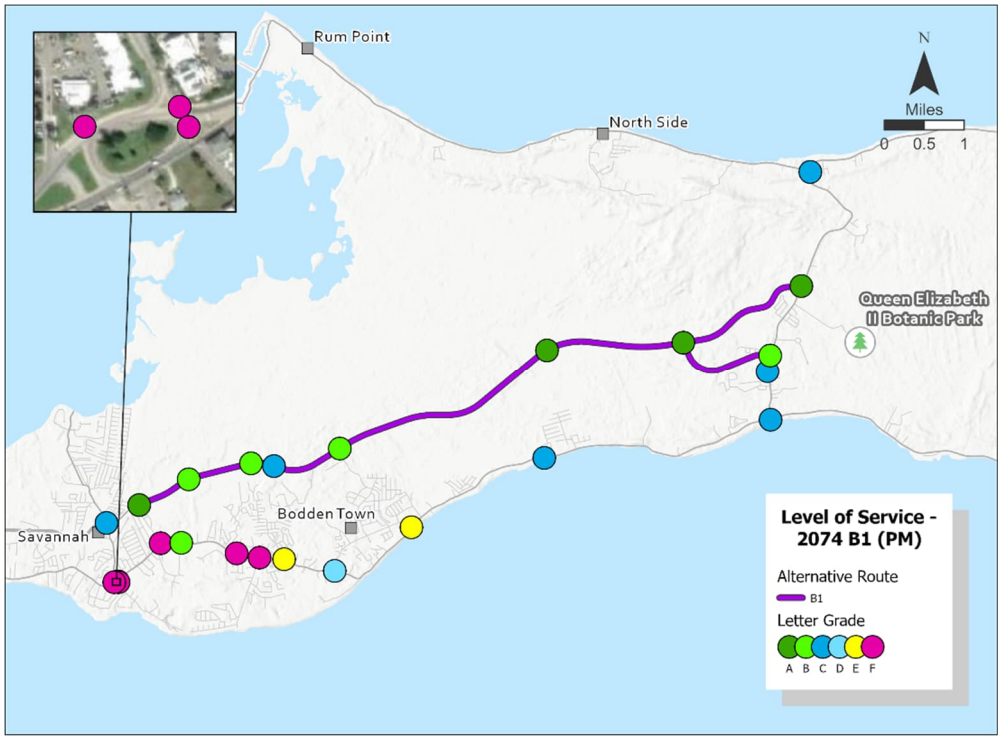

Figure 40: 2074 Build Alternative B1 Traffic Operations PM Peak

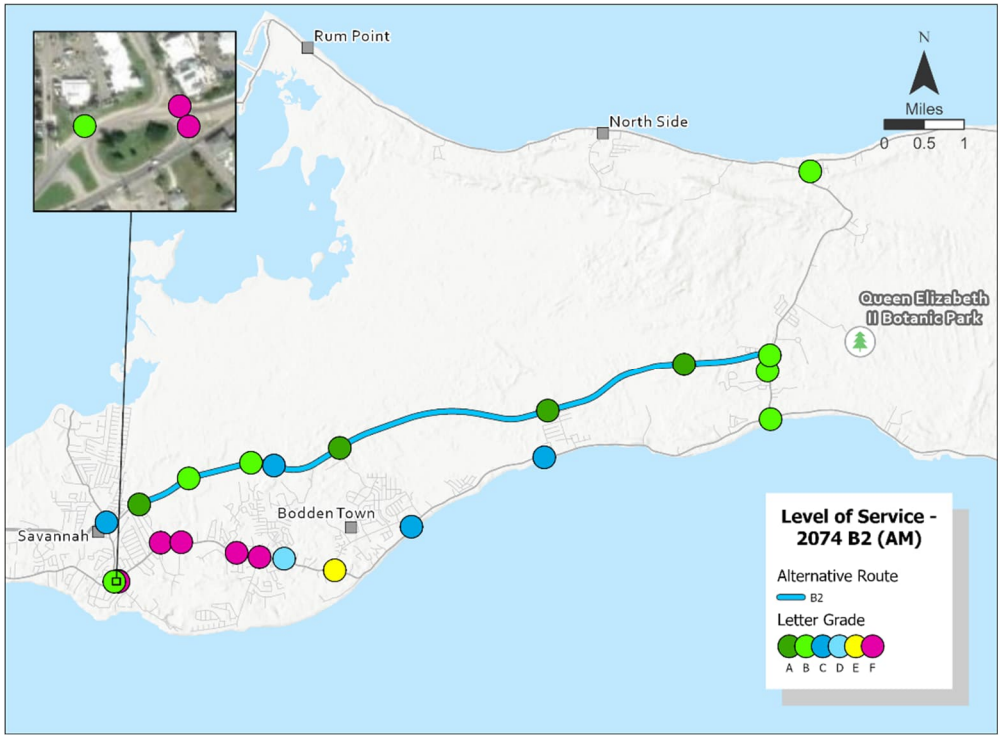

Figure 41: 2074 Build Alternative B2 Traffic Operations AM Peak

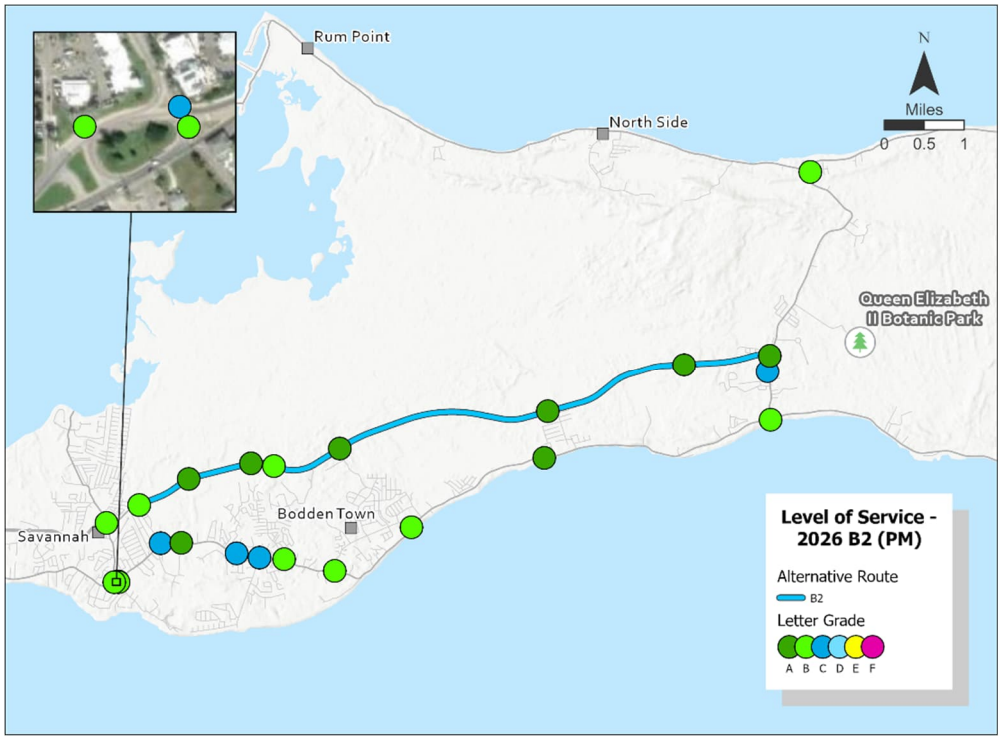

Figure 42: 2074 Build Alternative B2 Traffic Operations PM Peak

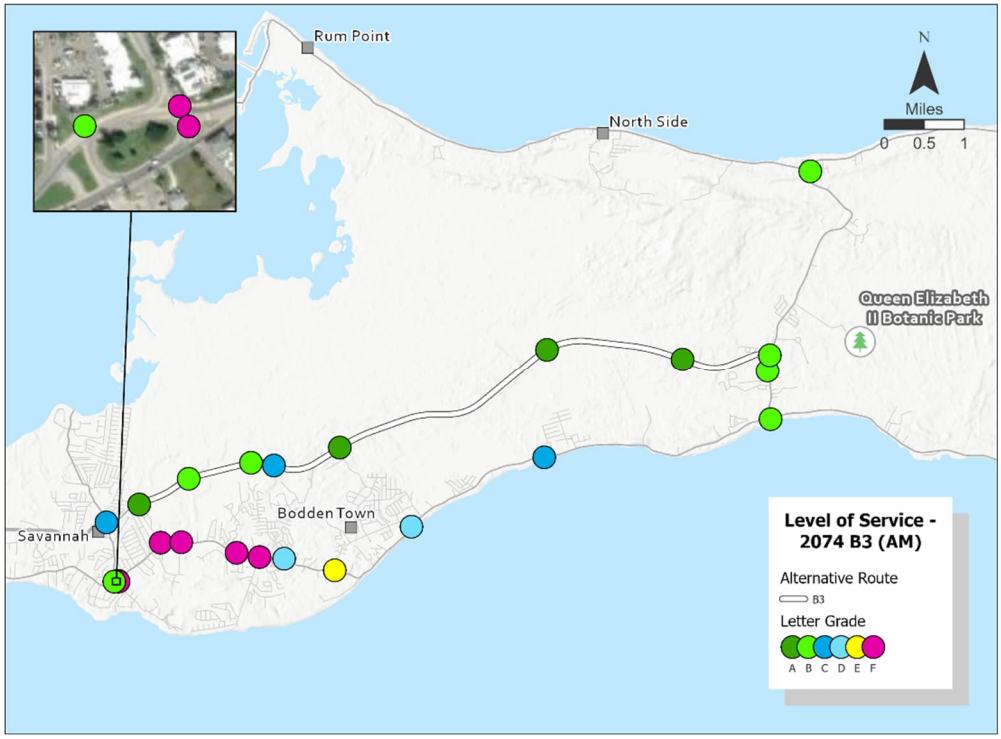

Figure 43: 2074 Build Alternative B3 Traffic Operations AM Peak

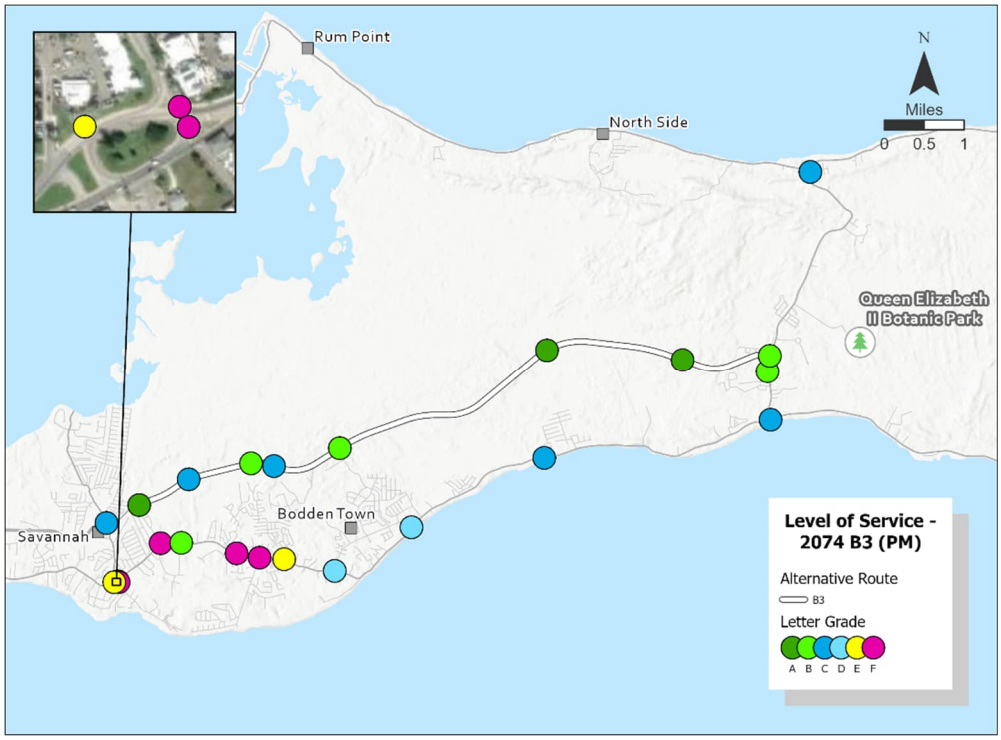

Figure 44: 2074 Build Alternative B3 Traffic Operations PM Peak

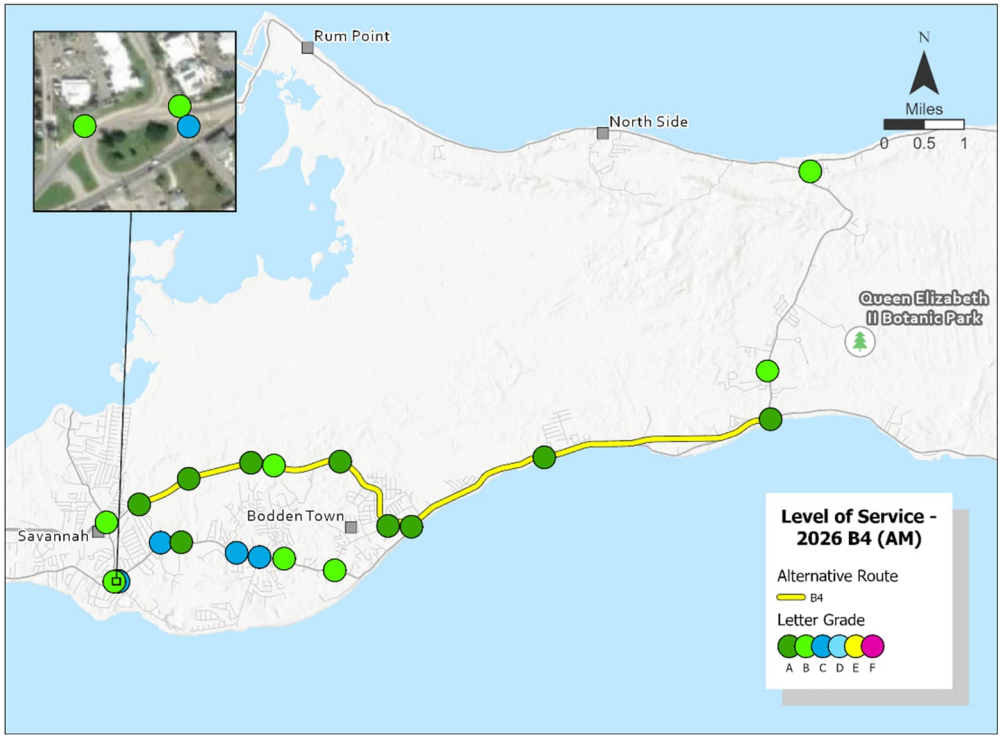

Figure 45: 2074 Build Alternative B4 Traffic Operations AM Peak

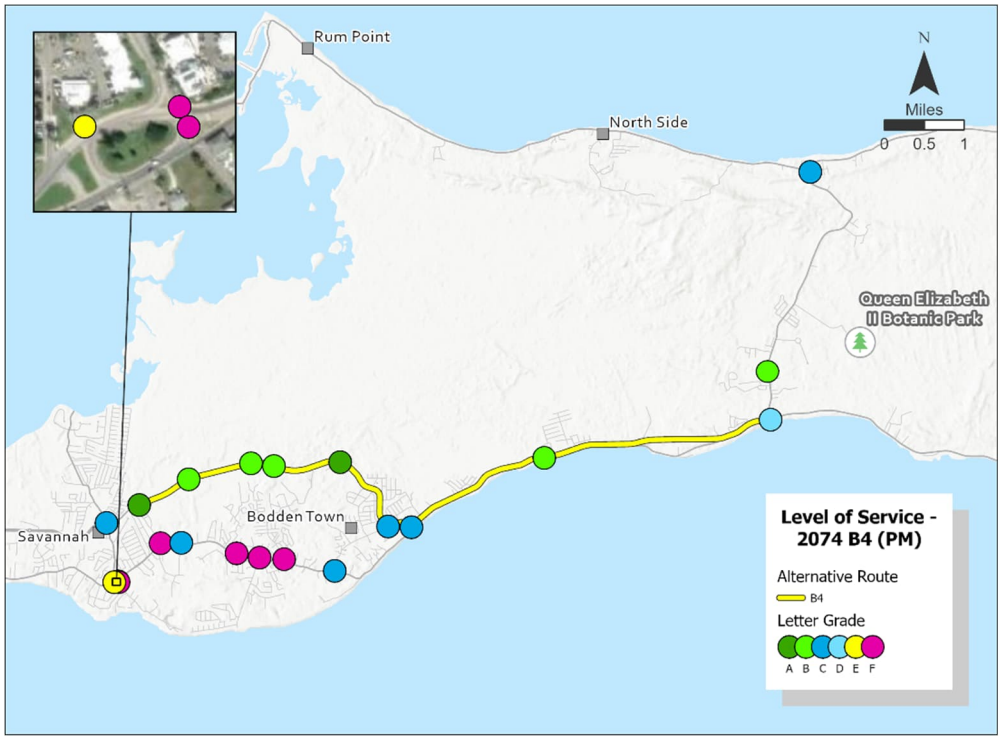

Figure 46: 2074 Build Alternative B4 Traffic Operations PM Peak

Table 37: 2074 Traffic Operations Summary Table Existing Intersections

#	Intersection	Level of Service (AM / PM)				
		2074 NB	2074 B1	2074 B2	2074 B3	2074 B4
100	East West Arterial Blvd at Hirst Rd	F / D	C / C	C / D	C / C	C / C
200	Shamrock Rd at Hirst Rd	F / F	F / F	F / F	F / F	F / F
300	Shamrock Rd at Woodland Ave	F / F	F / F	F / F	F / F	F / F
400	Shamrock Rd at Agricola Dr	F / F	F / B	F / B	F / B	F / C
500	Shamrock Rd at Brightview Dr / Calla Lily Dr	F / F	F / F	F / E	F / F	E / F
600	Shamrock Rd at Beach Bay Rd	F / F	F / F	F / F	F / F	F / F
700	Shamrock Rd at Northward Rd	F / F	E / E	D / D	D / E	D / F
800	Shamrock Rd at Condor Rd	F / F	E / D	E / C	E / D	C / C
901	Lookout Rd at Bodden Town Bypass	-	-	-	-	C / C
902	Bodden Town Rd at Bodden Town Bypass	F / F	D / E	C / D	D / D	C / C
1000	Bodden Town Rd at Long Fellow Dr	F / F	C / C	C / B	C / C	B / B
1100	Bodden Town Rd at Frank Sound Rd	F / F	B / C	B / C	B / C	D / D
1200	Frank Sound Rd at Clifton Hunter HS / East West Arterial	F / F	B / C	B / C	B / B	B / B
1300	Frank Sound Rd at North Side Rd / Old Robin Rd	B / C	B / C	B / C	B / C	B / C

*Table Note: Refer to **Figure 26** for map of intersection locations.*

Table 38: 2074 Traffic Operations Summary Table Proposed Intersections

#	Intersection	Level of Service (AM / PM)				
		2074 NB	2074 B1	2074 B2	2074 B3	2074 B4
1400	East West Arterial Blvd at Agricola Drive Connector	C / A	A / A	A / A	A / A	A / A
1501	East West Arterial Blvd at Will T Connector 1	-	B / B	B / C	B / C	B / B
1502	Shamrock Rd at Will T Connector 2	-	A / B	B / B	B / B	B / A
1600	East West Arterial Blvd at Northward Rd	-	C / C	C / C	C / C	C / B
1700	East West Arterial Blvd at Lookout Rd	-	A / B	A / B	A / B	B / A
1800	East West Arterial Blvd at Long Fellow Rd	-	A / A	A / A	A / A	-
1900	East West Arterial Blvd at North / South Spurs	-	A / A	A / A	A / A	-
2000	Frank Sound Rd at East West Arterial Blvd North	-	A / A	-	-	-
2100	Frank Sound Rd at East West Arterial Blvd South	-	A / B	B / B	B / B	-

*Table Note: Refer to **Figure 26** for map of intersection locations.*

In all Build alternatives, all intersections from Bodden Town Road at Long Fellow Drive and east, including all new Build intersections, are projected to operate at LOS D or better in both peak hours. To the west, intersection operations will likely degrade steadily as volumes increase farther to the west, with all intersections expected to operate with failing LOS in at least one peak hour, and many intersections failing in both peak hours. This is largely due to the nature of TWSC intersections, which do not have an overall intersection LOS, but instead are governed by the worst approach – the STOP-controlled side street. Still, in the future year 2074, the side streets are expected to exhibit exceedingly high delay.

Relative to the 2074 No-Build, the 2074 Build alternatives are expected to improve operations; however, additional improvements will likely be needed throughout the network beyond what was considered for the 2026 Build alternative conditions. These additional improvements are included as part of the 2074 Build alternatives B1, B2, B3, and B4 to maintain operations on par with the 2074 No-Build scenario at existing intersections and to maintain LOS D or better operations at proposed intersections. Descriptions of the 2074 Build network intersection improvements beyond the 2026 Build alternatives are summarized in **Table 39** and **Table 40**.

Table 39: 2074 Build Alternative Additional Improvements for Existing Intersections

#	Intersection	Improvement Needed	2074 B1	2074 B2	2074 B3	2074 B4
100	**East West Arterial Blvd at Hirst Rd**	Conversion to grade-separated interchange	Yes	Yes	Yes	Yes
901	**Lookout Rd at Bodden Town Bypass**	Additional EB through lane	No	No	No	Yes
902	**Bodden Town Rd at Bodden Town Bypass**	Additional EB through lane	No	No	No	Yes
1100	**Bodden Town Rd at Frank Sound Rd**	Conversion to a roundabout	Yes	Yes	Yes	No
		Additional EB left-turn lane	Yes	Yes	Yes	Yes
		Additional WB right-turn lane	Yes	Yes	Yes	Yes
		Additional SB left-turn lane	Yes	Yes	Yes	Yes
1200	**Frank Sound Rd at Clifton Hunter HS / East West Arterial**	Conversion to a roundabout	Yes	Yes	Yes	Yes

*Table Note: Refer to **Figure 26** for map of intersection locations.*

Table 40: 2074 Build Alternative Additional Improvements for Proposed Intersections

#	Intersection	Improvement Needed	2074 B1	2074 B2	2074 B3	2074 B4
1400	**East West Arterial Blvd at Agricola Drive Connector**	Conversion to East West Arterial Blvd overpass with a roundabout	Yes	Yes	Yes	Yes
1501	**East West Arterial Blvd at Will T Connector 1**	Additional NB left-turn lane	Yes	Yes	Yes	Yes
1502	**Shamrock Rd at Will T Connector 2**	Additional NB left-turn lane	Yes	Yes	Yes	Yes
1900	**East West Arterial Blvd at North / South Spurs**	Additional WB through lane	Yes	No	No	No
2100	**Frank Sound Rd at East West Arterial Blvd South**	Restripe EB approach	Yes	Yes	Yes	No
		Additional NB left-turn lane	Yes	Yes	Yes	No
		Additional SB right-turn lane	No	Yes	Yes	No

*Table Note: Refer to **Figure 26** for map of intersection locations.*

When evaluating LOS, future year 2026 is anticipated to operate well, with large-scale infrastructure improvements across the various Build alternatives but minor traffic growth; conversely, future year

2074 is largely operating with the same infrastructure in the study area (**Table 5** through **Table 7, Table 39**, and **Table 40**), but with much more traffic growth. Therefore, future year 2074 was used to determine LOS benefits for each alternative, as it better captures the anticipated delay, congestion, and strain on the roadway network in the future.

To assess the ability to travel locally within Bodden Town and the EWA EIA study area, LOS was examined during both AM and PM peak hours to determine the worst-case peak for each study area intersection; a percentage of intersections operating acceptably at LOS D or better was then calculated for both 2026 and 2074 (**Table 41**). This evaluation considered the conditions of these intersections under the No-Build scenario and the four Build alternatives.

Table 41: Percentage of Intersections Operating at LOS D or Better (2026 and 2074)

% Operating at LOS D or Better	NB	B1	B2	B3	B4
2026: Based on worst-case peak hour (AM or PM)	64%	100%	100%	100%	100%
2074: Based on worst-case peak hour (AM or PM)	14%	64%	71%	67%	68%

Source: Grand Cayman Travel Demand Model & Associated Operational Model

In 2026, the No-Build is expected to have approximately 64% of intersections operating at LOS D or better whereas all Build alternatives are expected to have 100% of intersections operating at LOS D or better based on worst-case peak hour.

In 2074, the No-Build will likely only have approximately 14% of intersections operating acceptably; this indicates that several intersections within the study area are expected to have high delay, systemic breakdowns, long queues, and/or slow travel. All Build alternatives are anticipated to have at least 64% of intersections operating acceptably at LOS D or better, with Alternative B2 operating the best at approximately 71% based on the worst-case peak hour. The existing intersections expected to show the most improvement in operations include those at and east of Bodden Town Road at Anton Bodden Road Town Bypass (intersection 902 in **Figure 39**). The number of people using these intersections is projected to be more than 10,000 per day by 2074, therefore each Build alternative receives a score of “Large Beneficial.”

Table 42 below summarizes the 2074 LOS benefits for based on the degree of improvement anticipated in each alternative: “Large beneficial” (at least 60% of intersections operate LOS D or better in both peak hours), “Moderate beneficial (40 to 60% of intersections), “Slight beneficial” (20 to 40% of intersections), or “Neutral” (less than 20% of intersections).

Table 42: Level of Service Evaluation Summary Table

	No-Build	B1	B2	B3	B4
Level of Service	Neutral*	Large Beneficial	Large Beneficial	Large Beneficial	Large Beneficial

*Table note: The No-Build scenario is rated "Neutral" because it serves as the baseline for comparison against the Build alternatives, but the No-Build represents an anticipated degradation in traffic operations along the existing roadway as traffic volumes continue to grow under future conditions.

No-Build: Under No-Build conditions, traffic operations will likely worsen on the already-congested existing roadway due to growing traffic volumes and lack of intersection improvements or additional lane capacity. Only 14% of intersections in the No-Build scenario are anticipated to operate at LOS D or better in both peak hours in 2074, so it is deemed to have a "Neutral" impact as it is below the 20% threshold as noted in **Table 4**, and therefore does not meet the critical success factors. Because the No-Build scenario is the baseline comparison to the Build alternatives, it is ranked as "Neutral."

Alternatives B1, B2, B3, and B4: At least 64% of intersections in all four Build alternatives are anticipated to operate at LOS D or better in both peak hours in 2074, with all proposed intersections projected to operate at LOS D or better with intersection improvements that are inherent with each alternative. Therefore, all four Build alternatives will have a "Large Beneficial" impact by improving delay and level of service as they are above the 60% threshold as noted in **Table 4**.

4.6.3 Roadway Conflict Points

As discussed in the Longlist Evaluation, dated September 6, 2023, a desired benefit of new roadway alignments included the reduction of cross-street intersections on the primary east-west corridor, and the reduction of driveway access points on the primary east-west corridor. Conflict points occur when two objects (e.g., vehicle/vehicle, pedestrian/pedestrian, vehicle/pedestrian, etc.) try to occupy the same space at the same time. As stated in the AASHTO publication *A Policy on Geometric Design of Highways and Streets*, "Elimination or minimization of crossing and turning conflicts can be very effective in reducing crash frequency, especially at intersections." More access points (e.g., cross-street intersections and driveways) along a roadway create more conflict points as vehicles enter and exit the roadway. People travelling along a corridor create opportunities for crashes at these conflict points, so roadways with higher traffic volumes result in more potential for conflicts.

As shown below in **Table 43**, the No-Build scenario does not reduce the number of driveway access points along the primary east-west corridor. Alternatives B1, B2, and B3 are all expected to reduce the number of driveway access points by at least 75%, and Alternative B4 is expected to reduce the number of driveway access points by 25-50%.

Table 43: Cross Street Intersection and Driveway Access Points Comparison

	No-Build	B1	B2	B3	B4
Cross Street Intersection Reduction	No reduction	75-100% reduction	75-100% reduction	75-100% reduction	50-75% reduction
Driveway Access Point Reduction	No reduction	75-100% reduction	75-100% reduction	75-100% reduction	25-50% reduction

Table 44 summarizes the qualitative impact on conflict points based on the degree of improvement offered by each alternative: "Large beneficial" (reduces the number of cross-street intersections and driveway access points along the primary east-west corridor by at least 75%), "Moderate beneficial (reduces by 50 to 75%), "Slight beneficial" (reduces by 25 to 50%), or "Neutral" (reduces by less than 25%).

Table 44: Roadway Conflict Points Evaluation Summary Table

	No-Build	B1	B2	B3	B4
Conflict Points	Neutral	Large Beneficial	Large Beneficial	Large Beneficial	Slight Beneficial

No-Build: The No-Build scenario does not reduce conflict points along the primary east-west corridor, so it is deemed to have a "Neutral" impact. Because the No-Build scenario is the baseline comparison to the Build alternatives, it is ranked as "Neutral."

Alternatives B1, B2, and B3: These Build alternatives are anticipated to have a "Large Beneficial" impact on reducing conflict points, decreasing the number of conflict points and driveway access points by at least 75%. As part of their new alignments, Alternative B1, B2 and B3 will only provide a handful of cross-street intersections which will all be roundabouts or left-in/left-out access, with additional access to neighborhoods and other destinations from those cross-streets. While these three alternatives would not reduce the number of conflict points on the existing Shamrock Road/Bodden Town Road, traffic diversions to the new parallel route will reduce the traffic volume on the existing roads, and therefore provide a more efficient route for through-traffic. This reduction of traffic on the existing Shamrock Road/Bodden Town Road will also result in fewer potential conflicts.

Alternative B4: Build Alternative B4 is anticipated to have a "Slight Beneficial" impact on reducing conflict points, as it is expected to decrease the number of conflict points by up to 75% but is only expected to reduce driveway access points by up to 50%. Alternative B4 only provides fewer conflict points for its new alignment to Lookout Road Connector; from there, it rejoins the existing Bodden Town Road centerline, resulting in a higher amount of both cross-streets and driveway access points.

4.7 Safety

Build Alternatives B1 through B4 will each provide safety improvements to the current state of travel to and from the east end. Today, drivers utilize Shamrock Road, Bodden Town Road, and Frank Sound Road to traverse the island. Those facilities are all two-lane, undivided roadways, with speed

limits as high as 50 miles per hour (MPH). High-speed travel with vehicles traveling in opposite directions just feet apart is an inherently unsafe design, further compounded by the amount of cross-streets and driveways found throughout the roadway network. With traffic volumes that are high today and projected to increase in the future, motorists can become frustrated and aggressive, further reducing road safety.

The Royal Cayman Islands Police Service (RCIPS) provided a compilation of motor vehicle accident statistics in Grand Cayman by district from 2012 to 2022, as well as a list of road fatalities from 2018 to 2020. However, this data was insufficient to conduct a detailed quantitative safety analysis for this project.

The US Federal Highway Administration (FHWA) has developed crash modification factors (CMFs) to determine how well various improvements affect crashes. The methodology behind the development of any CMF is to compare the number of crashes at a given location before and after the improvement was implemented. In this way, a CMF can be calculated that will give a potential reduction in crashes, though every situation is different, with slightly different roadway geometries and driver characteristics. Nevertheless, CMFs are an excellent way to gauge how well a roadway improvement will improve safety and are a key component of any Highway Safety Manual (HSM) analysis. The HSM uses a technical approach to quantify safety impacts when planning roadways, or when evaluating operations, design, or maintenance. However, due to limited crash data availability, a qualitative discussion of CMFs (Attachment G) can help to provide some insights into potential crash reductions as a result of the Build alternatives being implemented.

The new EWA Extension, regardless of alternative, will be a safer facility for all road users. The new facility will be a divided roadway, which removes the possibility of high-speed vehicles traveling in opposite directions from crashing with each other, hence preventing or eliminating head-on collisions. CMFs suggest that adding a median barrier can reduce crashes by over 80%. The new road will be context-sensitive and will seek to minimize its footprint but will be designed with anticipated traffic volumes in mind. The number of lanes constructed along the EWA will be added in phases based on the forecasted traffic growth and the anticipated capacity needed to operate acceptably based on HCM thresholds. Where volumes are projected to exceed capacity of a two-lane road, the EWA will be constructed as a four-lane facility, which will double the capacity of the roadway and reduce driver frustration. CMFs indicate that doubling a road from two to four lanes could reduce crashes by over 60%.

Another key feature of the new roadway is the limitation of cross-streets and driveway access points. As discussed previously, only a small number of cross-streets will be allowed to intersect with the new extension, creating a “limited access” roadway. True limited access roadways, such as freeways, are only accessible via interchanges, which are typically spaced several miles apart. The extension will seek to utilize only a handful of cross streets, which will then feed into other local roads, thus reducing friction on the extension. Similarly, driveways will be kept to a minimum on the extension. When needed, U-turn locations will be added to avoid vehicles having to traverse several miles in the wrong direction to the next cross street before backtracking to their destination. This access control will enhance safety by reducing friction points along the extension. CMFs show that the absence of access points could reduce crashes by over 40%.

For non-vehicular traffic, such as pedestrians and bicyclists, the extension will also be a safety boon. Sidewalks will be included, which will provide a physically separated facility that non-motorized road users can utilize. CMFs suggest that installing a sidewalk may lead to a reduction in crashes of over 40%. Today, no such facilities exist along the roadway network, and at times shoulder widths are so small that pedestrians and bicyclists must use the outside edge of the traveled way; not only does this present a risk of being struck by a vehicle traveling in the same direction, but it also causes vehicles to shy away from the shoulder, toward the roadway centerline and toward oncoming traffic.

At the intersection level, the installation of roundabouts will result in safer operations. Roundabouts require all vehicles to yield, including the mainline movements. Today, the mainline movements are free flow, with side streets operating under STOP control. Side street traffic must, therefore, wait for an acceptable gap in traffic to enter the mainline, or, as delay increases and drivers become more frustrated, accept smaller gaps until they are darting out and cutting off mainline traffic. Having all vehicles pause before entering an intersection provides an opportunity for all approaching vehicles to enter the intersection safely. CMFs vary on the specifics of the roundabout – one lane circulating versus multiple lanes circulating – but they show a decrease in crashes of anywhere from 5% to 70%, depending on the local context.

Lastly, and as previously discussed, adding a parallel route to the existing east-west road will more than double the existing capacity for vehicles to move from one end of the island to the other. Noting that the new facility will have more lanes, reduced access points, a median divider, and sidewalks, it is expected that a large portion of the existing traffic will be rerouted onto that facility. This has the secondary benefit of reducing the amount of traffic on the existing roadways. While there will still be a fairly high number of cross streets and driveways on the existing roadways, the mainline free-flow volume will be substantially lower, reducing friction and allowing side-street traffic to enter the roadway network with less delay and frustration.

While all the alternatives offer improvements as discussed, Alternatives B1, B2 and B3 offer more safety improvements. They reduce conflict points for the full length of the EWA Extension, with fewer chances for vehicles to cross paths. The new alignments will feature a median with a full barrier, as well as dedicated transit and bicycle/pedestrian facilities. All new intersections on the new alignments will be roundabouts, which are safer than STOP controlled intersections. By comparison, Alternative B4 only offers a new alignment to Lookout Road Connector before it rejoins the existing coastal roadway; therefore, the number of conflict points is greater than the other alternatives. Alternative B4 will provide mountable curb and bicycle facilities, but without any buffer. Lastly, Alternative B4 retains many existing STOP-controlled intersections.

Table 45 below summarizes the safety benefits based on the degree of improvement offered by each alternative: “Large beneficial” (consists of 100% of new roadway with median barrier and multimodal facilities, and 100% roundabouts on new intersections), “Moderate beneficial” (consists of 75-99% of new roadway with median barrier and multimodal facilities, and at least 75-99% roundabouts on new intersections), “Slight beneficial” (consists of 1-74% of new roadway with median barrier and multimodal facilities, and at least 1-74% roundabouts on new intersections), or “Neutral” (consists of no new roadway with median barrier and multimodal facilities, and no new roundabouts on new intersections).

Table 45: Safety Evaluation Summary Table

	No-Build	B1	B2	B3	B4
Safety	Neutral*	Large Beneficial	Large Beneficial	Large Beneficial	Moderate Beneficial

*Table note: The No-Build scenario is rated "Neutral" because it serves as the baseline for comparison against the Build alternatives, but the No-Build represents a degradation in safety conditions as future traffic volumes are projected to grow along the existing two-lane undivided roadway. The No-Build does not satisfy the CSF to improve safety.

No-Build: The No-Build scenario does not improve safety because it maintains the existing two-lane undivided roadway, which poses additional safety risks due to high speeds, numerous cross-streets, and lack of multimodal facilities. As traffic volumes continue to increase under future conditions, safety will further deteriorate in the absence of improvements such as a median barrier, multimodal facilities, or intersection improvements. Therefore, No-Build is deemed to have a "Neutral" impact, as noted in **Table 4**, and therefore does not meet the critical success factors.

Alternatives B1, B2, and B3: These Build alternatives are anticipated to have a "Large Beneficial" impact on improving safety by reducing conflict points for the full length of the EWA Extension, resulting in fewer chances for vehicles to cross paths. The new alignments will feature a median with a full barrier, as well as dedicated transit and bicycle/pedestrian facilities. All new intersections on the new alignments will be roundabouts, which are safer than STOP-controlled intersections, meeting the threshold as noted in **Table 4**.

Alternative B4: Build Alternative B4 is anticipated to have a "Moderate Beneficial" impact on improving safety, as it only offers a new alignment to Lookout Road Connector before it rejoins the existing coastal roadway, resulting in a greater number of conflict points than the other alternatives. Alternative B4 will provide mountable curb and bicycle facilities, but without any buffer. Lastly, Alternative B4 retains many existing STOP-controlled intersections.

4.8 Multimodal Access

An important aspect of the EWA is the potential accessibility improvement for all modes of travel, including for pedestrians, bicyclists, and micromobility, which refer to any small, low-speed (typically less than 30 miles per hour), electric-powered transportation devices such as electric bikes or electric scooters. By providing amenities such as sidewalks, micromobility paths, and separate bus lanes, the EWA will improve access and mobility for all populations, including those who do not own personal vehicles.

Under existing conditions, Shamrock Road and Bodden Town Road often experience vehicular traffic congestion but lack consistent provision of sidewalks to protect pedestrians; **Figure 47**, taken in July 2023 during midday travel conditions, illustrates this lack of sidewalk and/or bicycle facilities as well as inconsistent shoulder provisions on either side of Bodden Town Road, near Frank Sound Road. Pedestrians and bicyclists are forced to share the road with cars, creating unsafe conditions for all users and demonstrating a need for separated pedestrian and bicycle facilities. The following sections will discuss anticipated improvements for walk, bicycle, and micromobility accessibility.

Figure 47: Bodden Town Road near Frank Sound Road looking west (July 2023 – Midday)

4.8.1 Bicycle Level of Traffic Stress

Level of Traffic Stress (LTS) is a performance measure that ranks how suitable roadway facilities are for bicycle access. LTS considers bicycle infrastructure alongside traffic volume, traffic speeds, and number of lanes. Each facility is ranked on a scale of 1 to 4, with 1 being the most suitable for bicycle access and 4 being the least, as shown in **Figure 48**.

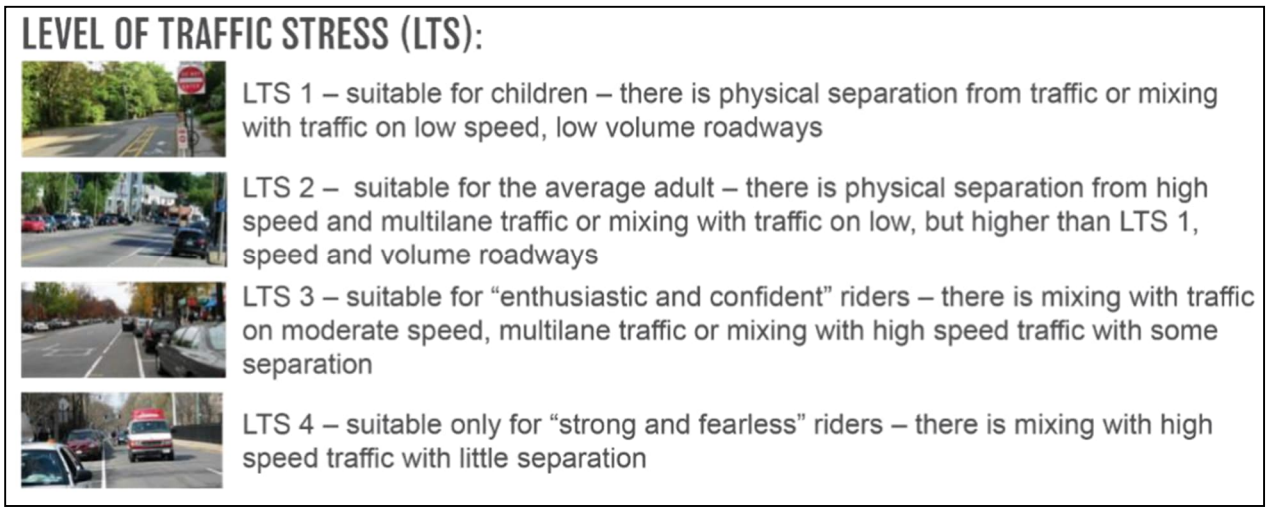

Figure 48: Bicycle Level of Traffic Stress Definitions

Source: Furth & Putta (2016), *Visualizing and Measuring Low-Stress Bicycle Network Connectivity in Delaware*

The study area was evaluated for LTS under existing conditions, as shown in **Figure 49**. Under existing conditions, Hirst Road, Shamrock Road, Bodden Town Road, and Frank Sound Road are classified as LTS 3 or 4 due to a combination of high speeds, high volumes, and lack of bicycle facilities.

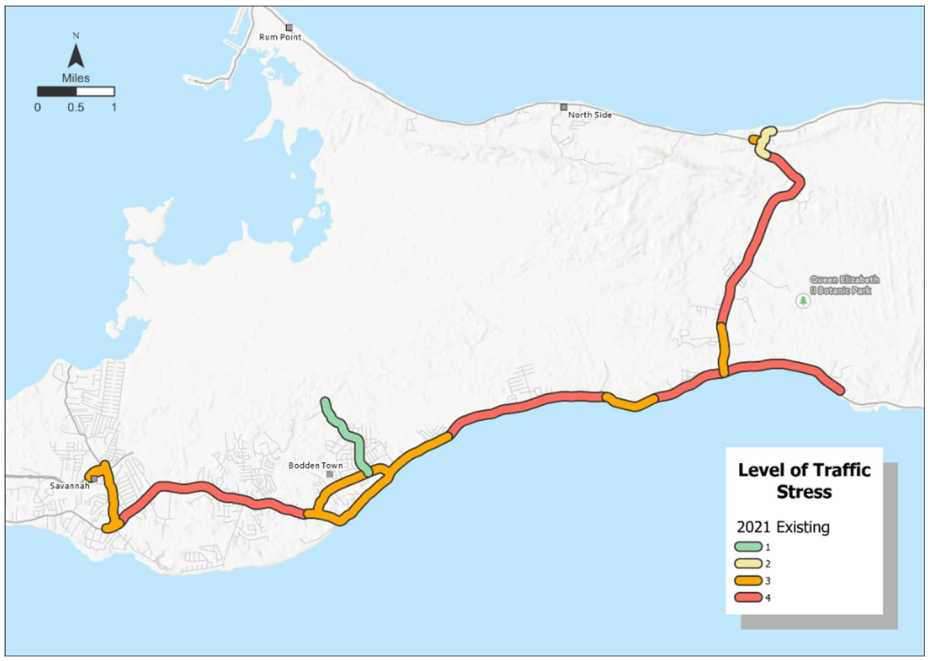

Figure 49: Bicycle Level of Traffic Stress – 2021 Base Year Conditions

Bicycle facilities including bike lanes, sidewalks, and micromobility paths will be constructed for the Build alternatives as follows:

- By 2026, five-foot-wide bike lanes will be constructed along Shamrock Road between Lookout Road and Frank Sound Road as part of Alternative B4.
- By 2036, sidewalks, multi-use paths and micromobility paths will be constructed along the EWA between Hirst Road and Lookout Road for Build alternatives B1, B2, B3, and B4.
- By 2046, sidewalks, multi-use paths and micromobility paths will be constructed along the EWA between Hirst Road and Frank Sound Road for Build alternatives B1, B2, and B3.

LTS is shown for the 2074 No-Build and Build alternatives in **Figure 50**. When separated micromobility paths are installed, the EWA will become a LTS 1 facility, significantly improving bicycle access between Hirst Road and Frank Sound Road for Alternatives B1, B2, and B3. In contrast, Alternative B4 provides a narrow bike lane without any separated bike facilities, so long stretches of the proposed four-lane coastal road between Lookout Road and Frank Sound Road will remain LTS 4 due to high speeds, projected high volumes, and a narrow bike lane.

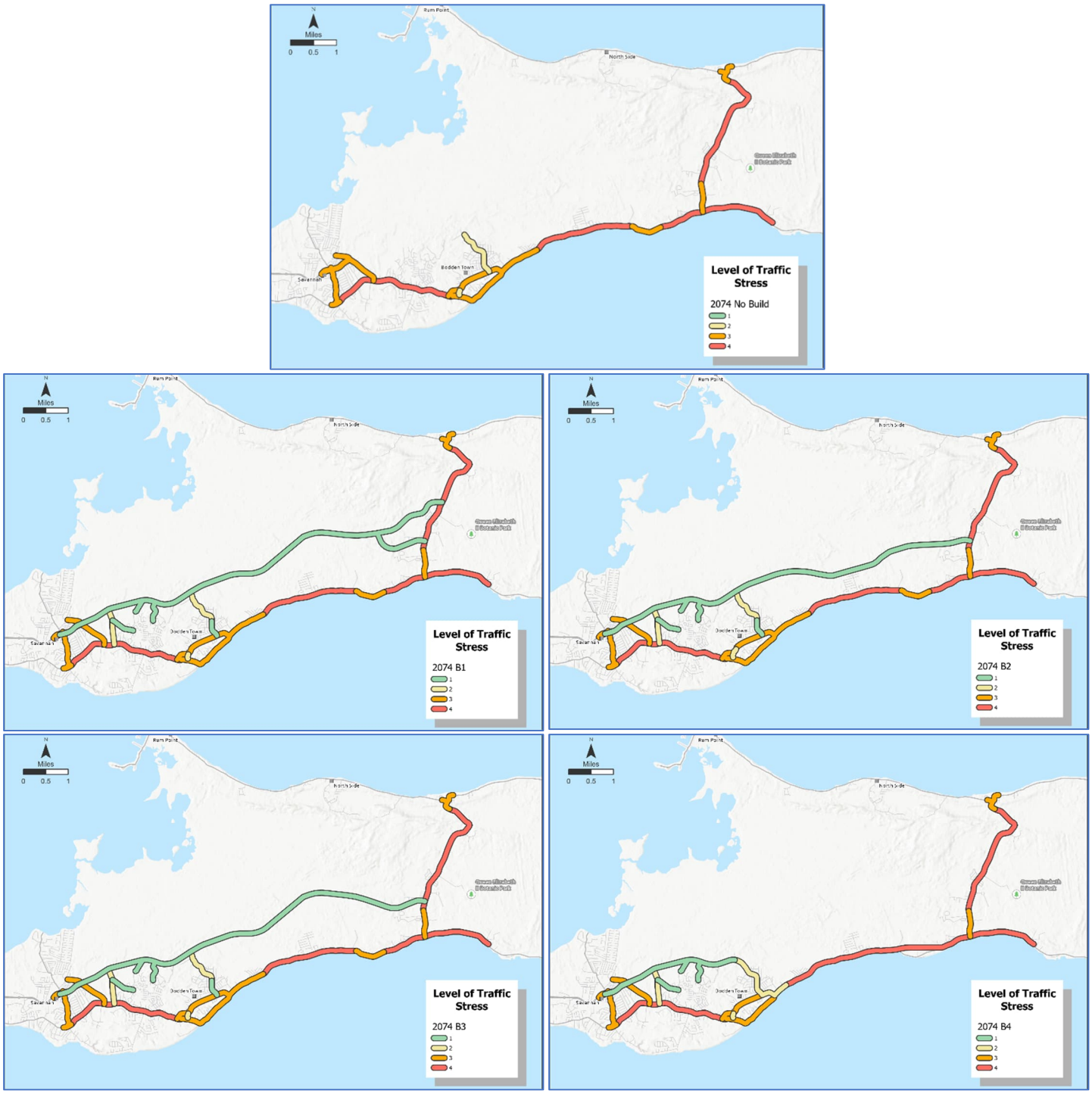

Figure 50: Bicycle Level of Traffic Stress – 2074 No-Build and Build Alternatives
From top, left to right: No-Build, B1, B2, B3, B4
Figure note: Bodden Town Road segments are shown as LTS 3 in the No-Build scenario and Build Alternatives B1, B2, and B3 due to stretches of reduced speed limits (see **Figure 4**). For Build Alternative B4, Bodden Town Road degrades to LTS 4 due to increased speed limits, increased daily traffic volumes, and lack of physically separated bike lanes.

Table 46 provides a qualitative assessment of bicycle LTS based on the degree of improvement anticipated for each alternative: "Large beneficial" (100% connection between Woodland Drive and Frank Sound Road using bicycle facilities with LTS 1 or 2), "Moderate beneficial (75 to 99% LTS 1 or 2 connection), "Slight beneficial" (1 to 74% LTS 1 or 2 connection), or "Neutral" (no new bicycle facility connection of LTS 1 or 2).

Table 46: Bicycle Level of Traffic Stress Evaluation Summary Table

	No-Build	B1	B2	B3	B4
Bicycle Level of Traffic Stress	Neutral*	Large Beneficial	Large Beneficial	Large Beneficial	Slight Beneficial

*Table note: The No-Build scenario is rated "Neutral" because it serves as the baseline for comparison against the Build alternatives, but the No-Build represents a degradation in LTS because traffic volumes are projected to increase along existing roads that lack any pedestrian/bicycle facilities The No-Build does not satisfy the CSF to accommodate safe pedestrian/bicycle travel.

No-Build: The No-Build scenario does not provide bicycle facilities of LTS 1 or 2 to connect Woodland Drive and Frank Sound Road, nor does it improve LTS along any existing roadways. Therefore, the No-Build scenario does not satisfy the CSF to provide multimodal access. The No-Build serves as the baseline for comparison against the Build alternatives, so the impact is determined to be "Neutral."

Alternatives B1, B2, and B3: Under these three Build alternatives, the full limits (100%) of the EWA between Hirst Road and Frank Sound Road will become a LTS 1 facility by 2046, providing separated sidewalks and multi-use paths for bikes and other micromobility modes of travel. All three alternatives would provide a LTS 1 facility to connect residential neighborhoods located between Frank Sound Road and Hirst Road, so they are ranked as a "Large Beneficial" impact.

Alternative B4: Alternative B4 would provide separated sidewalks and multi-use paths along the EWA between Hirst Road and Lookout Road, providing a LTS 1 facility along less than 50% of the distance between Woodland Drive and Frank Sound Road. East of Lookout Road, Bodden Town Road will likely degrade to LTS 4 due to increased speed limits, increased daily traffic volumes, and lack of physically separated bike paths, so it is determined to have "Slight Beneficial" impact.

4.8.2 Non-Vehicular Access

Accessibility for pedestrians, bicycles, and micromobility modes can be evaluated by determining how many people would have access to various locations using these modes of travel. Micromobility refers to any small, low-speed (typically less than 30 MPH) electric-powered transportation devices such as electric bikes/scooters. To assess the impact of the Build alternatives on non-vehicular accessibility, particular consideration was given to the following locations (**Figure 51**), which were selected to represent community centres that many eastern residents would need or desire access to:

- The Mastic Trail southern trailhead, which is situated in the Mastic Reserve near Frank Sound Road and provides access to one of Grand Cayman's natural heritage sites.
- The Valu-Med Pharmacy located on Anton Bodden Drive in Bodden Town.
- Clifton Hunter High School located on Frank Sound Road.

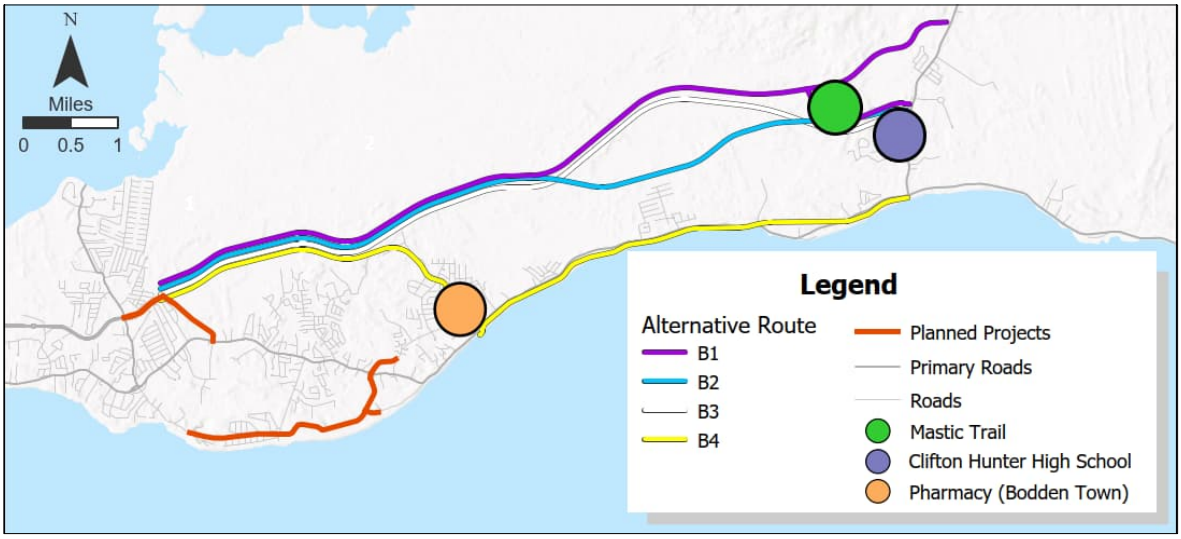

Figure 51: Location of Mastic Trail, High School, and Pharmacy

Access to these three locations was evaluated for walk, bicycle, and micromobility modes based on the following criteria:

- Walk accessibility evaluates how long it would take to walk to each location using only sidewalks, trails, or LTS 1 facilities.
- Bicycle accessibility evaluates how long it would take to bike to each location using only LTS 1 or LTS 2 facilities.
- Micromobility accessibility evaluates how long it would take to travel using a micromobility vehicle (such as electric bikes or electric scooters) to each location using only LTS 1 or LTS 2 facilities.

As shown in **Figure 52**, **Figure 53**, and **Figure 54** access to these points of interest was evaluated by determining the projected 2074 population that would be able to reach these locations within a 30-minute walk, bike, or micromobility commute. These locations are each accessible via the proposed EWA alignment, so access likely significantly improves for Build Alternatives B1, B2, and B3. Meanwhile, Alternative B4 is expected to improve access to the Bodden Town pharmacy but not access to the Mastic Trail or Clifton Hunter High School because the EWA would terminate at Lookout Road, providing no additional LTS 1 or 2 pedestrian/bicycle connectivity to these community centres along the coastal road between Lookout Road and Frank Sound Road.

For each alternative, the anticipated population that would receive access to these points of interest via LTS 1 or 2 within a 30-minute walk, bike, or micromobility trip was calculated across all three destinations and three modes of transport. This average population was used to determine the percent of total eastern district residents in Bodden Town, North Side, and East End who would have potential access to these destinations (**Table 47**).

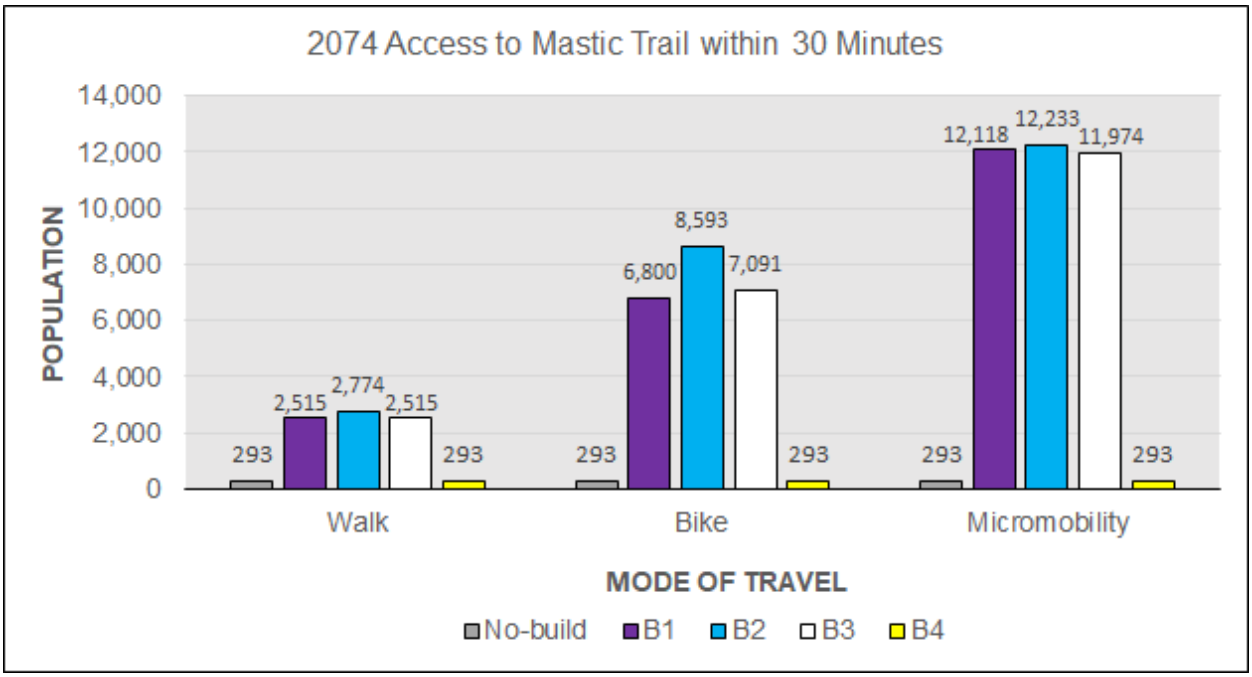

Figure 52: Potential Non-Vehicular Access to Mastic Trail

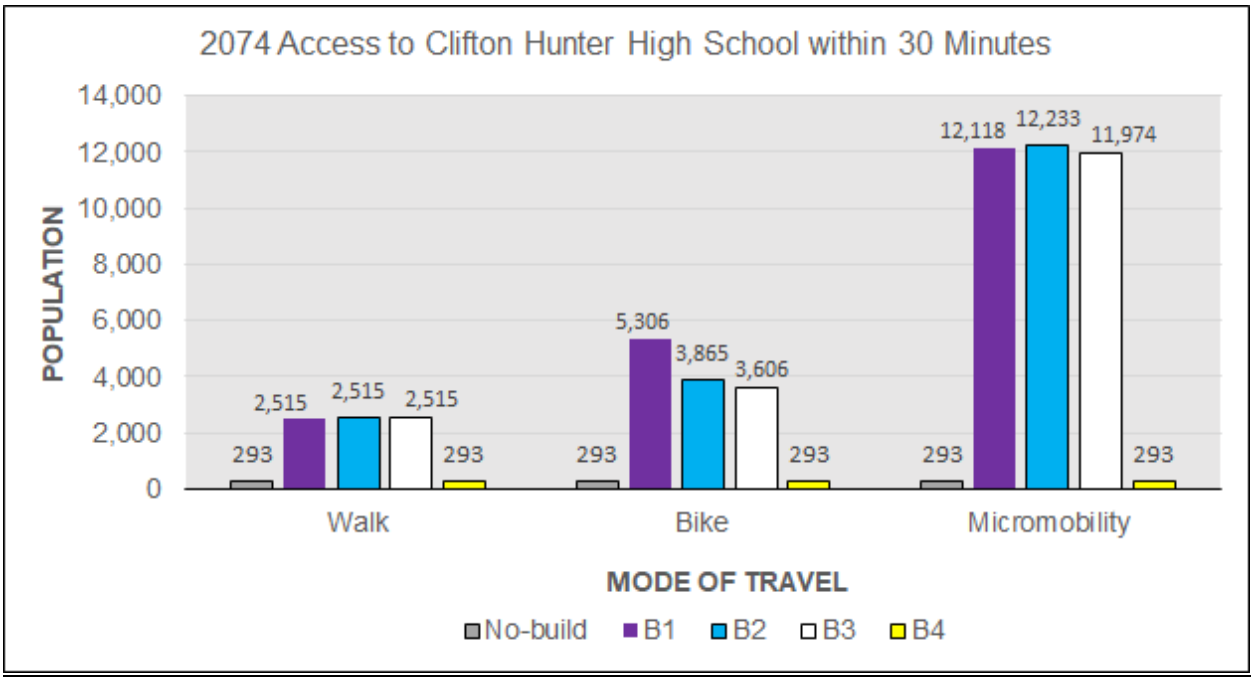

Figure 53: Potential Non-Vehicular Access to High School

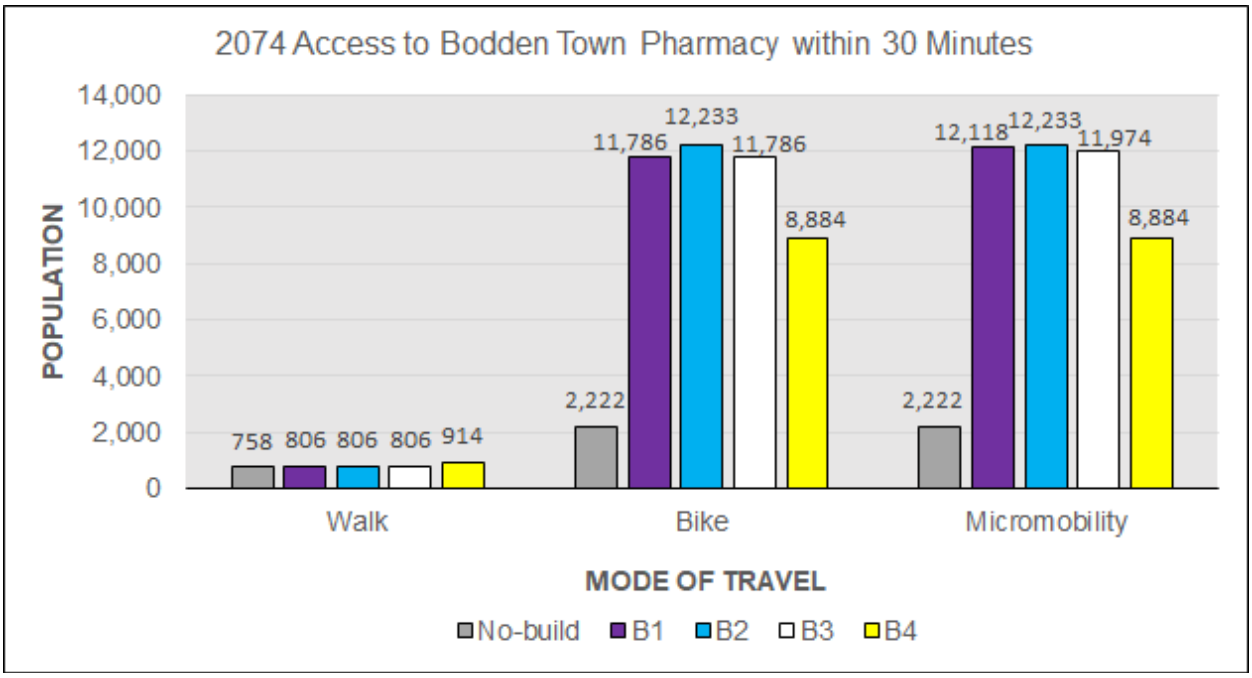

Figure 54: Potential Non-Vehicular Access to Pharmacy

Table 47: Potential Non-Vehicular Access by Mode and % Change, 2074

	No-Build	B1	B2	B3	B4
2074 Access to Mastic Trail within 30 minutes (population)					
Walk	293	2,515	2,774	2,515	293
Bike	293	6,800	8,593	7,091	293
Micromobility	293	12,118	12,233	11,974	293
2074 Access to Clifton Hunter High School within 30 minutes (population)					
Walk	293	2,515	2,515	2,515	293
Bike	293	5,306	3,865	3,606	293
Micromobility	293	12,118	12,233	11,974	293
2074 Access to Bodden Town Pharmacy within 30 minutes (population)					
Walk	758	806	806	806	914
Bike	2,222	11,786	12,233	11,786	8,884
Micromobility	2,222	12,118	12,233	11,974	8,884
Average Impacted Population	**773**	**7,342**	**7,498**	**7,138**	**2,271**
% Eastern District Population Impacted	**2%**	**20%**	**20%**	**19%**	**6%**

Table notes: For each alternative, the potential non-vehicular access represents the total anticipated population who would have access to each destination via LTS 1 or 2 facilities. Average impacted population was calculated across all destinations and modes, and the "percent (%) eastern district population impacted" was calculated as a percent of the total projected population of Bodden Town, North Side, and East End.

Figure 55 and **Figure 56** illustrate anticipated walk and bicycle access to key destinations as travel time contour maps, visually mapping how access changes under the Build alternatives based on the LTS criteria previously described in this section. These maps provide an interpretation of each alternative's quantitative LTS data (**Figure 50**) and are only a representative sample to demonstrate how improvements in walk/bicycle accessibility may impact the quality of life for residents of the eastern districts. It is worth noting that Alternative B4 does not provide LTS 1 or 2 facility connections to the Mastic Trail, Clifton Hunter High School, or east of the Bodden Town Pharmacy.

Table 48 summarizes the qualitative impact on improving non-vehicular accessibility based on the degree of improvement anticipated by each alternative: "Large beneficial" (provides access for at least 15% of eastern district residents), "Moderate beneficial (access to 10 to 14%), "Slight beneficial" (access to 5-9%), or "Neutral" (access to 0 to 4%).

Table 48: Non-Vehicular Accessibility Evaluation Summary Table

	No-Build	B1	B2	B3	B4
Non-Vehicular Accessibility	Neutral*	Large Beneficial	Large Beneficial	Large Beneficial	Slight Beneficial

*Table note: The No-Build scenario is rated "Neutral" because it serves as the baseline for comparison against the Build alternatives, but the No-Build represents worsening conditions for pedestrian/bicycle travel because traffic volumes are projected to increase along existing roads that lack any pedestrian/bicycle facilities. The No-Build does not satisfy the CSF to accommodate safe pedestrian/bicycle travel.

No-Build: The No-Build scenario does not improve walk, bike, or micromobility facilities along any existing roadways and only provides anticipated access on average to 2% of eastern district residents. The No-Build serves as the baseline for comparison against the Build alternatives, so the impact to non-vehicular access is determined to be "Neutral."

Alternatives B1, B2, and B3: Build Alternatives B1, B2, and B3 provide significantly improved access to the Mastic Trail, Clifton Hunter High School, and the Bodden Town pharmacy, with Alternative B2 providing access to slightly more of the population due to its proximity to existing neighborhoods. Alternatives B1, B2, and B3 are expected to provide non-vehicular access to 19 to 20% of eastern district residents on average, so these alternatives are ranked as having a "Large Beneficial" impact on non-vehicular access.

Alternative B4: Alternative B4 improves access to the pharmacy but does not improve access to the Mastic Trail or Clifton Hunter High School because the EWA would terminate at Lookout Road, providing no additional connectivity to area attractions not located directly along the coastal road between Lookout Road and Frank Sound Road. Alternatives B4 is expected to provide non-vehicular access to 6% of eastern district residents on average, so Alternative B4 is ranked as having a "Slight Beneficial" impact.

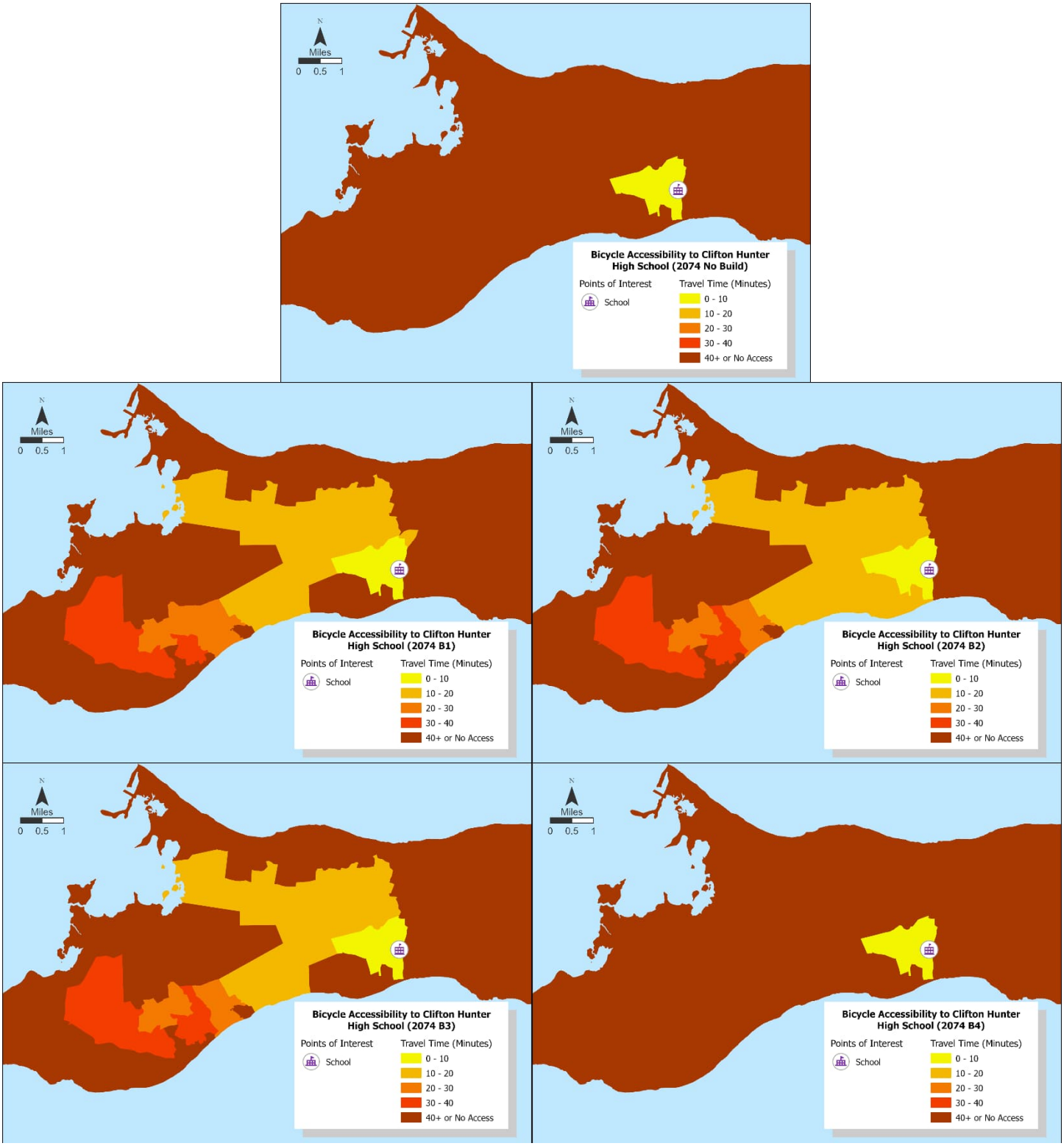

Figure 55: Bicycle Access to Clifton Hunter High School
From top, left to right: 2074 No-Build, B1, B2, B3, B4
Figure note: No-Build and Alternative B4 do not provide LTS 1 or 2 facility connections to high school.

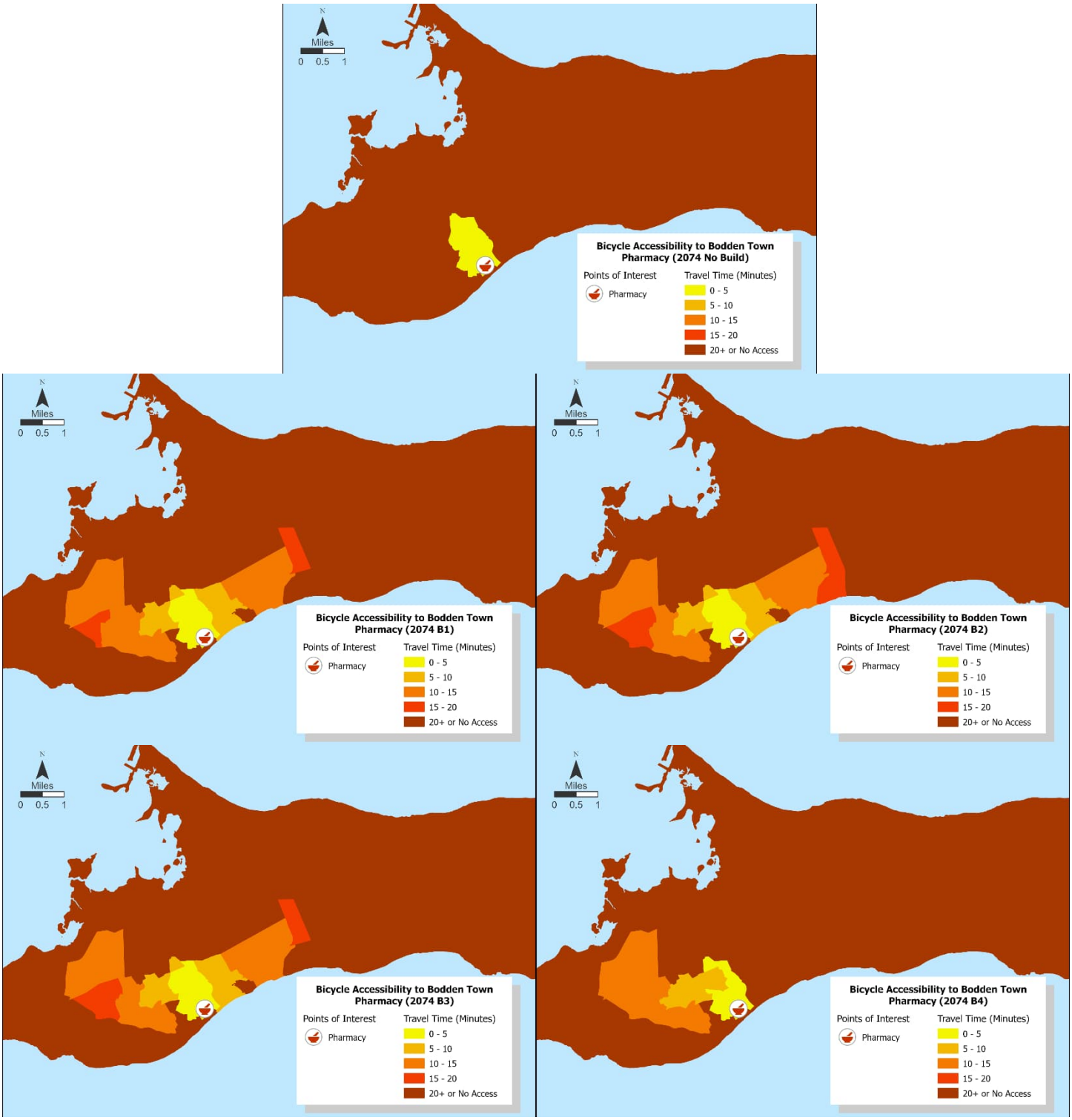

Figure 56: Bicycle Access to Bodden Town Pharmacy

From top, left to right: 2074 No-Build, B1, B2, B3, B4

Figure note: In Alternative B4, Bodden Town Road degrades to LTS 4 due to increased speed limits, increased volumes, and lack of separated bike lanes, providing unsuitable bicycle access east of Lookout Road.

5 Shortlist Evaluation Summary

The No-Build scenario and each of the Build alternatives (B1, B2, B3 and B4) were assessed in terms of the CSFs established for the Longlist Evaluation, addressing factors such as resiliency, future traffic demand, access to jobs, travel times, intersection delay, safety, and walk/bicycle accessibility. **Table 49** summarizes qualitative results of each evaluation, organized by their relevant CSFs and based on the criteria defined in **Table 4**. The CBA will provide a distinct quantitative evaluation of the mobility impacts of each alternative.

Overall, it is projected that the No-Build scenario would have a neutral impact in all categories. The No-Build scenario was evaluated as the baseline for comparison against the Build alternatives, and the traffic evaluation results generally indicate that travel conditions will continue to deteriorate within the study area without any roadway infrastructure improvements.

Build Alternatives B1, B2, and B3 generally have the same qualitative rankings due to design similarities, resulting in an overall anticipated qualitative rating of "Large Beneficial." The breakdown of each target criteria rating for Alternatives B1, B2, and B3 is as follows:

- In terms of resiliency, Alternatives B1, B2, and B3 will likely have a "Large Beneficial" impact by (1) providing an alternate route in the event of road closures or emergency events, and (2) reducing the number of crashes and road closures by shifting most of the east-west traffic volume to the safer EWA facility.
- In terms of supporting future traffic demand, Alternatives B1, B2, and B3 will likely have a "Large Beneficial" impact by (1) reducing the amount of traffic demand that gets held up at upstream congestion in the No-Build scenario, (2) accommodating longer distance commutes between eastern districts and employment opportunities in western districts, and (3) increasing access to job opportunities for eastern residents.
- In terms of improving east-west travel times, Alternatives B1, B2, and B3 will likely have a "Large Beneficial" impact on improving travel times within the study area between Hirst Road and Frank Sound Road, and a "Slight Beneficial" impact on improving travel times between eastern and western districts due to congestion that exists outside the study area.
- In terms of tourist travel times, Alternatives B1, B2, B3 will likely have a "Slight Beneficial" impact on reducing travel times from the Owen Roberts Airport and George Town Cruise Terminal.
- In terms of safety, Alternatives B1, B2, and B3 will likely have a "Large Beneficial" impact by (1) providing a new restricted access roadway facility that significantly reduces conflict points, (2) designing a safer facility that incorporates separated pedestrian/bicycle facilities and roundabout access points, (3) by reducing volume on the existing coastal roadway, and (4) improving operations by reducing intersection delay.
- In terms of pedestrian and bicycle travel, Alternatives B1, B2, and B3 will likely have a "Large Beneficial" impact by (1) providing dedicated sidewalks and bicycle paths on a LTS 1 facility connecting Hirst Road to Frank Sound Road, and (2) improving multimodal access to key destinations such as the Mastic Trial, Clifton Hunter High School, and Bodden Town Valu-Med pharmacy.

Build Alternative B4 differs from Alternatives B1, B2, and B3 because it only provides off-alignment improvements from Hirst Road to Lookout Road and then provides on-alignment improvements east of Lookout Road, resulting in an overall anticipated qualitative rating of "Slight Beneficial." The breakdown of each target criteria for Alternative B4 is as follows:

- In terms of resiliency, Alternative B4 will likely have a "Slight Beneficial" impact because (1) it only provides an alternate route west of Lookout Road in the event of road closures or emergency events and (2) the on-alignment improvements east of Lookout Road would provide additional travel lanes to the existing road but would likely increase the road's traffic volume, thereby proportionally increasing the likelihood of crashes along the existing road.
- In terms of supporting future traffic demand, Alternative B4 will likely have a "Moderate Beneficial" impact by (1) reducing the amount of traffic demand that gets held up at upstream congestion in the No-Build scenario, and (2) accommodating longer-distance commutes between eastern districts and job opportunities in western districts since B4 provides less significant travel time savings than Alternatives B1, B2, and B3. Alternative B4 will likely have a "Large Beneficial" impact on increasing access to job opportunities for eastern residents.
- In terms of improving east-west travel times, Alternative B4 will likely have a "Large Beneficial" impact on improving travel times within the study area between Hirst Road and Frank Sound Road, and a "Slight Beneficial" impact on improving travel times between eastern and western districts due to congestion that exists outside the study area.
- In terms of tourist travel times, Alternative B4 will likely have a "Slight Beneficial" impact on reducing travel times from the Owen Roberts Airport and George Town Cruise Terminal.
- In terms of safety, Alternative B4 will likely have a "Slight Beneficial" impact on reducing overall conflict points on the new restricted access roadway facility. Alternative B4 will likely have a "Moderate Beneficial" overall safety impact by designing a safer facility west of Lookout Road that incorporates separated pedestrian/bicycle facilities and roundabout access points; however, east of Lookout Road, B4 will provide improvements such as a median barrier while still retaining many existing stop-controlled intersections and conflict points. Alternative B4 will likely a "Large Beneficial" impact on improving operations by reducing intersection delay.
- In terms of pedestrian and bicycle travel, Alternative B4 will likely have a "Slight Beneficial" impact by (1) providing dedicated sidewalks and bicycle paths on a LTS 1 facility connecting Hirst Road to Lookout Road and (2) improving multimodal access to destinations like Bodden Town Valu-Med pharmacy but not providing adequate access east of Lookout Road. Between Lookout Road and Frank Sound Road, B4 includes dedicated bike lanes as part of its on-alignment improvements; however, this road will qualify as LTS 4 due to the roadway's high design speeds, anticipated high traffic volume, and lack of physical separation between vehicles and bikes.

Therefore, Build Alternatives B1, B2, and B3 are rated as producing an anticipated "Large Beneficial" impact from a traffic perspective, while Build Alternative B4 is rated as producing a "Slight Beneficial" impact. Alternative B4 does not meet the alternate route critical success factor for the project.

As part of the Cost Benefit Analysis prepared for this project, the transportation benefits of each alternative will be monetized to further differentiate Alternatives B1, B2, and B3 and determine the most beneficial alternative.

This Traffic Assessment is one in a series of Technical Reports that have been prepared for the Shortlist Evaluation. The level of impacts and the identification of the least impactful or most beneficial alternative will differ based on the resource/feature evaluated in each of the Technical Reports. Therefore, the most beneficial alternative described in this evaluation summary and in each technical document **does not** move an alternative forward to the Preferred Evaluation nor does it constitute any special weighting or extra consideration in the Shortlist Evaluation Document. The comprehensive analysis of all the resources/features evaluated along with the rationale for the identification of the Preferred Alternative are presented in the Shortlist Evaluation Document.

Table 49: Traffic Shortlist Evaluation Summary Table

	No-Build	B1	B2	B3	B4
CSF: Create an alternative travel route to the existing two-lane Bodden Town Road. Improve resiliency of existing roadway between North Side/East End and George Town/West Bay					
Alternative Routes	Neutral*	Large Beneficial	Large Beneficial	Large Beneficial	Slight Beneficial
Existing Roadway Resiliency	Neutral*	Large Beneficial	Large Beneficial	Large Beneficial	Slight Beneficial
CSF: Support current and future traffic demand					
Future Traffic Demand	Neutral*	Large Beneficial	Large Beneficial	Large Beneficial	Moderate Beneficial
District-to-District Access	Neutral	Large Beneficial	Large Beneficial	Large Beneficial	Moderate Beneficial
Employment Access	Neutral	Large Beneficial	Large Beneficial	Large Beneficial	Large Beneficial
CSF: Improve travel time between North Side/East End and George Town					
Study Area Travel Times	Neutral*	Large Beneficial	Large Beneficial	Large Beneficial	Large Beneficial
Key Destination Travel Times	Neutral*	Slight Beneficial	Slight Beneficial	Slight Beneficial	Slight Beneficial
CSF: Reduce tourism travel time between North Side/East End and George Town					
Tourist Travel Times	Neutral*	Slight Beneficial	Slight Beneficial	Slight Beneficial	Slight Beneficial
CSF: Improve safe vehicular travel by reducing roadway conflict points					
Conflict Points	Neutral	Large Beneficial	Large Beneficial	Large Beneficial	Slight Beneficial
Safety	Neutral*	Large Beneficial	Large Beneficial	Large Beneficial	Moderate Beneficial
Level of Service	Neutral*	Large Beneficial	Large Beneficial	Large Beneficial	Large Beneficial
CSF: Provide opportunity for enhanced and safe pedestrian and bicycle travel					
Bicycle Level of Traffic Stress	Neutral*	Large Beneficial	Large Beneficial	Large Beneficial	Slight Beneficial
Non-Vehicular Accessibility	Neutral*	Large Beneficial	Large Beneficial	Large Beneficial	Slight Beneficial
Overall Qualitative Rating	**Neutral***	**Large Beneficial**	**Large Beneficial**	**Large Beneficial**	**Slight Beneficial**

*The No-Build scenario is rated "Neutral" because it serves as the baseline for comparison against the Build alternatives. Despite its "Neutral" rating, the No-Build represents anticipated worsening traffic conditions. Refer to **Section 4: Traffic Evaluation** for additional details.

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Attachment A:
Data Collection Memorandum

1 Data Collection

1.1 Introduction

The purpose of this Technical Memorandum is to document the data collection that was conducted as part of the Environmental Impact Assessment (EIA) for the EW Arterial Road Extension. This data collection is critical to ensuring that the model design for both the demand and operational analysis model is supported by relevant real-world data, and closely matches existing conditions.

This data collection report is organized as follows:

Part 1 – Turning Movement Counts: Traffic counts collected in the peak hours at key study intersections to support analysis for existing and future traffic operations in the study area.

Part 2 – Automatic Traffic Recorder (ATR) Counts: Continuous traffic counts over several days, including both peak and off-peak traffic volumes to help determine peak hours and peak periods.

Part 3 – Traffic Count Balancing: Adjustments were made to the raw traffic counts to create a continuous, balanced set of volumes throughout the study area.

Part 4 – Travel Time Runs: End-to-end corridor runs in both directions of key roadway segments during both peak and off-peak hours to ensure analyses are calibrated to existing conditions.

1.2 Turning Movement Counts

Turning movement counts (TMCs) were collected at key intersections on the following dates:

- Tuesday, June 6, 2023
- Friday, June 9, 2023
- Tuesday, June 13, 2023
- Thursday, June 15, 2023

Traffic counts covered the 6 AM to 9 AM and 3 PM to 7 PM peak periods. TMCs were collected at the following intersections (Figure 1 through Figure 3):

- 1 – EW Arterial Road at Hirst Road
- 2 – Shamrock Road at Hirst Road
- 3 – Shamrock Road at Woodland Drive
- 4 – Shamrock Road at Agricola Drive
- 5 – Shamrock Road at Will T Drive
- 6 – Shamrock Road at Beach Bay Road
- 7 – Shamrock Road at Northward Road
- 8 – Shamrock Road at Condor Road
- 9 – Bodden Town Road at Bodden Town Bypass
- 10 – Bodden Town Road at Longfellow Drive
- 11 – Bodden Town Road / Seaview Road at Frank Sound Road
- 12 – Frank Sound Road at Mastic Road
- 13 – Frank Sound Road / North Side Road at Old Robin Road

Figure 1: Western TMC Locations

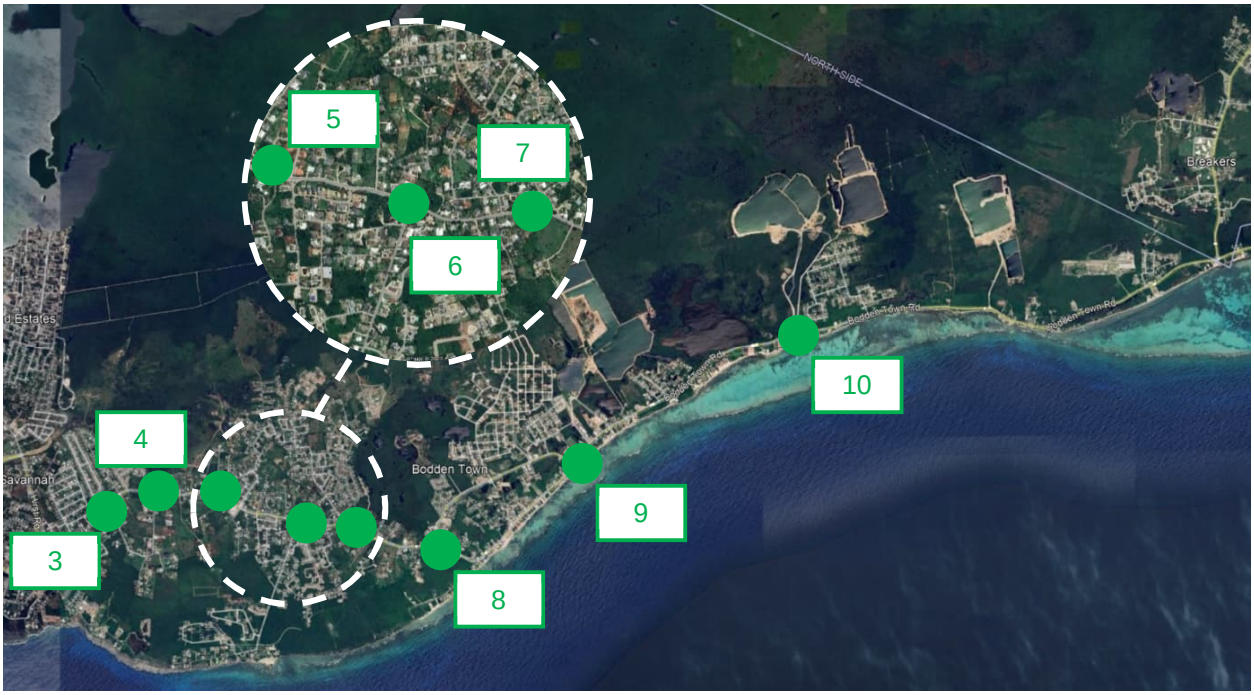


Figure 2: Central TMC Locations

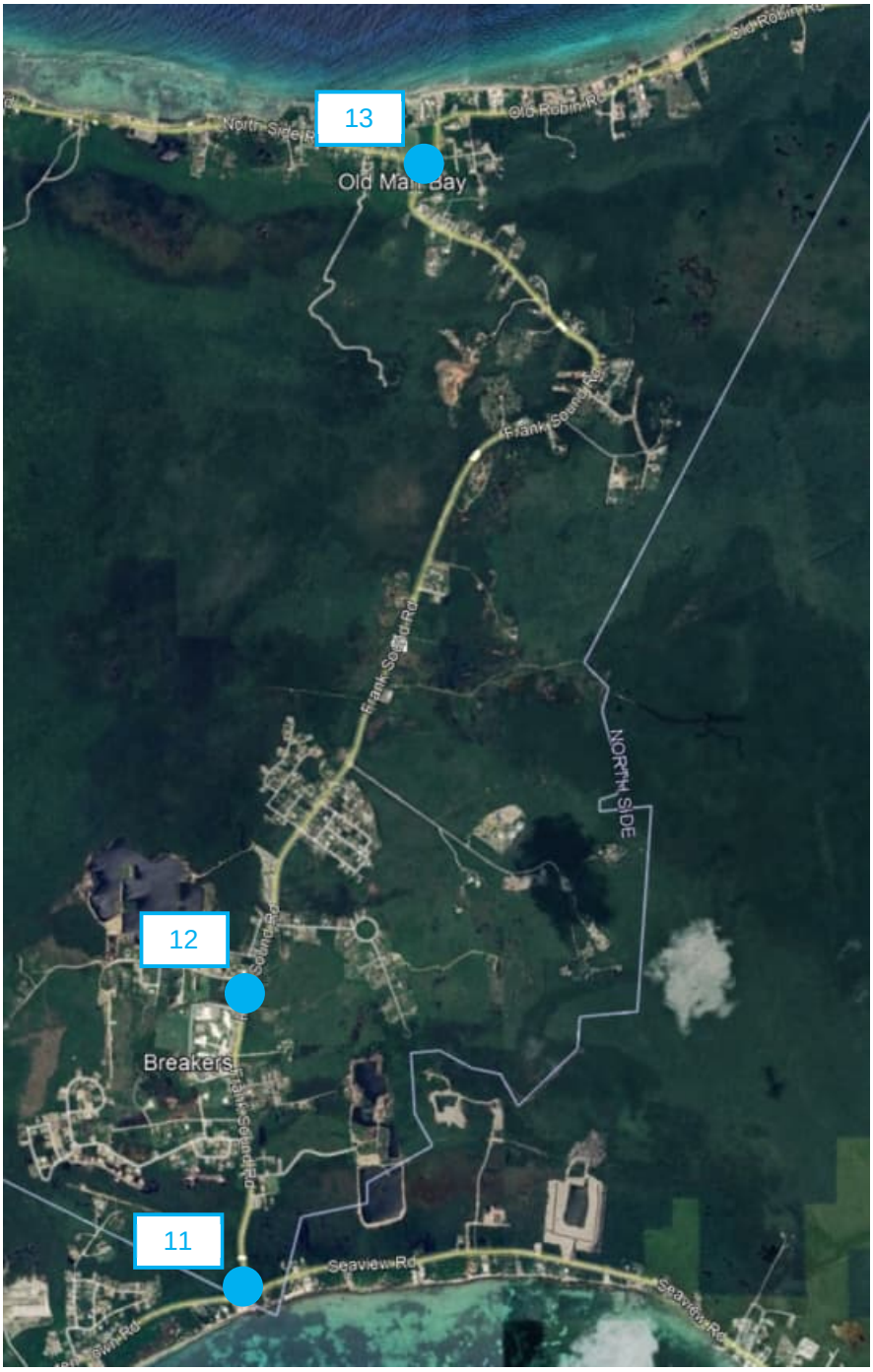


Figure 3: Eastern TMC Locations

TMCs were completed utilizing MioVision Scout Cameras except for the intersections of Shamrock Road at Hirst Road, and Shamrock Road at Condor Road. At these locations, only left- and right-turning volumes were collected, with the intention of using adjacent automatic traffic recorder (ATR) counts to determine the through volumes.

1.3 Automatic Traffic Recorder Counts

Multi-daylong automatic traffic recorder (ATR) counts were collected at key locations using tube counters on the following dates:

- Tuesday, June 6, 2023
- Thursday, June 8, 2023
- Friday, June 9, 2023
- Tuesday, June 13, 2023
- Thursday, June 15, 2023

ATR counts covered at least 24 hours of a weekday. ATRs were collected at a total of 41 locations, but due to faulty equipment and incomplete data, only 25 locations were utilized (Figure 4 through Figure 6):

- 803 – Hirst Road north of Shamrock Road
- 805 – EW Arterial Road west of Hirst Road
- 806 – Hirst Road north of EW Arterial Road
- 807 – Hirst Road south of EW Arterial Road
- 808 – Shamrock Road west of Hirst Road
- 810 – Shamrock Road east of Hirst Road
- 812 – Walbridge Drive north of Shamrock Road
- 814 – Agricola Drive south of Shamrock Road
- 815 – Shamrock Road east of Agricola Drive
- 816 – Pedro Castle Road south of Shamrock Road
- 902 – Bodden Town Road west of Frank Sound Road
- 906 – Frank Sound Road north of Mastic Road
- 907 – Frank Sound Road south of Stepping Stone Drive
- 909 – Bodden Town Road east of Bodden Town Bypass
- 912 – Shamrock Road east of Will T Road
- 913 – Shamrock Road east of Northward Road
- 916 – Beach Bay Road south of Shamrock Road
- 918 – Shamrock Road west of Beach Bay Road
- 919 – Shamrock Road west of Arrow Drive
- 921 – Condor Road north of Shamrock Road
- 922 – Bodden Town Road west of Bodden Town Bypass
- 925 – Frank Sound Road south of Clifton Hunter High School Northern Access Road
- 926 – Frank Sound Road south of Old Robin Road
- 927 – Old Robin Road east of Frank S
- 928 – North Side Road north of Old Robin Road

Figure 4: Western ATR Locations

Figure 5: Central ATR Locations

Figure 6: Eastern ATR Locations

1.4 Traffic Count Balancing

After receiving all of the traffic counts, both TMCs and ATRs were mapped out, and differences in peak hour volumes were examined. Due to the automated nature of the ATRs, those counts were given preference over the TMCs. Therefore, where there was a difference between a TMC and an adjacent ATR, the TMC was adjusted to match the ATR. Typically, the turning movements were adjusted, with the through volumes along the mainline left as is. However, in a few locations, the mainline volumes were modified as well. In these cases, the adjustments were made using engineering judgment, and with the general approach that traffic increases in the westbound direction the farther west a count was taken in the AM peak hour, and that traffic decreases in the eastbound direction the farther east a count was taken in the PM peak hour.

1.5 Travel Time Runs

Travel time runs and associated data analysis were conducted on four key roadways (Figure 7):

- EW Arterial Road
- Shamrock Road West
- Shamrock Road East
- Frank Sound Road

Figure 7: Travel Time Corridor Limits

Due to the length of Shamrock Road, it was split into West (from EW Arterial Road to Hirst Road/ Pedro Castle Road) and East (from Hirst Road/Pedro Castle Road to Frank Sound Road) sub-corridors. These sub-corridors were split at locations where key land use changes take place, and the roadway transitions from more rural areas to the east into more urbanized areas to the west.

After determining the corridors to be analysed and their limits, NRA drove each section from end-to-end multiple times to gather data on instantaneous speed, as well as overall travel time. These travel time runs were conducted in both peak and off-peak hours, as well as peak and off-peak directions between Thursday June 22, 2023 and Friday June 30, 2023 (Table 1 and Table 2). To ensure the data was representative of typical traffic conditions, the travel time runs selected to calibrate the travel demand and operational analysis models were all conducted prior to schools closing for Summer Break on Thursday, June 29, 2023.

Table 1: Travel Time Run AM Start Times

Corridor	EW Arterial Road		Shamrock Road West		Shamrock Road East		Frank Sound Road	
Direction	EB	WB	EB	WB	EB	WB	NB	SB
Earliest Trip Start	7:05	7:16	7:29	7:38	7:59	8:31	8:16	8:24
Latest Trip Start	9:20	10:12	10:03	9:52	10:05	10:23	-	9:35

Table 2: Travel Time Run PM Start Times

Corridor	EW Arterial Road		Shamrock Road West		Shamrock Road East		Frank Sound Road	
Direction	EB	WB	EB	WB	EB	WB	NB	SB
Earliest Trip Start	4:25	5:12	4:03	4:51	4:37	5:14	4:55	5:04
Latest Trip Start	7:17	6:56	6:23	7:09	7:39	8:07	6:30	6:37

The study vehicle was equipped with a global positioning system (GPS) receiver, which recorded the exact location and instantaneous speed of the vehicle in 1-second increments for the duration of the end-to-end trip. The study vehicle matched the behaviour of the local commuters including speed, likelihood to pass, space between vehicles, and overall interaction with fellow commuters.

This data was used in two different ways:

- Analysed using Tru-Traffic and Excel to determine segment-by-segment delay heat maps
- Mapped using Google Earth to display congested areas by time of day and direction of travel

1.6 Tru-Traffic Heat Maps

Tru-Traffic is a traffic engineering software tool that utilizes a GPS receiver to capture the test subject's position, speed, and time. The software is customizable to generate trip logs and provide travel time and delay studies including stops. For the Tru-Traffic analysis, the end-to-end trips had to be segmented at logical locations where changes in speed would be expected, called nodes. These nodes were placed at (Figure 8 through Figure 11):

- Intersections which were previously analysed for traffic conditions, and which will be analysed again as part of this EIA
- Turnaround points where the study vehicle completed its trip and had to then proceed in the opposite direction
- Locations where the posted speed limit increases or decreases
- Any notable mapped locations where speeds suddenly changed, such as near S-bends

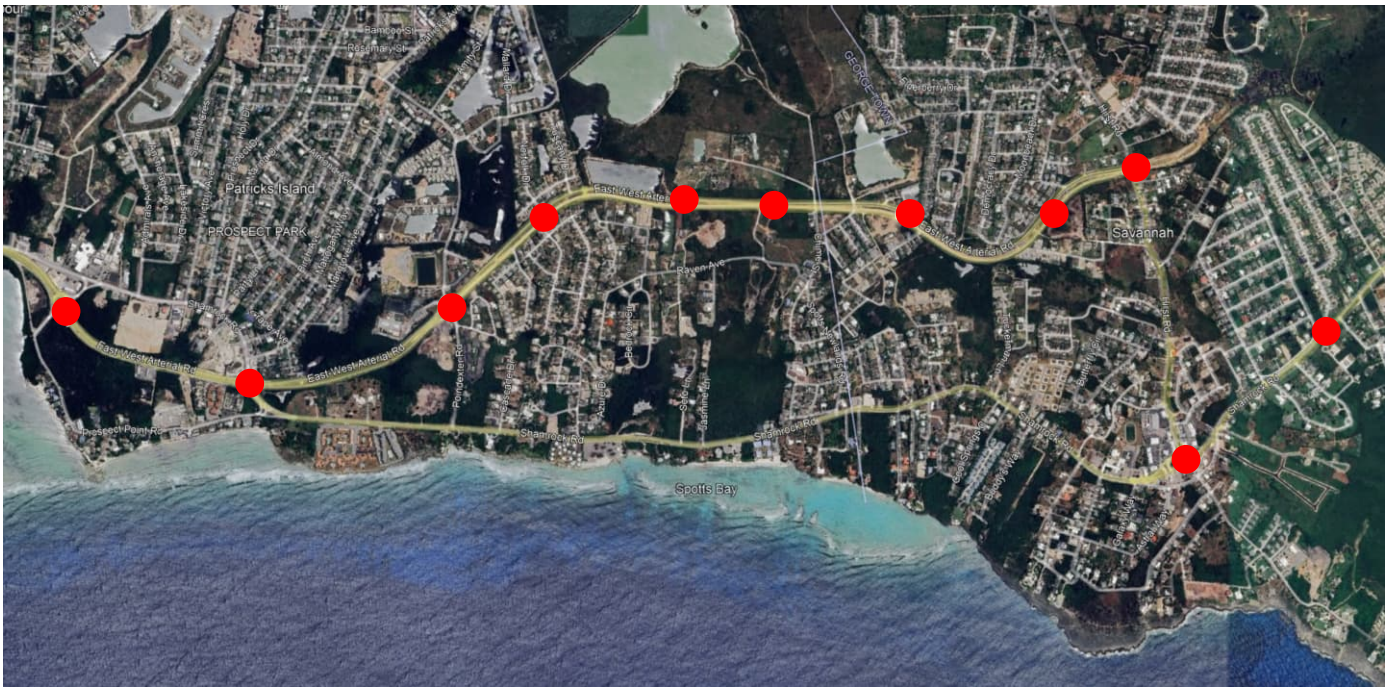


Figure 8: EW Arterial Road Travel Time Nodes

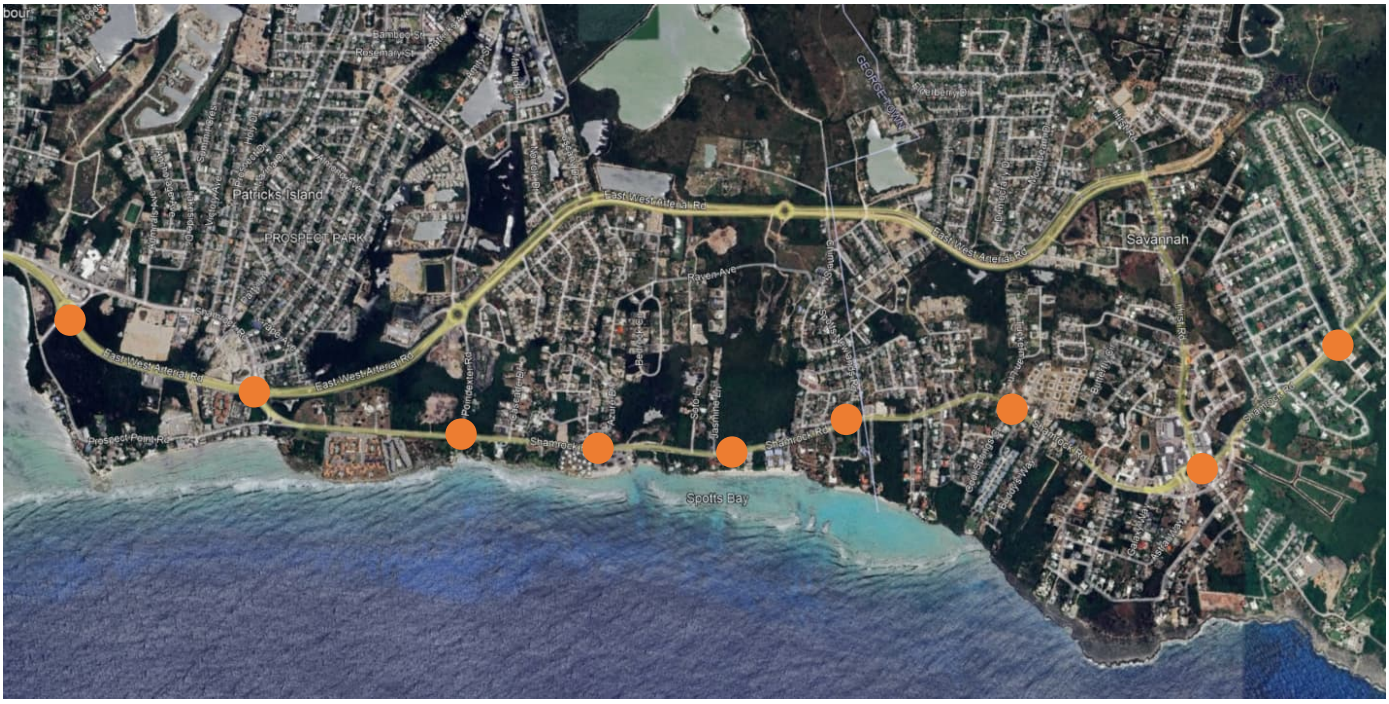


Figure 9: Shamrock Road West Travel Time Nodes

Figure 10: Shamrock Road East Travel Time Nodes

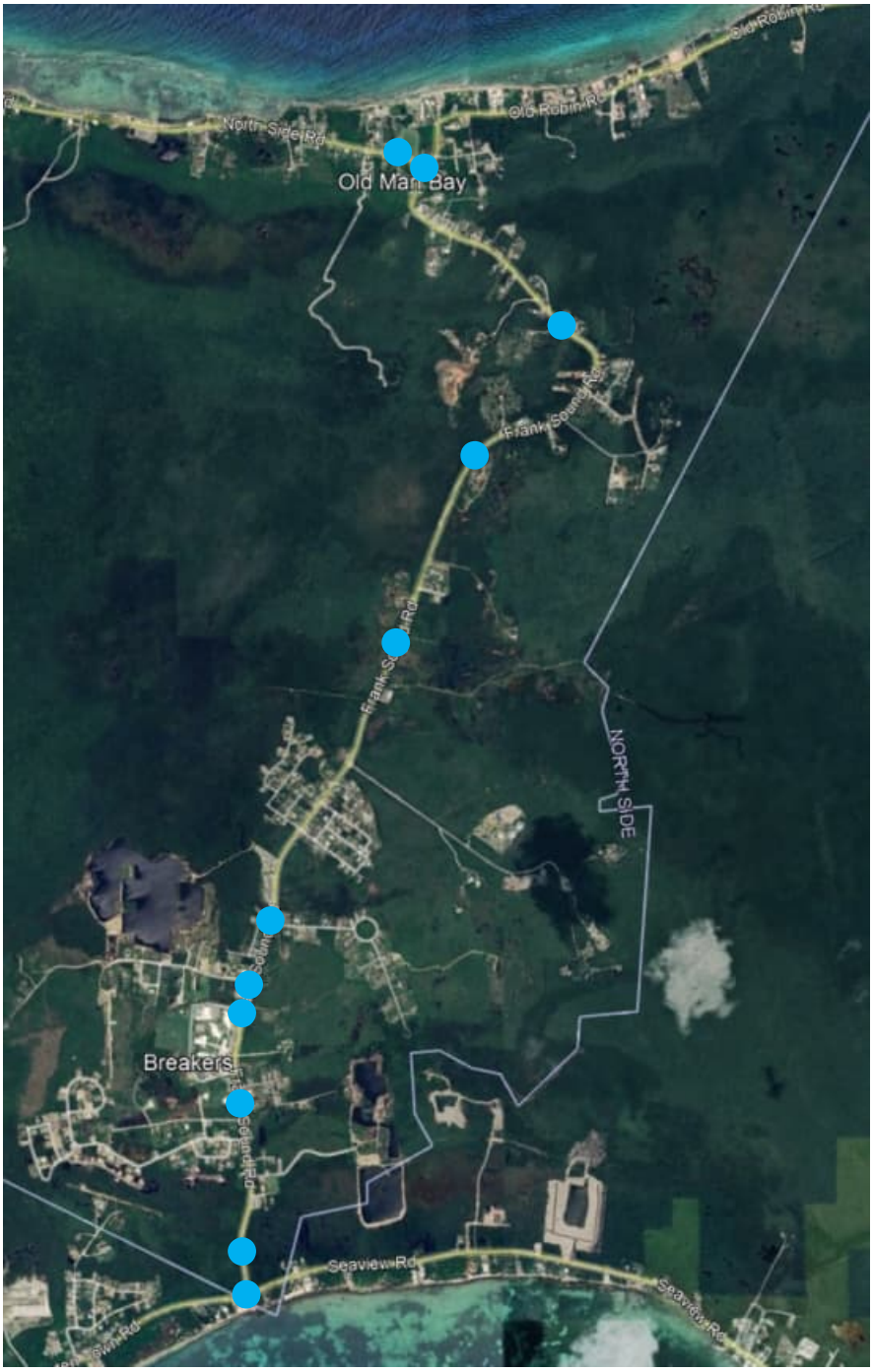


Figure 11: Frank Sound Road Travel Time Nodes

Once these segments were identified in Tru-Traffic, both posted speed limits and design speed limits (posted speed limit plus 5 miles per hour (mph)) were entered for each segment into Tru-Traffic along with the driving distance between nodes (Figure 12).

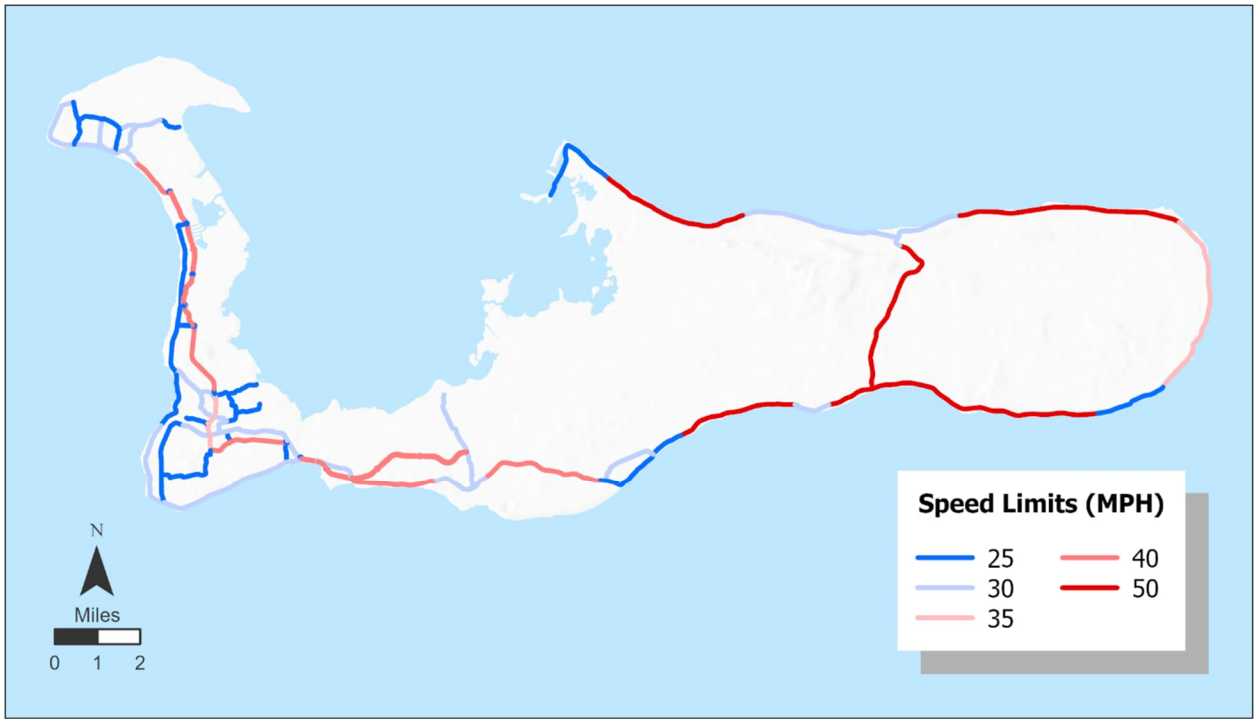


Figure 12: Grand Cayman Speed Limits

The segmented Tru-Traffic data was then exported to Excel for final post-processing. This post-processing took into account the average travel speed across the entire length of each segment and then compared it to level of service (LOS) criteria from the 6th Edition of the Highway Capacity Manual (HCM 6).

Per HCM 6, Chapter 15 (Two Lane Highways), the study area roads are all considered Class III two-lane highways, which are highways passing through moderately developed areas. For Class III two-lane highways, LOS is defined as percent of free-flow speed (PFFS) for the probe vehicle. Per Exhibit 15-3 of HCM 6, the LOS thresholds are as follows (Table 3):

Table 3: LOS Thresholds for Class III Two-Lane Highways per HCM 6

LOS	Class III Highways PFFS (%)
A	> 91.7
B	> 83.3 – 91.7
C	> 75.0 – 83.3
D	> 66.7 – 75.0
E	≤ 66.7
F	Demand exceeds capacity

The post-processing done in Excel assumed the design speed of each segment as the free-flow speed, and then applied the above thresholds to determine LOS on a segment-by-segment basis. This resulted in the creation of heat maps (example below), which show trip-by-trip, direction-by-direction LOS for each study roadway (Figure 13).

Figure 13: Example Tru-Traffic Heat Map

Eastbound Shamrock Road West AM Speed Heat Map								
Segment		Miles	Design Speed (PSL +5)	Free Flow Time (MM:SS)	Average Speed (mph)			
					7:29 AM	8:39 AM	8:57 AM	10:03 AM
Turnaround (#96)	to Shamrock Rd at EW Arterial Rd (#97)	0.46	45	00:37	35.5	34.9	34.9	41.2
Shamrock Rd at EW Arterial Rd (#97)	to Shamrock Rd at Poindexter Rd (#98)	0.56	45	00:45	28.3	31.2	24.9	29.7
Shamrock Rd at Poindexter Rd (#98)	to curve starting near Rock Cave Dr (#981)	0.35	45	00:28	35.5	39.4	30.5	35.5
curve starting near Rock Cave Dr (#981)	to curve ending near Jasmine Ln (#982)	0.33	45	00:26	33.7	39.1	29.4	32.7
curve ending near Jasmine Ln (#982)	to Shamrock Rd at Spotts Newlands Rd (#99)	0.29	45	00:23	33.2	37.7	26.0	33.7
Shamrock Rd at Spotts Newlands Rd (#99)	to curve ending near Tuckerman Ln (#991)	0.43	45	00:35	29.8	34.4	32.9	31.8
curve ending near Tuckerman Ln (#991)	to Shamrock Rd at Hirst Rd (#2)	0.54	40	00:48	26.6	29.5	31.8	29.7
Shamrock Rd at Hirst Rd (#2)	to Shamrock Rd at Lancelot Dr (#100)	0.47	35	00:48	32.3	31.1	30.0	31.6
Total		3.43	35	05:52	06:37	06:07	06:55	06:18

In the above example, it can be seen how eastbound travel tends to slow down on the approach to Poindexter Road, picks up speed east of Rock Cave Drive, then slows down again near Tuckerman Lane. Once traffic clears the intersection with Hirst Road, speeds pick up to the end of the corridor throughout the AM peak period.

1.7 Google Earth Congestion Maps

The other use for the data was the creation of Google Earth-based maps, which plotted the second-by-second data points along each study corridor, for each trip. The data points were filtered by the above LOS thresholds to indicate at which locations speeds were acceptable, and at which locations congestion was observed. Applying these thresholds and using colour-based indications for good or poor operations (green represents travel speeds close to free flow, while orange and red indicate slower speeds), it is very easy to see where congestion occurs and at what time of day (Figure 14).

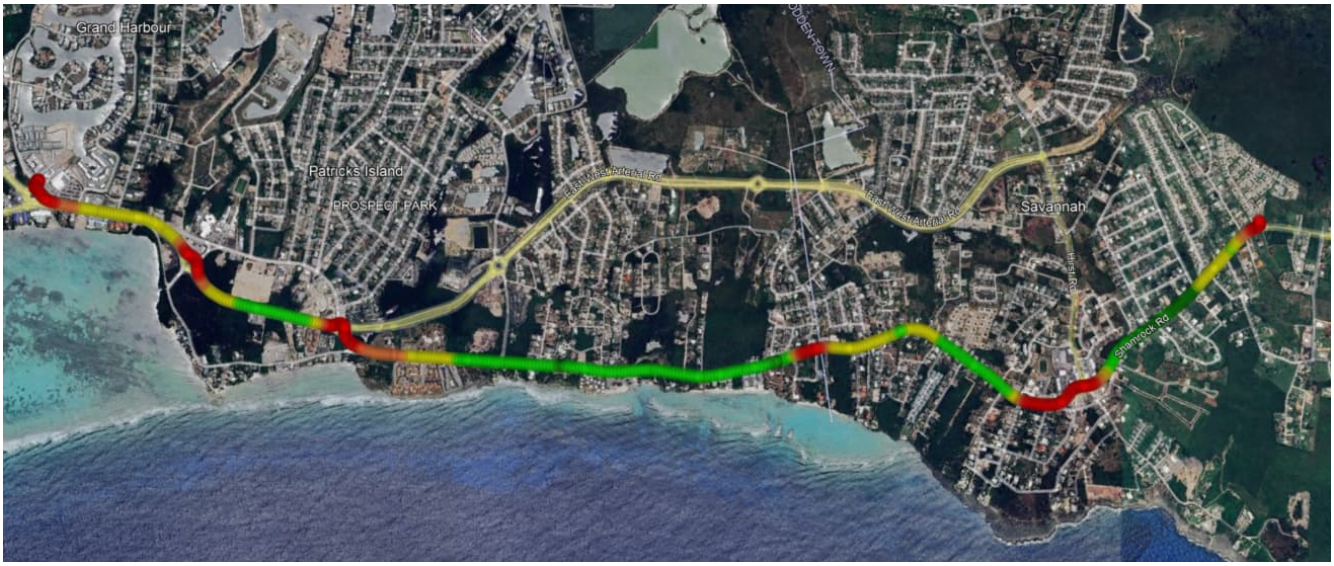


Figure 14: Example Google Earth Congestion Map

On the map above, specific congestion at intersections throughout the corridor can be noted by red hot spots with otherwise green points on either side. This correlates with the above example heat map, which showed slower travel times west of Poindexter Road, and on the approach to Hirst Road, with higher speeds in the middle of the corridor, followed by higher speeds east of Hirst Road.

Attachment B:
Model Inputs Memorandum

In support of the National Road Authority (NRA) East-West Arterial (EWA) Extension Environmental Impact Assessment (EIA), Whitman, Requardt and Associates, LLP (WRA) submits this summary of the development of the land use assumptions developed for input into the Grand Cayman Travel Demand Model (GCM). The Travel Demand Model is the tool that is being used to develop the traffic forecasts for the EWA scenarios as part of the EIA.

NRA's Travel Demand Model was developed in 2019 using the latest Census data available at the time. In supporting the EIA, WRA completed the following work in updating the Model:

- TAZ Boundary Changes: Zonal refinement to support the analysis of the EWA
- Census Consistency: Updated the base year of the model to 2021 using the 2021 census data from the Economics and Statistics Office (ESO)
- Developed 2026, 2036, 2046 and 2074 forecasts of population and land use as required by the model scenarios

Background

The geography of the Traffic Analysis Zones (TAZs) for the travel demand model was established at high resolution in areas that produce pedestrian and cyclist traffic and have significant interactions between neighboring land uses; in the travel demand model, the areas with highest resolution can be found near George Town, West Bay including around Seven Mile Beach, hotels, Camana Bay and developing properties, the Owen Roberts International Airport, the school cluster south of George Town, and areas considered for development or future projects.

TAZs nest within Census Enumeration Areas, which nest within the five districts of the island. Further away from George Town and the western side of the island which is less densely populated, the TAZs become larger and, at a minimum, are whole Enumeration Areas. The travel demand model zones cover the entire island of Grand Cayman.

The population and households in each TAZ were established by disaggregating the 2015 control totals for Population and Households by Election District to the 2010 Enumeration Areas and distributing that data to the model TAZs using proportions based on the intensity of land use from the building square footage. The production side also includes the hotel accommodations, including the number of beds and maximum capacity per unit for long-term visitors.

The zonal attributes required by the attraction side of the trip generation step were established by tabulating the intensity of developed building square footage by type by TAZ, and including the school enrollment by primary, and secondary.

TAZ Boundary Changes

The original Model included 703 TAZs distributed across the five districts on the island. Based on a review of the potential alignments for the EWA to be considered and location of potential developments, it was decided by WRA and NRA to refine the zone structure. By doing so, the model is better able to accurately model the different alternatives of the EWA. In the end, 32 TAZs were added to the model (Table 1).

Table 1: Number of Traffic Analysis Zones by District

District Name	# TAZs Previous	# TAZs Current
George Town	558	560
West Bay	83	84
Bodden Town	46	68
North Side	10	17
East End	6	6
Grand Cayman	703	735

Figure 1 through Figure 8 provide maps showing the location of the revised TAZ boundaries. The location of the zonal refinement was to support the analysis of the EWA and is consistent with standard practice for application of a travel demand model for this type of study.

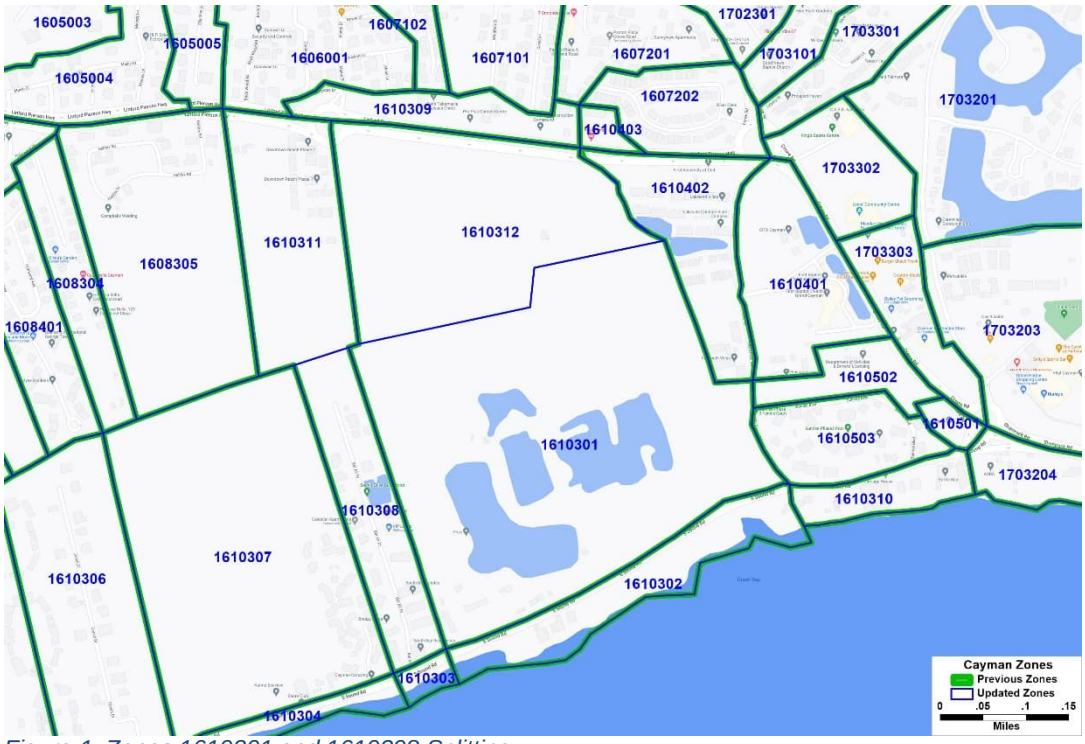


Figure 1: Zones 1610301 and 1610308 Splitting

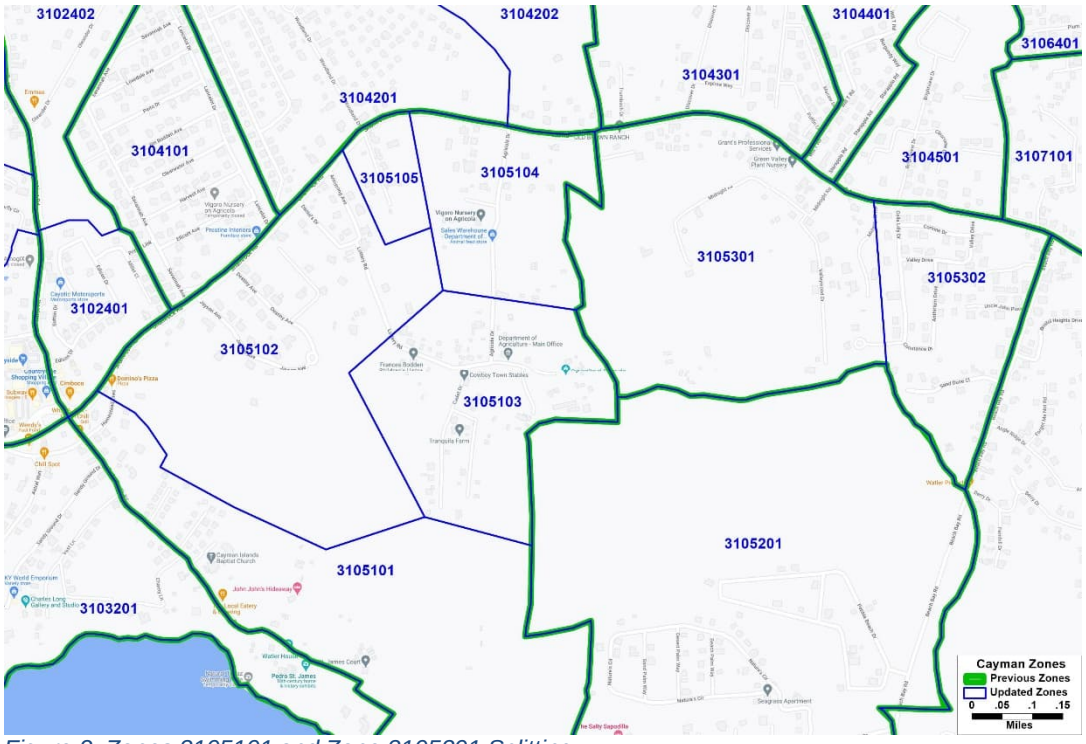


Figure 2: Zones 3105101 and Zone 3105301 Splitting

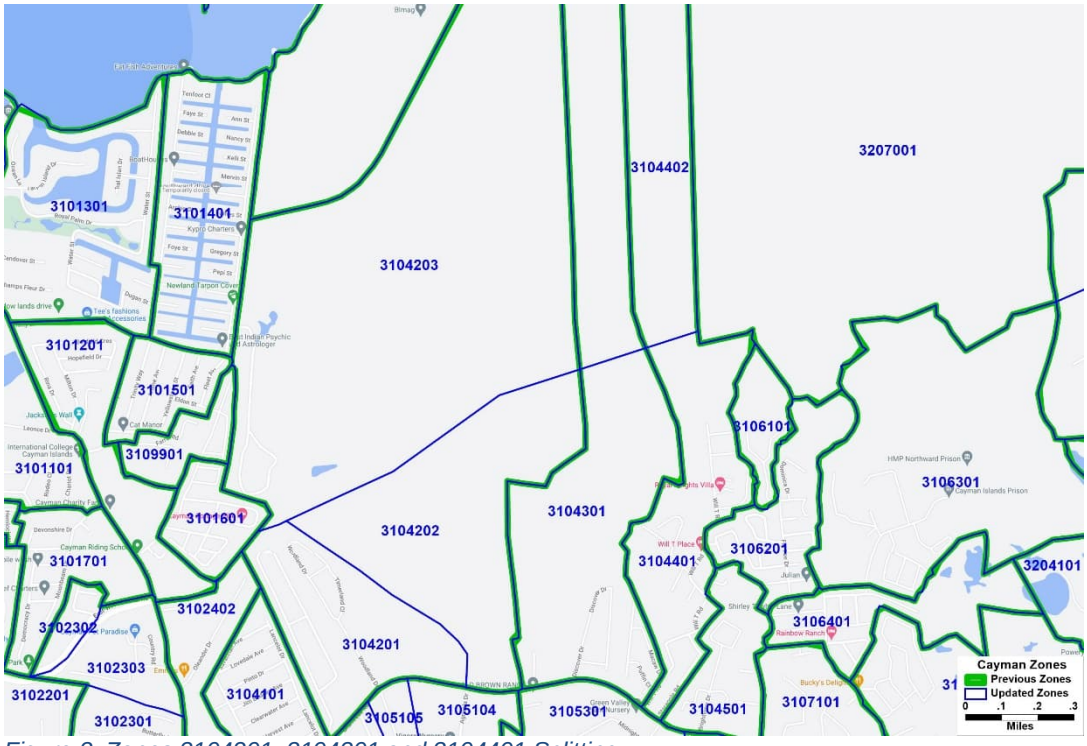


Figure 3: Zones 3104201, 3104301 and 3104401 Splitting

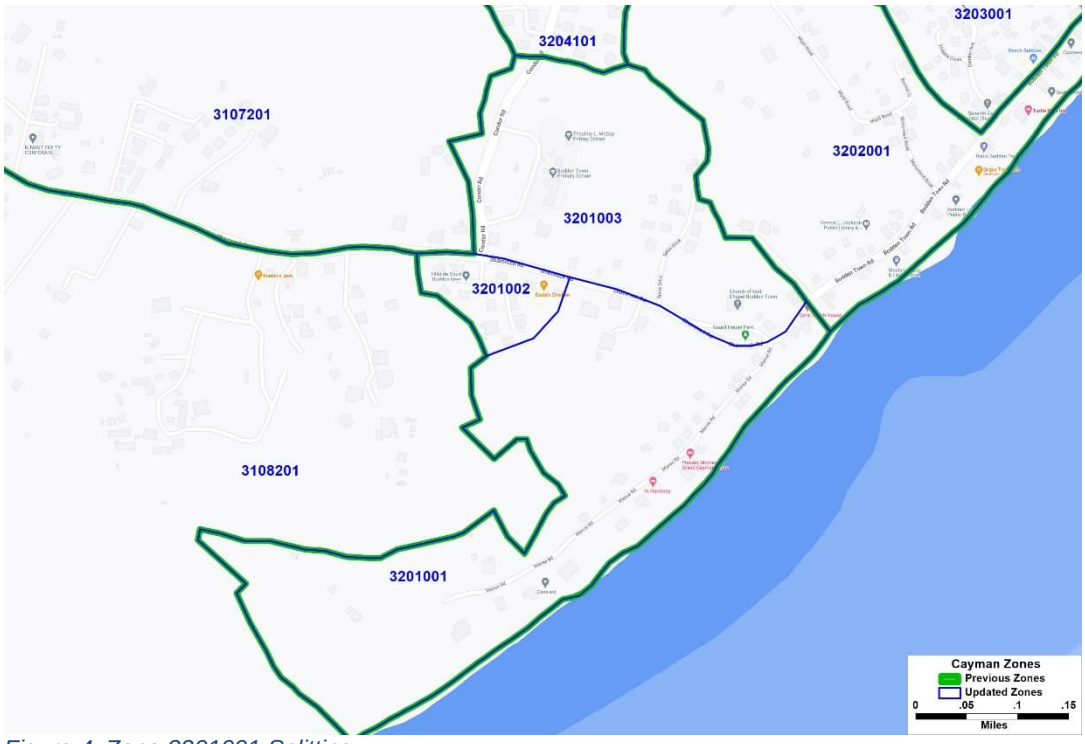


Figure 4: Zone 3201001 Splitting

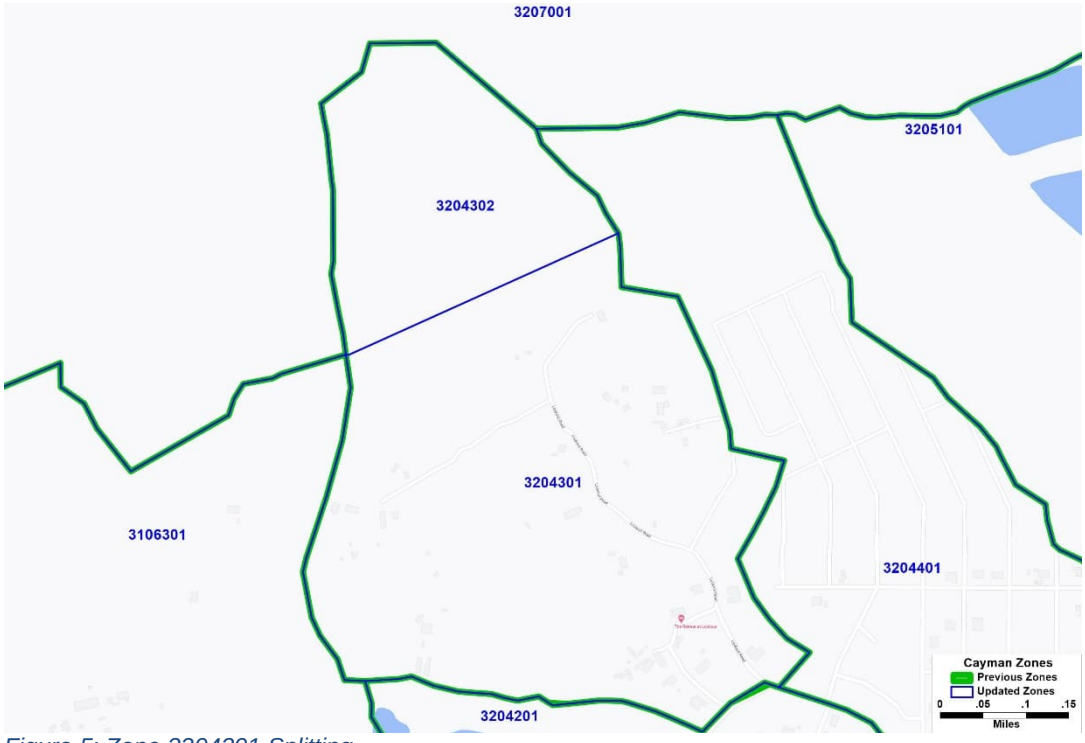


Figure 5: Zone 3204301 Splitting

Figure 6: Zones 3206101 and 3206201 Splitting

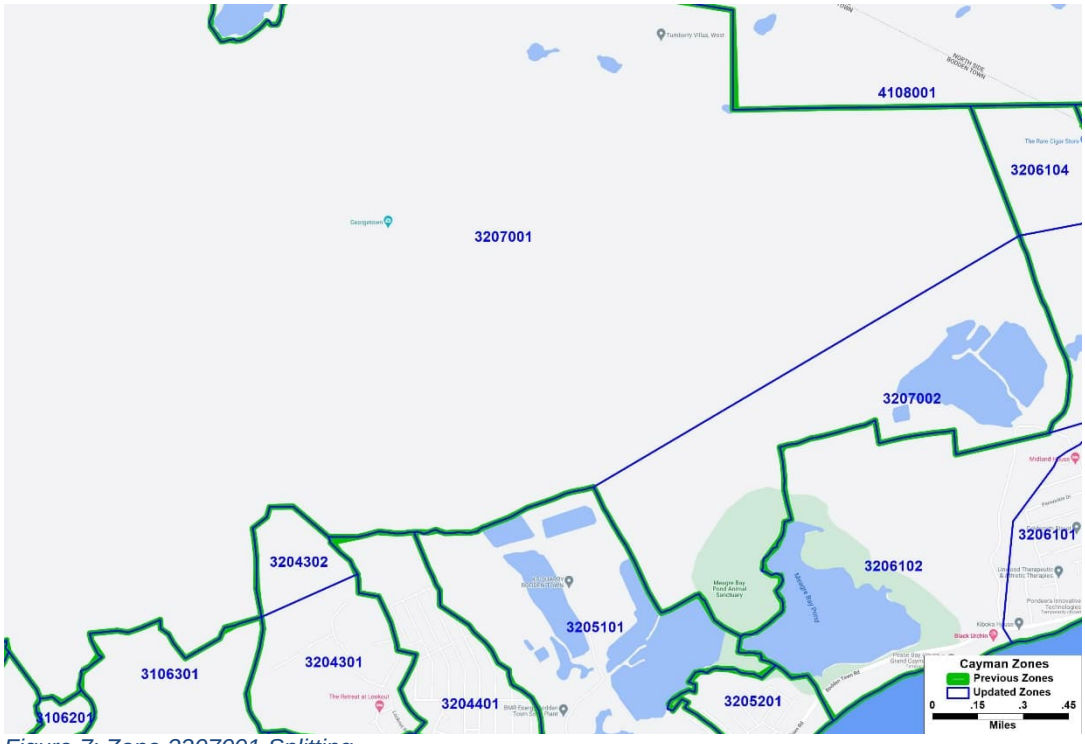


Figure 7: Zone 3207001 Splitting

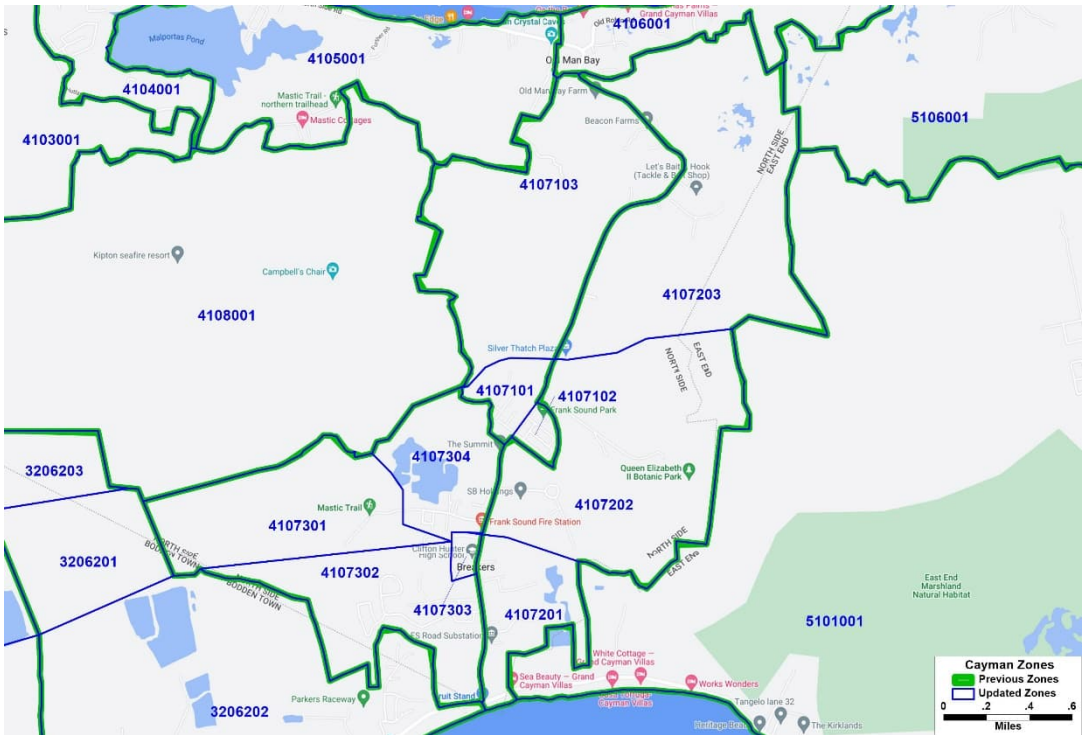


Figure 8: Zones 4107101, 4107201 and 4107301 Splitting

Development of 2021 Population & Households

Following the redefinition of the zone boundaries to support the EWA, the population and other household characteristics in each TAZ were updated for the full model area to be consistent with the 2021 Census data. Because the original TAZ boundaries were developed for nesting within the 2010 Enumeration Areas, a methodology was developed to allocate the EA data to the TAZs that considered cases where the TAZs were smaller than the EA or where the TAZ boundary crosses the EA boundary.

Figure 9 provides an example of where the TAZs aggregate to the EA boundary. For allocation of the EA population and households to the TAZ, the presence of development was used to help allocate the data. The allocation of the 2015 population and households to the TAZs were also used to help guide the allocation of the new EA level data.

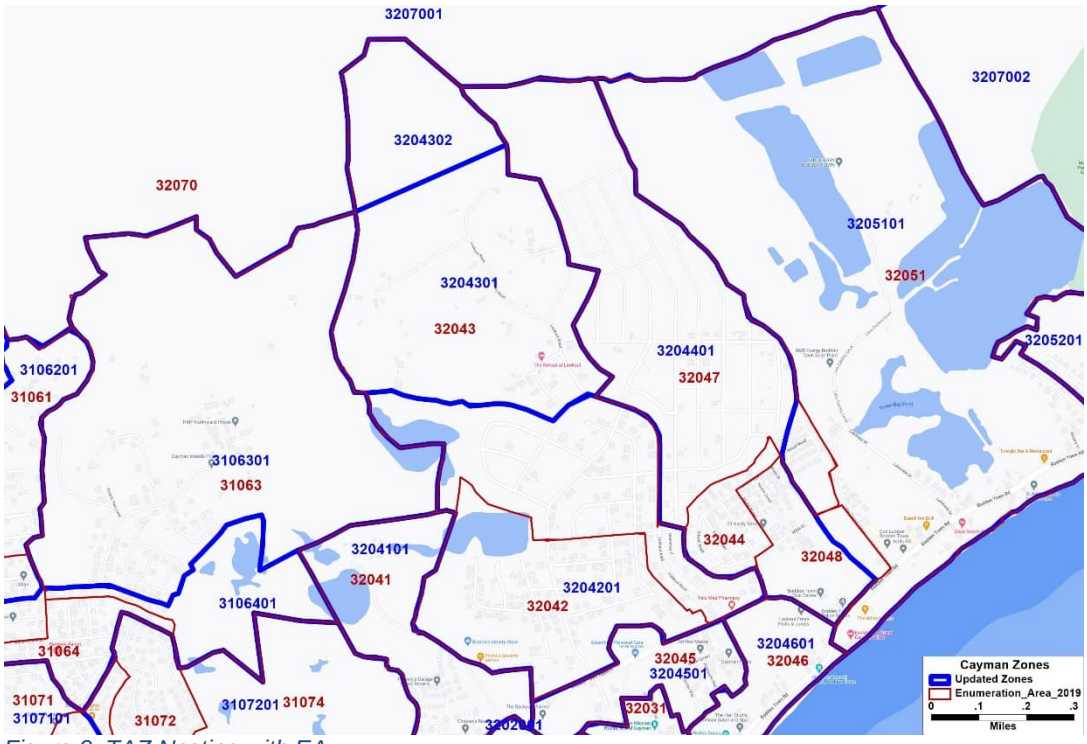


Figure 9: TAZ Nesting with EA

Figure 10 provides an example of where the TAZ boundary extends across EA areas. In these cases, it was necessary to manually allocate the EA population across the TAZ areas based on the aerial photography and existing land use coverage and building information.

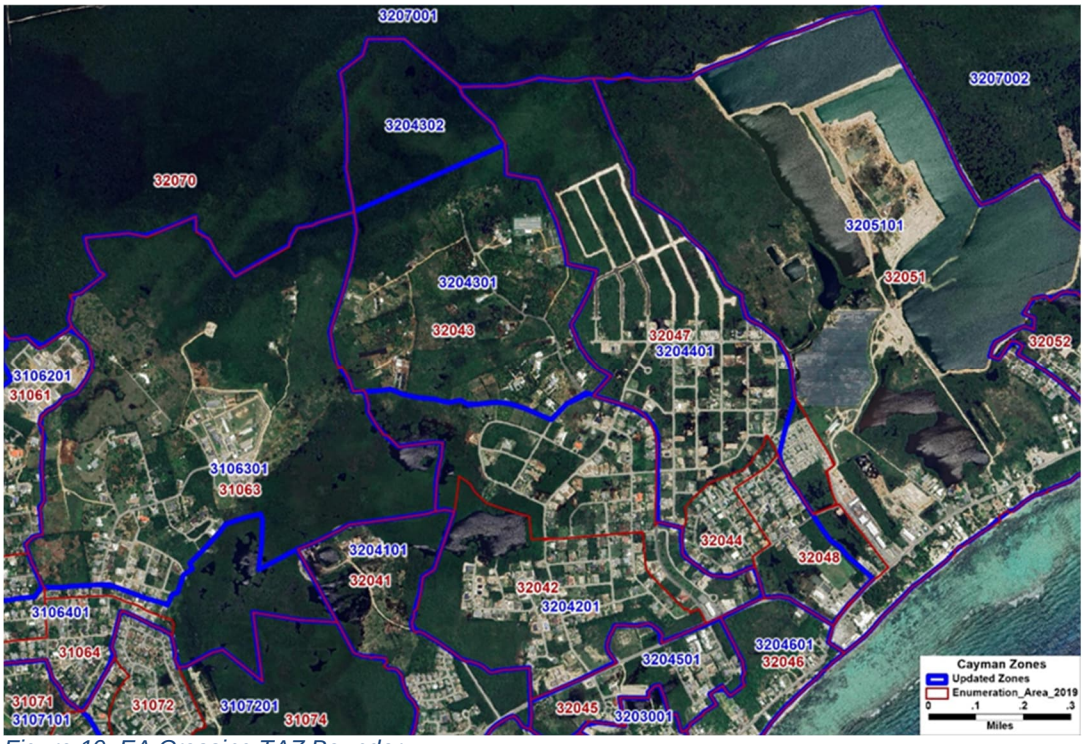


Figure 10: EA Crossing TAZ Boundary

Table 2 provides a comparison of the Census district totals for population and households compared to the developed TAZ population and households. Rounding to integer number of population was required for input into the model which corresponds to the small difference in resulting households in each district.

Table 2: District Population and Household Comparison

2021	EA		TAZ	
District Name	**Population**	**Households**	**Population**	**Households**
George Town	34,921	15,331	34,921	15,322
West Bay	15,335	6,408	15,335	6,400
Bodden Town	14,845	5,478	14,845	5,475
North Side	1,902	726	1,902	727
East End	1,846	696	1,846	696
Grand Cayman	68,848	28,639	68,849	28,620

2021 Land Use

The land use related variables (education, hotel rooms and land use categories) were developed for 2021 based on building upon the 2015 model inputs plus identified completed developments as identified by NRA. New information was provided related to school enrollment which was updated in the model inputs files for 2021. Table 3 and Table 4 provide a summary of the hotel and education land uses and employment-based land uses respectively.

Table 3: Hotel and Education Land Uses - 2021

District Name	Hotel Rooms	HOTEL_SF	EDUCATION_SF	Recreation_Acres
George Town	1,663	2,061,751	1,742,231	319
West Bay	1,165	1,191,503	271,401	21
Bodden Town	54	37,503	171,338	10
North Side	192	95,617	159,341	7
East End	379	692,584	56,240	7
Grand Cayman	3,453	4,078,959	2,400,551	364

Table 4: Employment Based Land Use - 2021

District Name	GOVERNMENT_SF	TOURISM_SF	INDUSTRIAL_SF	MANUFACTURING_SF	RESTAURANT_SF	RETAIL_SF	UTILITIES_SF
George Town	1,638,900	302,689	990,224	152,916	304,498	9,239,111	470,299
West Bay	52,434	133,074	4,534	66,050	119,593	448,563	114,202
Bodden Town	168,222	20,968	41,503	70,275	22,096	171,736	36,800
North Side	41,136	36,944	22,307	5,704	26,556	27,194	11,001
East End	21,975	3,009	6,727	6,387	12,698	265,328	16,060
Grand Cayman	1,922,667	496,684	1,065,295	301,332	485,441	10,151,932	648,362

2026 – 2046 Forecast Model Inputs

The analysis years for the EWA include 2026, 2036, 2046 and 2074. The model inputs for 2026 – 2046 are based on identified projects anticipated over the next 30 years as identified by NRA and provided to WRA to support the model. The 2074 horizon year includes three scenarios consistent with the low, medium and high growth land use scenarios developed as part of the EIA.

2026 through 2046 Population Forecasts

The interim years were developed based on data that has been provided to WRA from NRA that included identified developments that are anticipated across the island. For each development, a defined year was included by NRA for when it should be included in the model. For developments without an identified year, they were assumed to be complete by 2046. Information about the developments was used to define its population if residential or land use associated with employment. The projects were associated to specific TAZs based on the information provided.

Table 5, Table 6, and Table 7 below provide the growth in population at the district level for each forecast year. The tables include the prior period totals, additional population being added and final forecast population.

Table 5: 2026 Population Growth

District Name	2021	Development Population	2026
George Town	34,921	3,911	38,832
West Bay	15,335	2,236	17,571
Bodden Town	14,845	813	15,658
North Side	1,902	458	2,360
East End	1,846	106	1,952
Grand Cayman	68,849	7,524	76,373

Table 6: 2036 Population Growth

District Name	2026	Development Population	2036
George Town	38,832	6,990	45,822
West Bay	17,571	729	18,300
Bodden Town	15,658	1,334	16,992
North Side	2,360	910	3,270
East End	1,952	1,963	3,915
Grand Cayman	76,373	11,926	88,299

Table 7: 2046 Population Growth

District Name	2036	Development Population	2046
George Town	45,822	2,109	47,931
West Bay	18,300	5,014	23,314
Bodden Town	16,992	542	17,534
North Side	3,270	0	3,270
East End	3,915	4,053	7,968
Grand Cayman	88,299	11,718	100,017

Similar to population, the associated number of hotel rooms and land use associated with education, recreation and employment-based land uses were identified from the development information, allocated to the TAZs and included in the appropriate model year input data. Table 8 through Table 13 provide a summary of the additional land use added for each model year (2026, 2036 and 2046). The land use was added to the 2021 information presented previously to create the final model inputs for each model year.

Table 8: 2026 - Land Use - Hotel, Education, Recreational Acres

District Name	Hotel Rooms	HOTEL SF	EDUCATION SF	Recreational Acres
George Town	2,091	2,567,219	1,785,441	321
West Bay	1,576	1,676,894	271,401	21
Bodden Town	54	37,503	171,338	10
North Side	192	95,617	159,341	7
East End	379	692,584	56,240	7
Grand Cayman	4,292	5,069,818	2,443,761	366

Table 9: 2026 - Land Use - Remaining Land Use Types

District Name	GOVERNMENT SF	TOURISM SF	INDUSTRIAL SF	MANUFACTURING SF	RESTAURANT SF	RETAIL SF	UTILITIES SF
George Town	1,638,900	302,689	990,224	314,135	304,498	10,105,064	470,299
West Bay	52,434	133,074	4,534	66,050	155,274	451,813	114,202
Bodden Town	168,222	20,968	41,503	70,275	22,096	201,736	36,800
North Side	41,136	36,944	22,307	5,704	26,556	27,194	11,001
East End	21,975	3,009	6,727	6,387	12,698	265,328	16,060
Grand Cayman	1,922,667	496,684	1,065,295	462,551	521,122	11,051,135	648,362

Table 10: 2036 - Land Use - Hotel, Education, Recreational Acres

District Name	Hotel Rooms	HOTEL SF	EDUCATION SF	Recreational Acres
George Town	2,691	3,275,819	1,795,441	321
West Bay	1,576	1,676,894	271,401	21
Bodden Town	304	332,753	171,338	10
North Side	592	568,017	159,341	7
East End	869	1,271,274	56,240	7
Grand Cayman	6,032	7,124,758	2,453,761	366

Table 11: 2036 - Land Use - Remaining Land Use Types

District Name	GOVERNMENT SF	TOURISM SF	INDUSTRIAL SF	MANUFACTURING SF	RESTAURANT SF	RETAIL SF	UTILITIES SF
George Town	1,638,900	302,689	990,224	1,514,135	304,498	11,504,360	470,299
West Bay	52,434	133,074	4,534	66,050	155,274	751,813	114,202
Bodden Town	168,222	20,968	41,503	70,275	22,096	269,736	36,800
North Side	41,136	36,944	22,307	5,704	26,556	27,194	11,001
East End	21,975	3,009	6,727	6,387	12,698	665,328	16,060
Grand Cayman	1,922,667	496,684	1,065,295	1,662,551	521,122	13,218,431	648,362

Table 12: 2046 - Land Use - Hotel, Education, Recreational Acres

District Name	Hotel Rooms	HOTEL SF	EDUCATION SF	Recreational Acres
George Town	2,766	3,364,394	1,795,441	321
West Bay	1,698	1,820,976	271,401	24
Bodden Town	304	332,753	171,338	10
North Side	592	568,017	159,341	7
East End	1,359	1,849,964	56,240	7
Grand Cayman	6,719	7,936,105	2,453,761	369

Table 13: 2046 - Land Use - Remaining Land Use Types

District Name	GOVERNMENT SF	TOURISM SF	INDUSTRIAL SF	MANUFACTURING SF	RESTAURANT SF	RETAIL SF	UTILITIES SF
George Town	1,638,900	302,689	990,224	1,514,135	304,498	12,154,360	470,299
West Bay	52,434	133,074	4,534	66,050	168,474	1,051,813	114,202
Bodden Town	168,222	20,968	41,503	70,275	22,096	269,736	36,800
North Side	41,136	36,944	22,307	5,704	26,556	27,194	11,001
East End	21,975	3,009	6,727	6,387	12,698	1,857,328	16,060
Grand Cayman	1,922,667	496,684	1,065,295	1,662,551	534,322	15,360,431	648,362

Development of 2074 Land Use Scenarios

The EIA is based on the evaluation of the EWA under three different land use scenarios in 2074. The development of the 2074 land use scenarios was based on input from stakeholders from the various agencies in Grand Cayman is documented in by Memorandum “Land Use Planning Charrette Summary” dated September 8, 2023 coming from the Land Use Planning charette that occured on Wednesday, July 25, 2023. The outcome of the land use maps developed as part of the collaborative process were converted to input data to be used by the model.

Figure 13, Figure 14 and Figure 15 below show land use maps for the Low, Mid and High scenarios. For each scenario map, the existing population density by enumeration area is shown by color (Figure 11). The projected population and employment locations are represented by colored circles that distinguish low “L”, medium “M” or high “H” allocations (Figure 12).

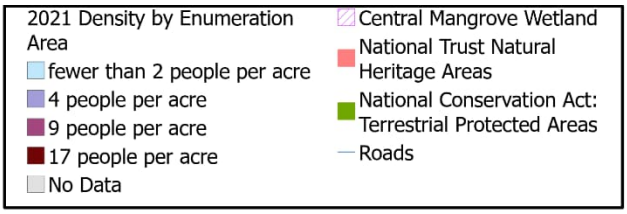


Figure 11: Population Density

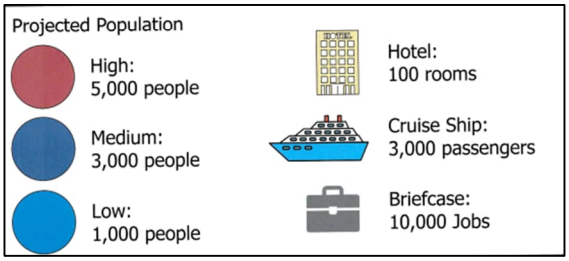


Figure 12: Activity Density Allocation

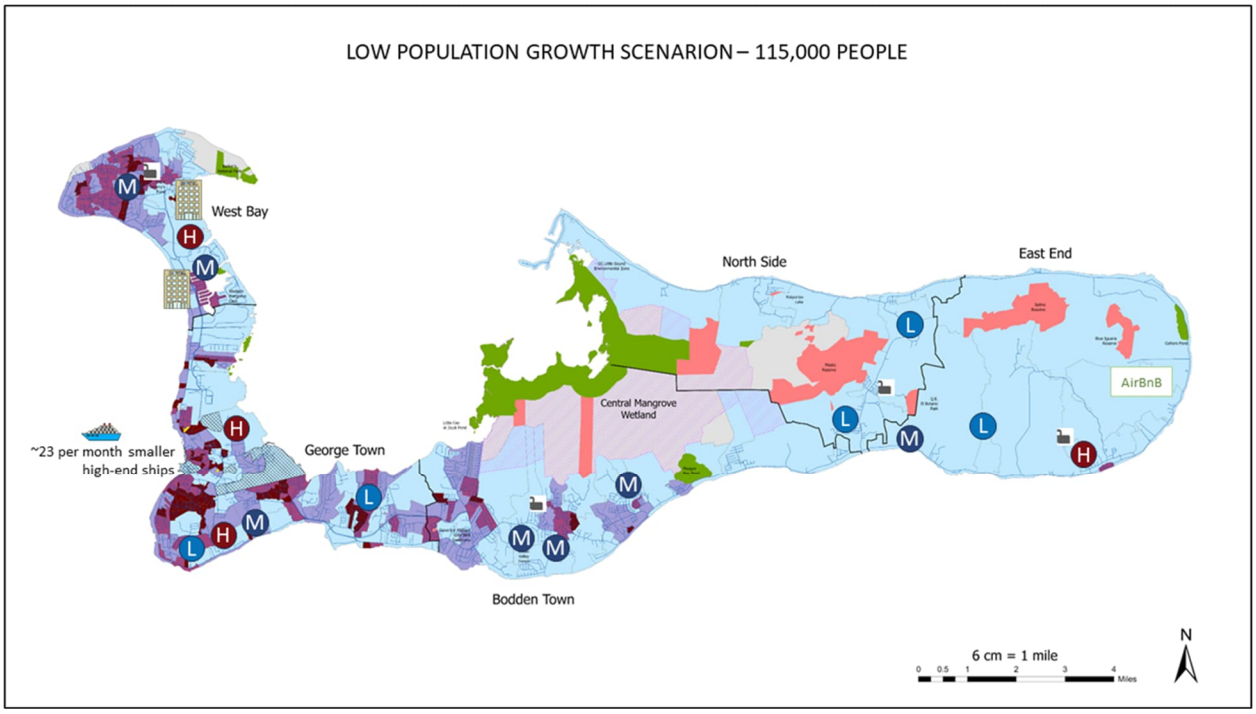


Figure 13: Low Scenario Charette Map for 2074

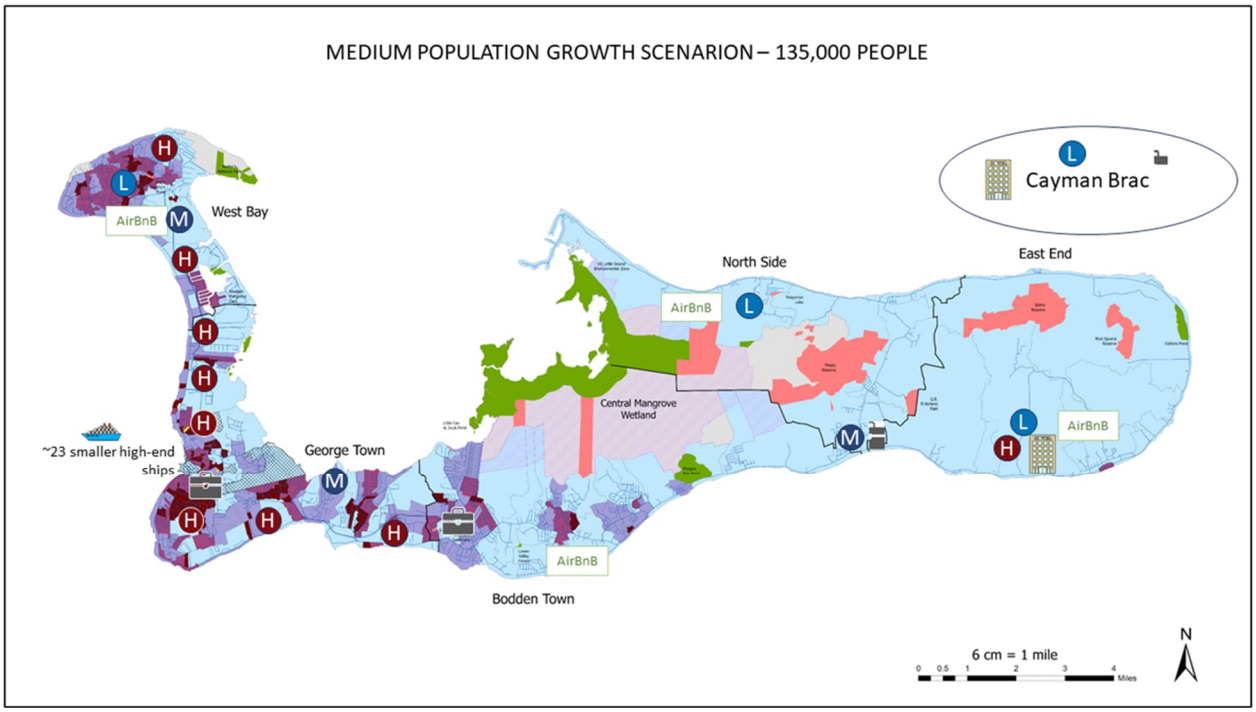


Figure 14: Mid Scenario Charette Map for 2074

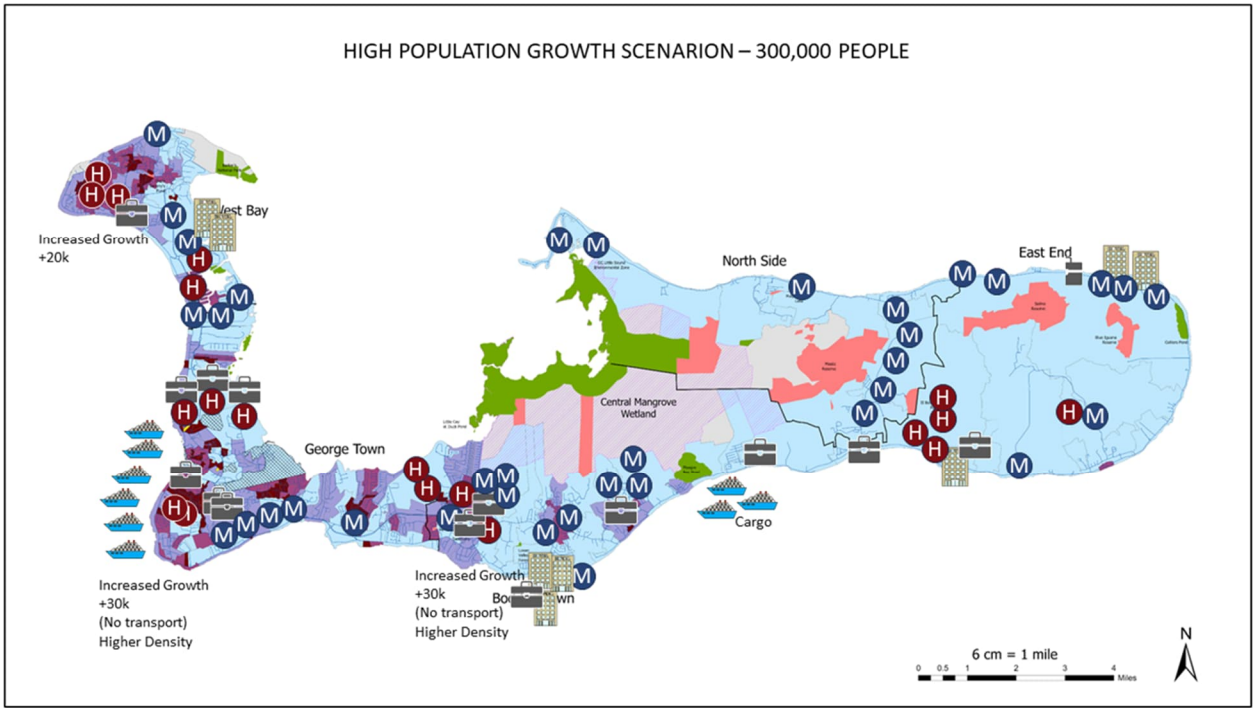


Figure 15: High Scenario Charette Map for 2074

The results of this charette process were summarized at the district level. Using the dots (population), briefcase (employment) and hotel placards from the charette, traffic analysis zones (TAZ) were identified to reflect the charette outcomes. Dots were identified as Low, Medium, and High for different population amounts to be

allocated in the general area of the dot. Briefcases are groups of 10,000 employees to distribute in the underlying zones, and hotel placards represented 100 hotel rooms. Each area represented by one of these placards was reviewed against aerial imagery to look at land density and TAZ size. Those observations determined how many TAZ were utilized to represent each placard.

Table 14 provides a summary of the population forecasts for each scenario by district. The table provides the 2046 population, forecast growth by district and total island population in 2074 for each scenario.

Table 14: 2074 Forecast Population Scenario Targets

District Name	2046	2074 Scenarios		
		Low	Mid	High
George Town	47,931	2,000	20,000	51,000
West Bay	23,314	3,000	6,000	37,000
Bodden Town	17,534	6,000	5,000	45,000
North Side	3,270	1,000	3,000	27,000
East End	7,968	4,000	1,000	43,000
Grand Cayman	100,017	16,000	35,000	203,000
Island Control Total		115,000	135,000	300,000

Table 15 provides a summary of the employment idented to added to each district.

Table 15: 2074 Forecast Employment Totals

District Name	2074 Scenarios		
	Low	Mid	High
George Town	0	10,000	60,000
West Bay	2,500	0	10,000
Bodden Town	2,500	10,000	45,000
North Side	2,500	2,500	10,000
East End	2,500	2,500	15,000
Grand Cayman	10,000	25,000	140,000

Allocation of Employment to Model Land Uses

The forecasts developed for 2074 Low, Medium and High Scenarios were based on establishing employment growth. The model uses associated land use rather than employment as the input variable. Thus it was necessary to establish a methodology for conversion of employment to associated model variables. To accomplish this allocation, it was necessary to assume that the distribution of employment by category was consistent with that in 2021.

2021 land use was converted to employment using island wide estimates of employment from ESO and conversion factors of employee per square footage. The employee per square footage rates were adjusted to align with the 2021 employment estimates. Table 16 provides the resulting distribution of employment by sector that was used for allocation of the 2074 employment.

Table 16: 2074 Estimate of Employment By Land Use Calculations

	GOVERNMENT	TOURISM	INDUSTRIAL	MANUFACTURING	RESTAURANT	RETAIL	UTILITIES	TOTAL
2021 SQ FT	1,922,667	496,684	1,065,295	301,332	485,441	10,151,932	648,362	15,071,713
Emp / KSF	292	475	430	216	272	475	163	
Emp	6,584	1,046	2,477	1,395	1,785	21,372	3,978	38,637
% Emp	17.0%	2.7%	6.4%	3.6%	4.6%	55.3%	10.3%	

Using the above distribution, the forecast employment for each district was then converted to land use by sector for allocation to the TAZ.

Hotel and Short-Term Rental Assignment

Hotels were identified during for each of the three scenarios. These were shown in groups of 100 rooms being added at specific locations. Hotel rooms were assigned per the assignment from the scenarios and converted to land use for attraction of resident trips per ratios used in the 2015 data development. Short-term rental properties are aggregated to the TAZ and treated as hotels. These are defined under the Hotel categories as input into the SE datasets. Table 17 provides the allocation amounts by district for each scenario.

Table 17: 2074 Estimate of Hotel and AirBnB Allocation

District Name	2074 Scenarios					
	Low		Mid		High	
	Hotel	Rental	Hotel	Rental	Hotel	Rental
George Town	100	0	0	0	0	0
West Bay	200	0	0	50	200	0
Bodden Town	0	0	0	50	300	0
North Side	0	0	0	50	0	0
East End	100	50	100	50	300	0
Grand Cayman	400	50	100	200	800	0

Low Scenario – Population and Employment

The Low scenario provides a distribution of population across the Island with the highest districts Bodden Town and East End. To align with the island total, the allocation targets per district were adjusted as required. Table 18 provides a summary of population allocation at the district level to reach the Island control total of 115,000.

Table 18: 2074 Low Population Allocation

District Name	2046	Target	Allocation	2074 Total
George Town	47,931	2,000	1,876	49,807
West Bay	23,314	3,000	2,810	26,124
Bodden Town	17,534	6,000	5,618	23,152
North Side	3,270	1,000	934	4,204
East End	7,968	4,000	3,745	11,713
Grand Cayman	100,017	16,000	14,983	115,000

Figure 16 shows at the TAZ level where the population was added. The resulting total population for the Low scenario is provided in Figure 17 for 2074.

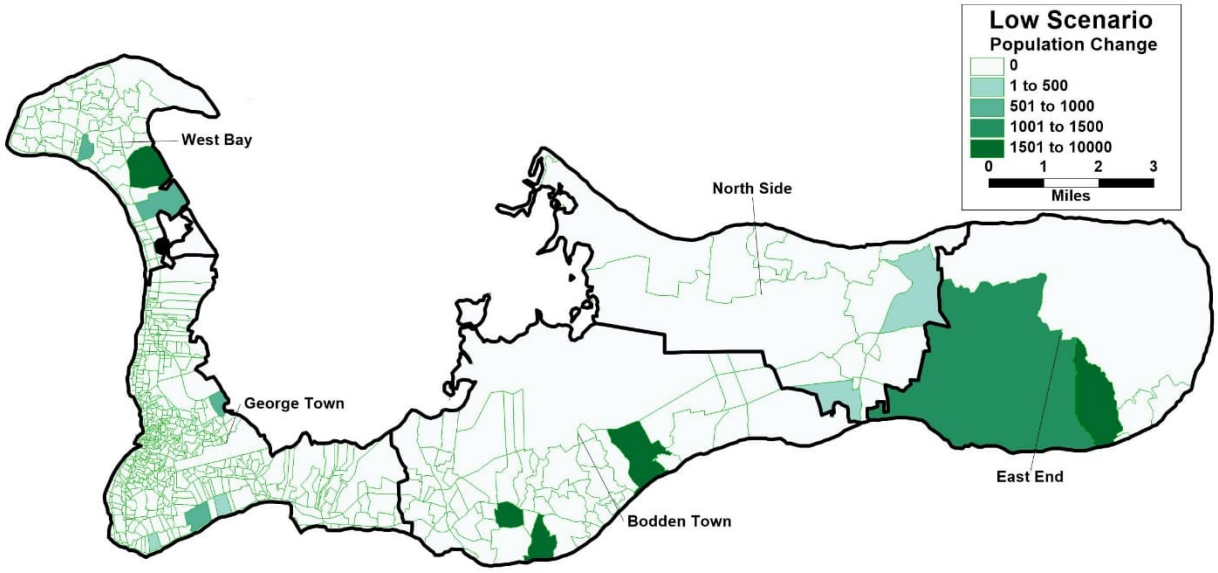


Figure 16: Low Scenario Net Population Change

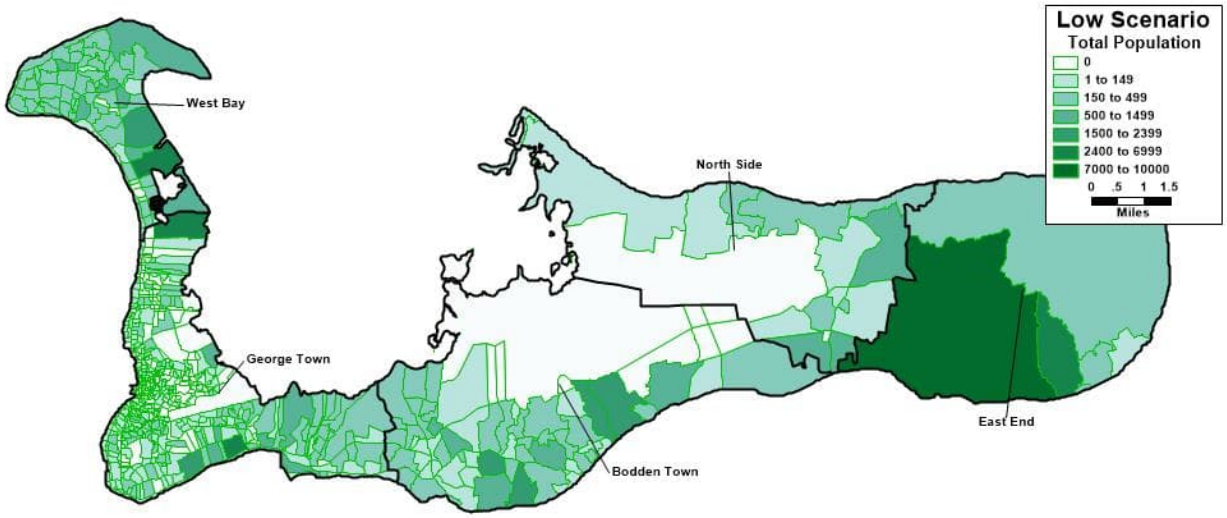


Figure 17: Low Scenario Total Population

Employment is allocated in four regions with George Town not receiving any employment allocation for this scenario. Employment and the represented square footage are provided in Table 19.

Table 19: 2074 Low Employment Allocation

District Name	EMP	GOVERNMENT SF	TOURISM SF	INDUSTRIAL SF	MANUFACTURING SF	RESTAURANT SF	RETAIL SF	UTILITIES SF
George Town	0	0	0	0	0	0	0	0
West Bay	2,500	124,300	32,000	68,800	19,300	31,300	656,800	41,800
Bodden Town	2,500	124,300	32,000	68,800	19,400	31,300	656,700	41,900
North Side	2,500	124,400	32,100	68,900	19,400	31,400	656,800	41,900
East End	2,500	124,300	32,100	68,800	19,400	31,300	656,700	41,900
Grand Cayman	10,000	497,300	128,200	275,300	77,500	125,300	2,627,000	167,500

Allocation to the zones is shown in Figure 18 and the total square footage in 2074 for the Low scenario is shown in Figure 19.

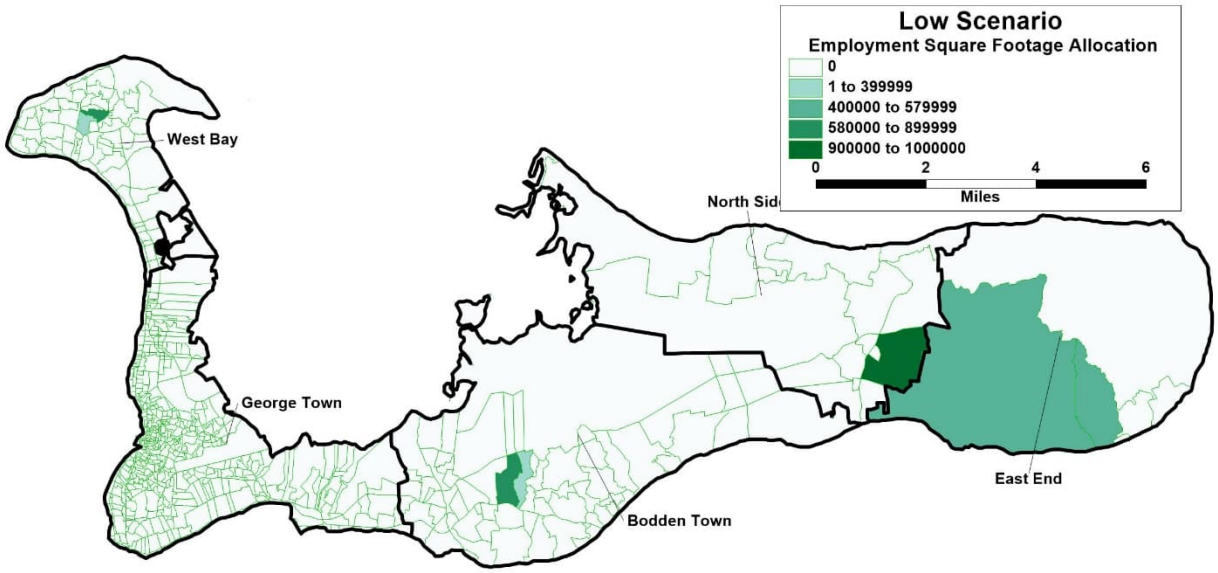


Figure 18: Low Scenario Net Employment Change

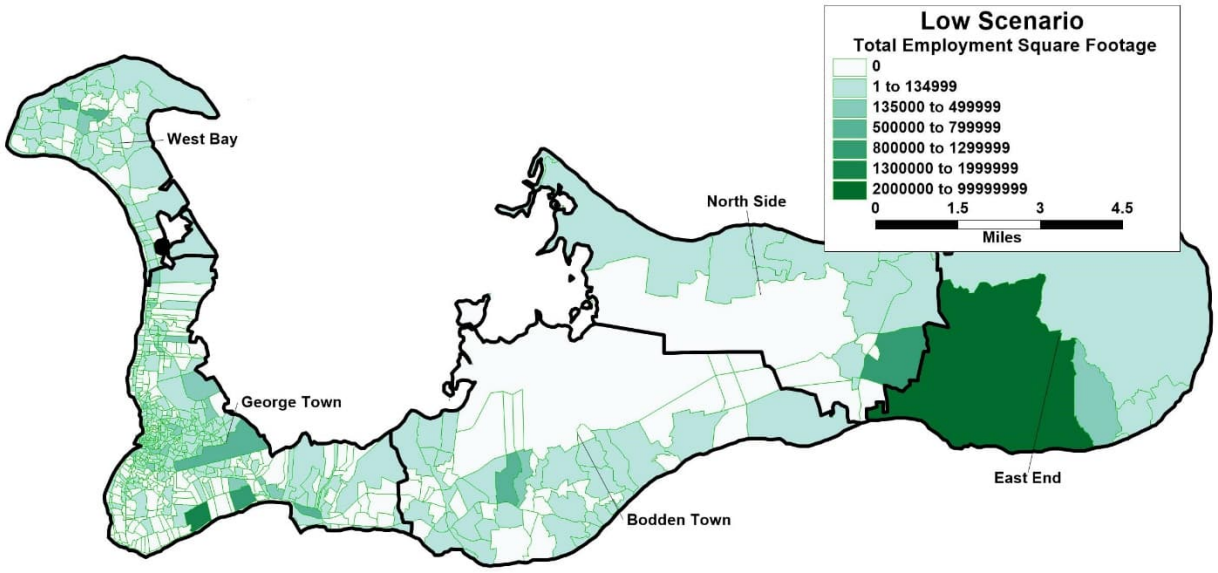


Figure 19: Low Scenario Total Employment

For the low scenario, a combination of Hotels and AirBnBs were identified for allocation across the Island. The Hotels were distributed by districts as provided in Table 17 and the AirBnB locations were only identified in the East End of the Island. Allocation of Hotel Rooms at the zonal level for 2074 Low Scenario are shown Figure 20

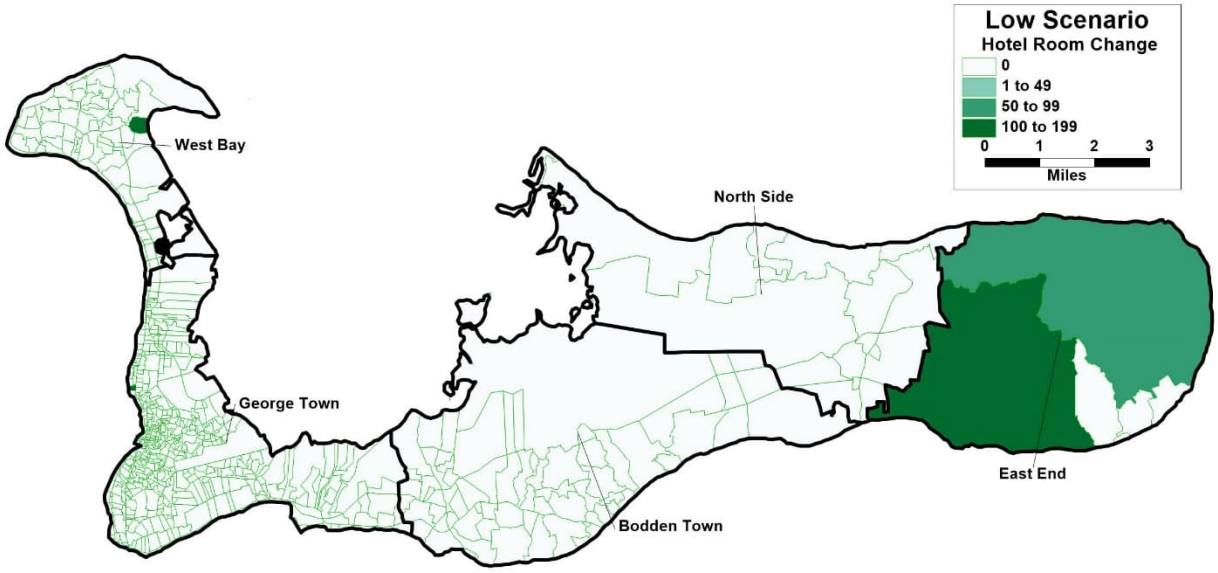


Figure 20: Low Scenario Net Hotel/Short-term Rental Change

The resulting total Hotel rooms for 2074 is shown below in Figure 21.

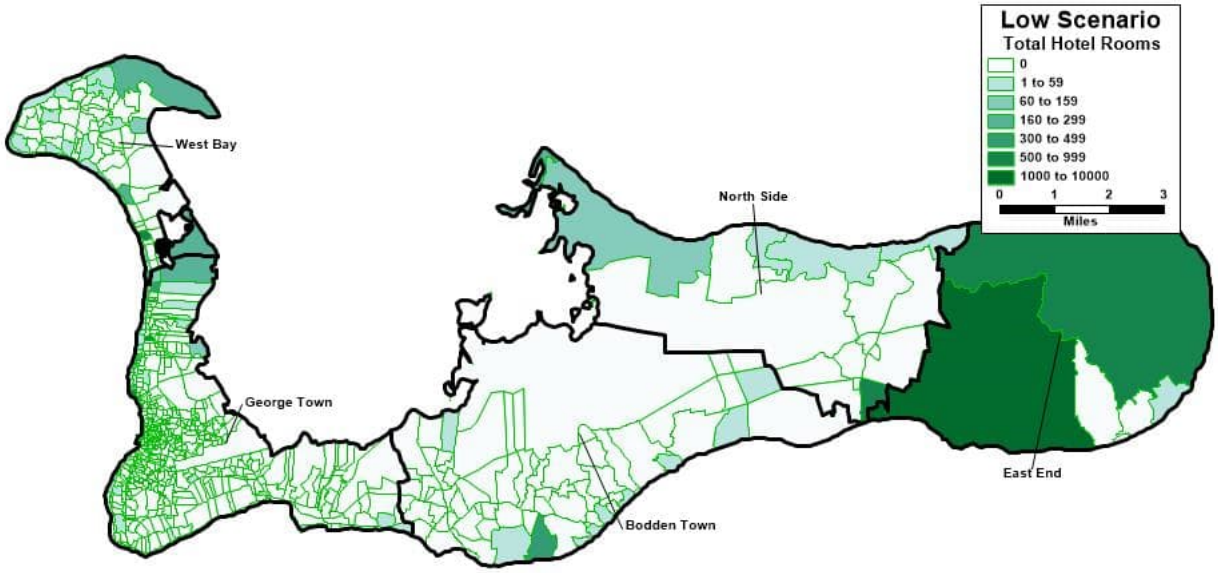


Figure 21: Low Scenario Total Hotel/Short-term Rental

Mid Scenario

The Mid Scenario concentrates growth in the George Town District with 57% of the population growth occurring in this part of the Island. The East End only receives approximately 3% of the growth.

Table 20: 2074 Mid Population Allocation

District Name	2046	Target	Allocation	2074 Total
George Town	47,931	20,000	19,988	67,919
West Bay	23,314	6,000	5,998	29,312
Bodden Town	17,534	5,000	4,998	22,532
North Side	3,270	3,000	2,999	6,269
East End	7,968	1,000	1,000	8,968
Grand Cayman	100,017	35,000	34,983	135,000

Figure 22 shows the location of the population growth at the TAZ resolution. Resulting total population for the Mid scenario is provided in Figure 23.

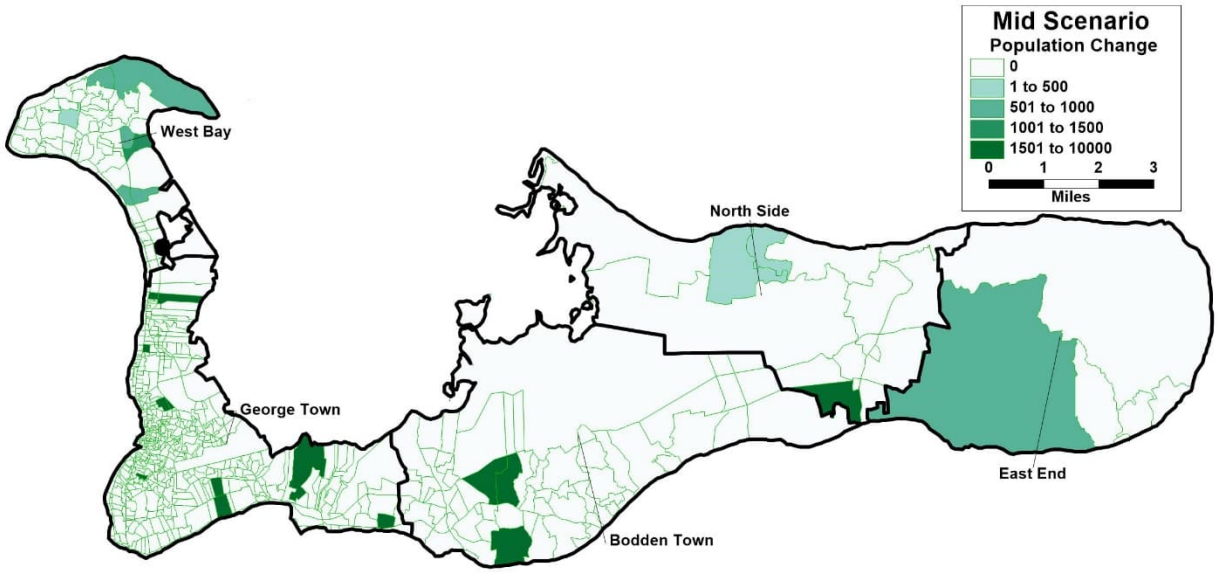


Figure 22: Mid Scenario Net Population Change

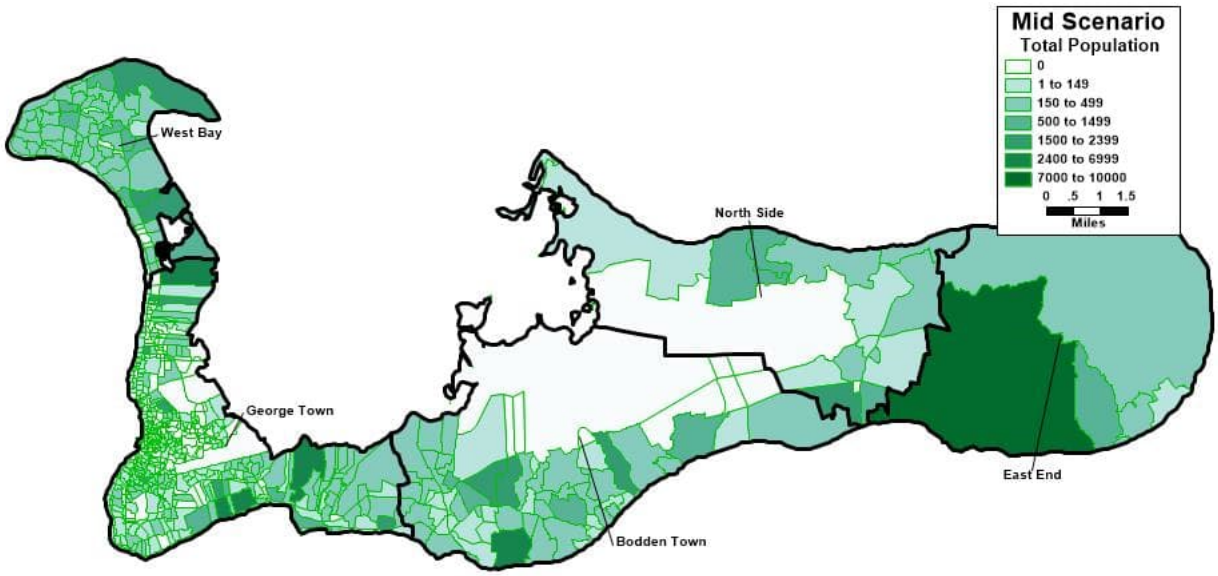


Figure 23: Mid Scenario Total Population

George Town (District 1) and Bodden Town (District 3) receive most of the employment growth while West Side (District 2) is not allocated any employment growth. Table 21 provides a summary of the additional land use added to each district based on the assigned employment.

Table 21: 2074 Mid Scenario Employment Allocation

District Name	EMP	GOVERNMENT_SF	TOURISM_SF	INDUSTRIAL_SF	MANUFACTURING_SF	RESTAURANT_SF	RETAIL_SF	UTILITIES_SF
George Town	10,000	497,600	128,500	275,600	77,800	125,600	2,627,400	167,700
West Bay	0	0	0	0	0	0	0	0
Bodden Town	10,000	497,600	128,500	275,600	77,800	125,600	2,627,400	167,700
North Side	2,500	124,400	32,100	68,900	19,400	31,400	656,800	41,900
East End	2,500	124,400	32,100	68,900	19,400	31,400	656,800	41,900
Grand Cayman	25,000	1,244,000	321,200	689,000	194,400	314,000	6,568,400	419,200

Figure 24 below shows the allocation of the total employment at the zonal level. The total square footage of employment for GOV, TOUR, IND, MU, RST, RET and UTL at the zonal level is found in Figure 25.

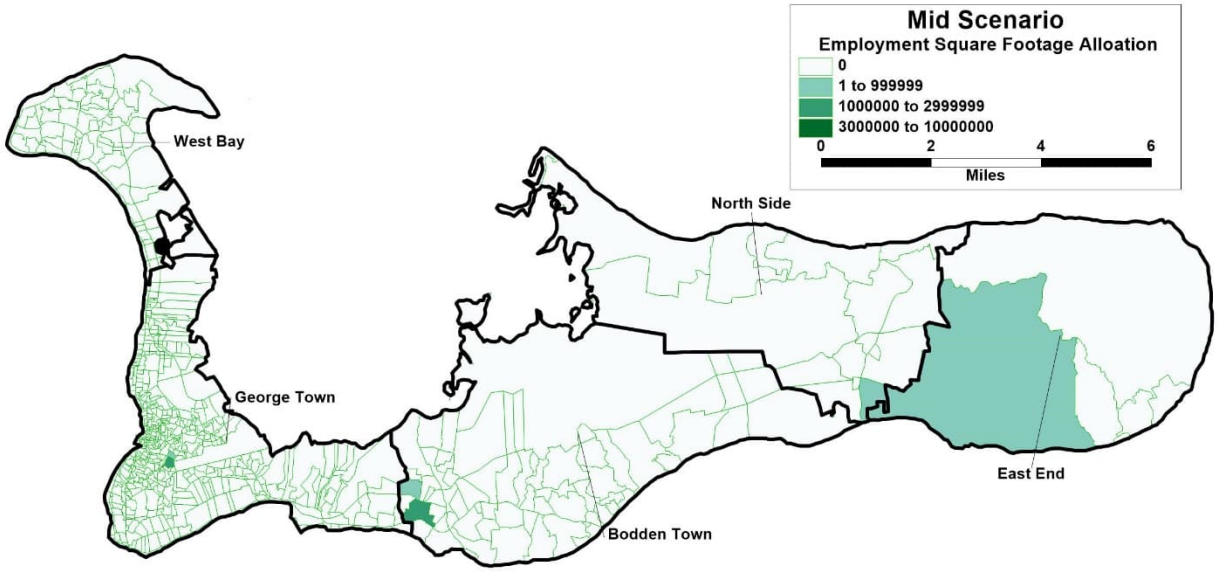


Figure 24: Mid Scenario Net Employment Change

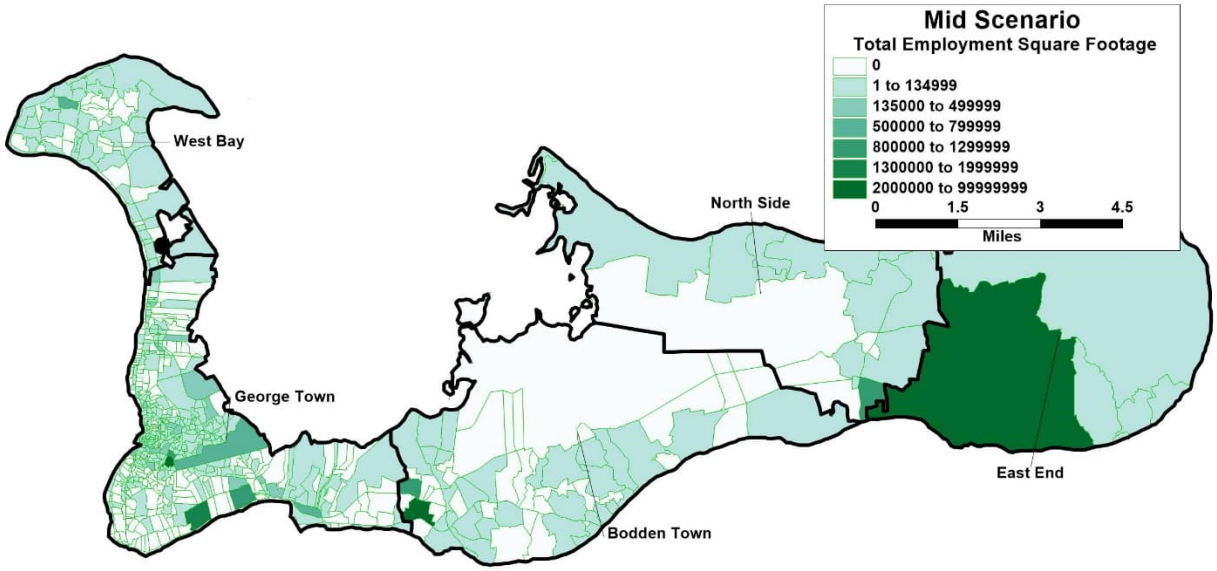


Figure 25: Mid Scenario Total Employment

For the Mid Scenario, short-term rentals were distributed in all but the George Town district, and Hotels were only identified in the East End district (Table 17). Figure 26 below shows the results of Charette and allocation of Hotel and short-term rentals at the zonal level.

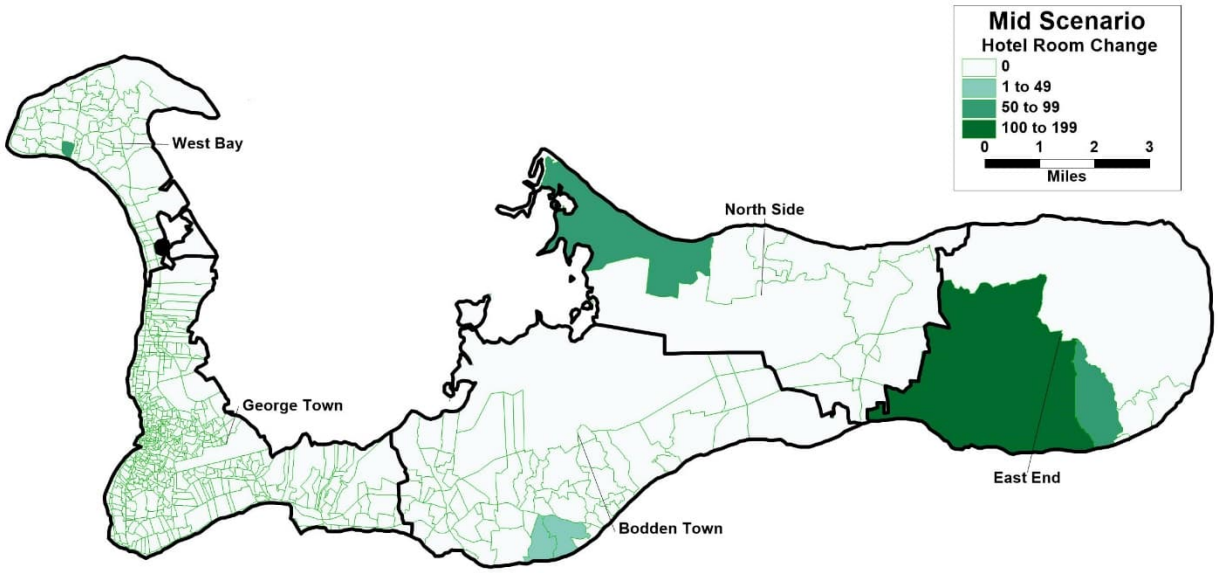


Figure 26: Mid Scenario Net Hotel/Short-term Rental Change

The resulting total Hotel and short-term rentals for the Mid Scenario are shown in Figure 27

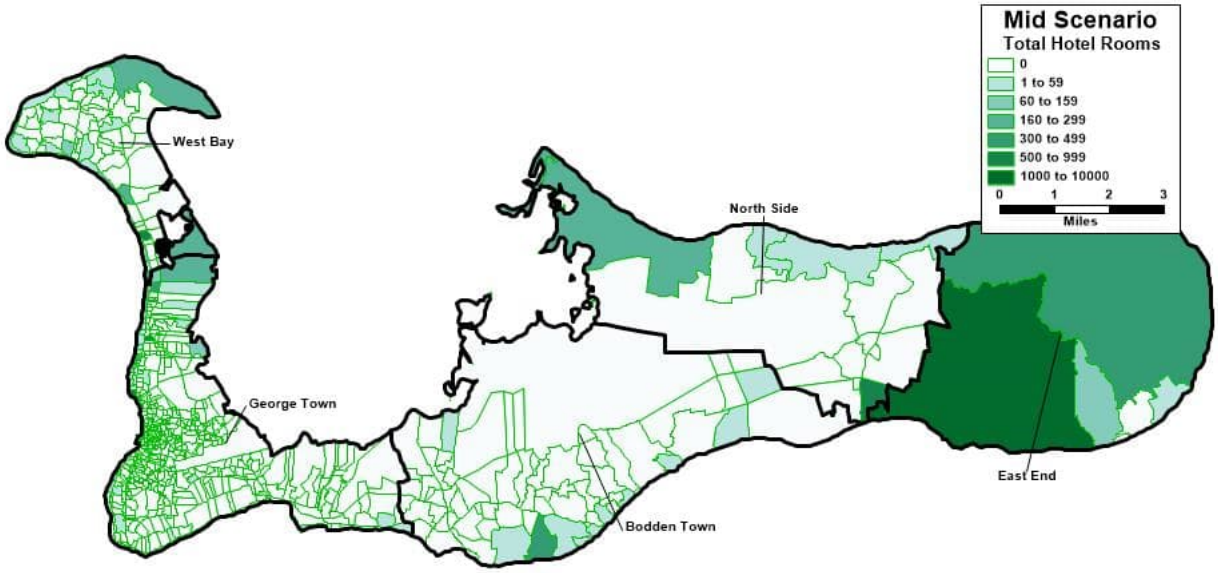


Figure 27: Mid Scenario Total Hotel/Short-term Rentals

High Scenario

The High Scenario provides an allocation of population across the Island. George Town receives a quarter of the population growth, while North Side receives 13% and East End is anticipated to receive 21% of that growth. Table 22 provides a summary of the Target and Resulting Allocation amounts for reaching the Island control total for the scenario.

Table 22: High Population Allocation

District Name	Target	Allocation	2074 Total
George Town	51,000	50,242	98,173
West Bay	37,000	36,450	59,764
Bodden Town	45,000	44,331	61,865
North Side	27,000	26,600	29,870
East End	43,000	42,360	50,328
Grand Cayman	203,000	199,983	300,000

The results of the allocation based on the charette recommendations are shown below in Figure 28. Resulting total population for the High scenario is provided in Figure 29 for 2074.

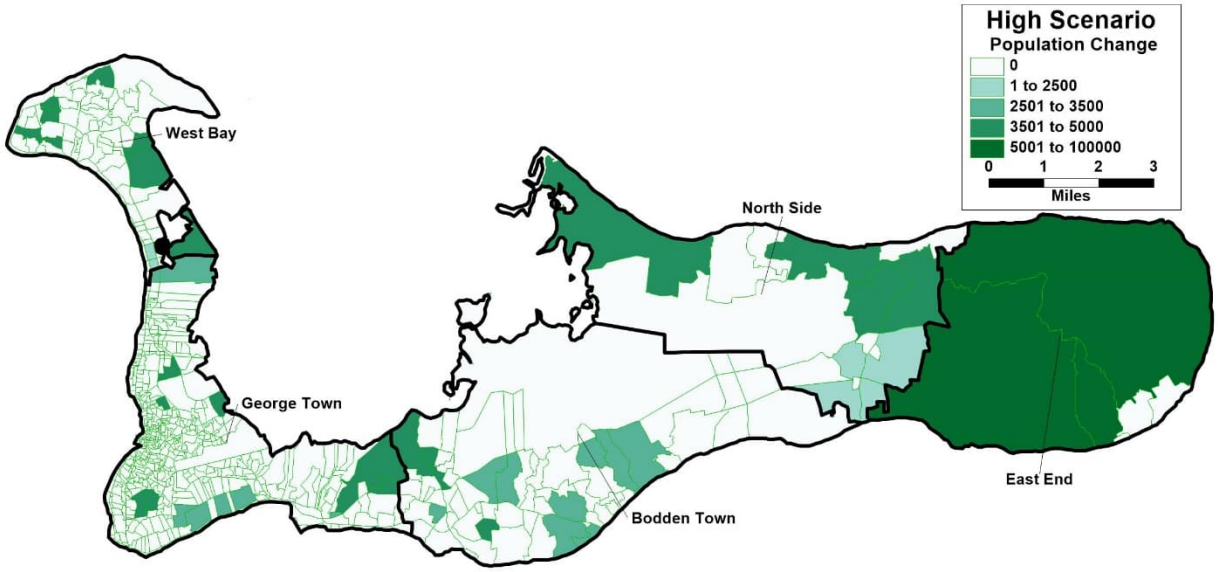


Figure 28: High Scenario Net Population Change

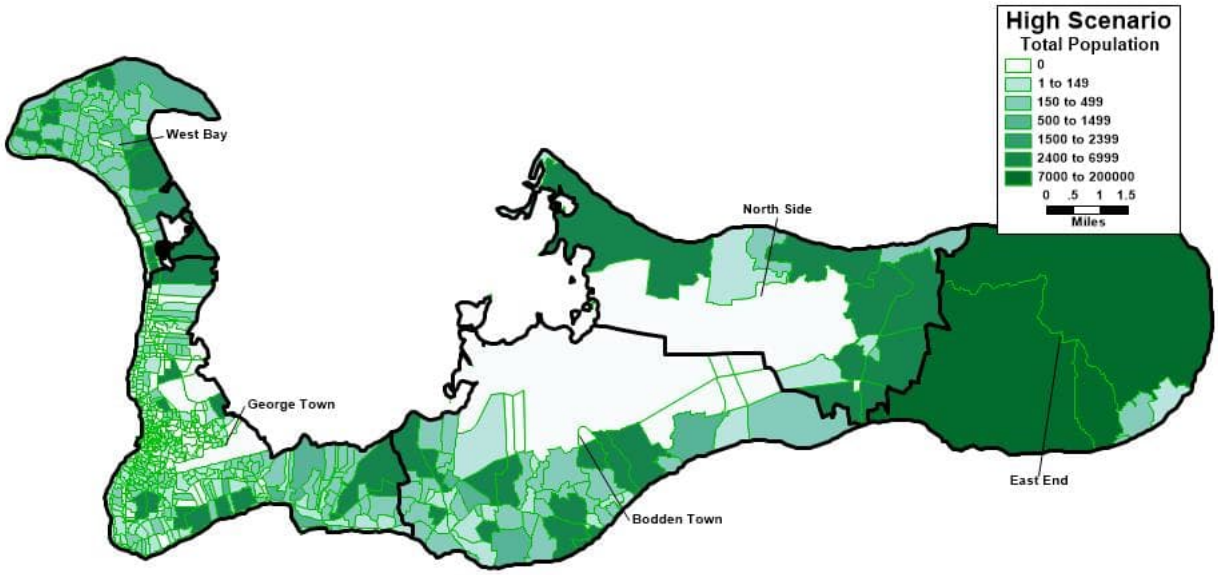


Figure 29: High Scenario Total Population

George Town and Bodden Town receive the highest levels of employment allocation for the Island taking 75% of the total assigned employment. West Bay and North Side receive the least amount splitting 1.5% of total employment distribution.
Table 23 shows the target employment numbers for distribution at the district level along with the associated square footage.

Table 23: High Scenario Employment Allocation

District Name	EMP	GOVERNMENT_SF	TOURISM_SF	INDUSTRIAL_SF	MANUFACTURING_SF	RESTAURANT_SF	RETAIL_SF	UTILITIES_SF
George Town	60,000	2,984,700	770,300	1,653,000	465,300	752,700	15,762,900	1,005,200
West Bay	10,000	497,500	128,400	275,700	77,800	125,500	2,627,400	167,700
Bodden Town	45,000	2,238,700	577,900	1,240,000	350,000	564,400	11,822,900	754,500
North Side	10,000	497,600	128,400	275,600	77,800	125,600	2,627,400	167,800
East End	15,000	746,400	192,700	413,500	116,800	188,400	3,941,100	251,700
Grand Cayman	140,000	6,964,900	1,797,700	3,857,800	1,087,700	1,756,600	36,781,700	2,346,900

The map below (Figure 30), shows the corresponding locations of where the land use square footage is allocated based on the scenario output in (Figure 14). Figure 31 shows the resulting total land use square footage as allocated across the Island.

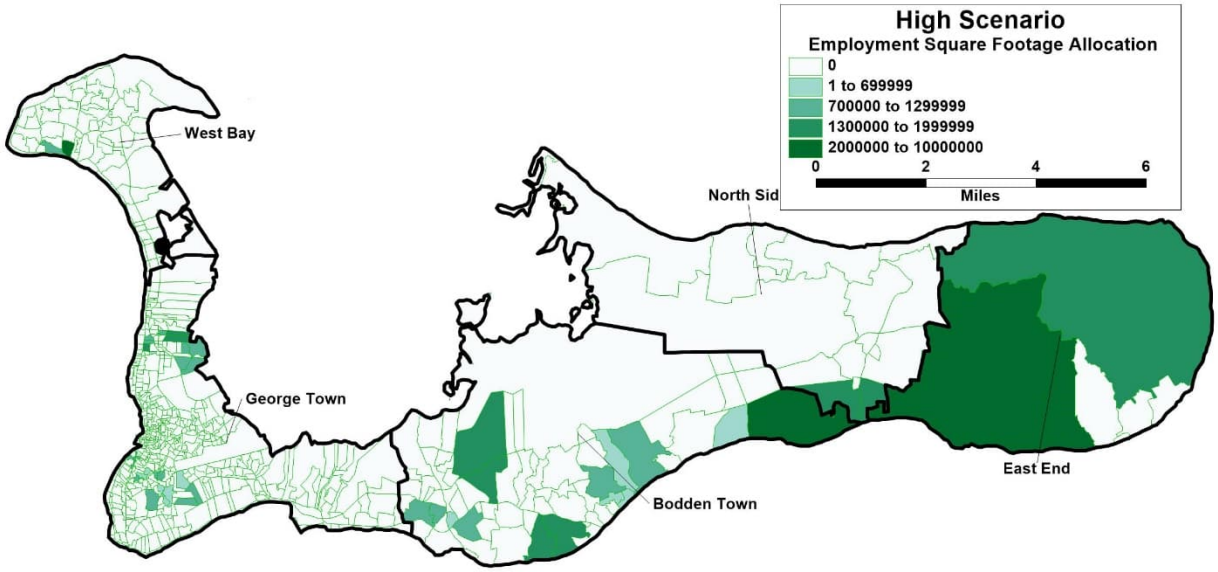


Figure 30: High Scenario Net Employment Change

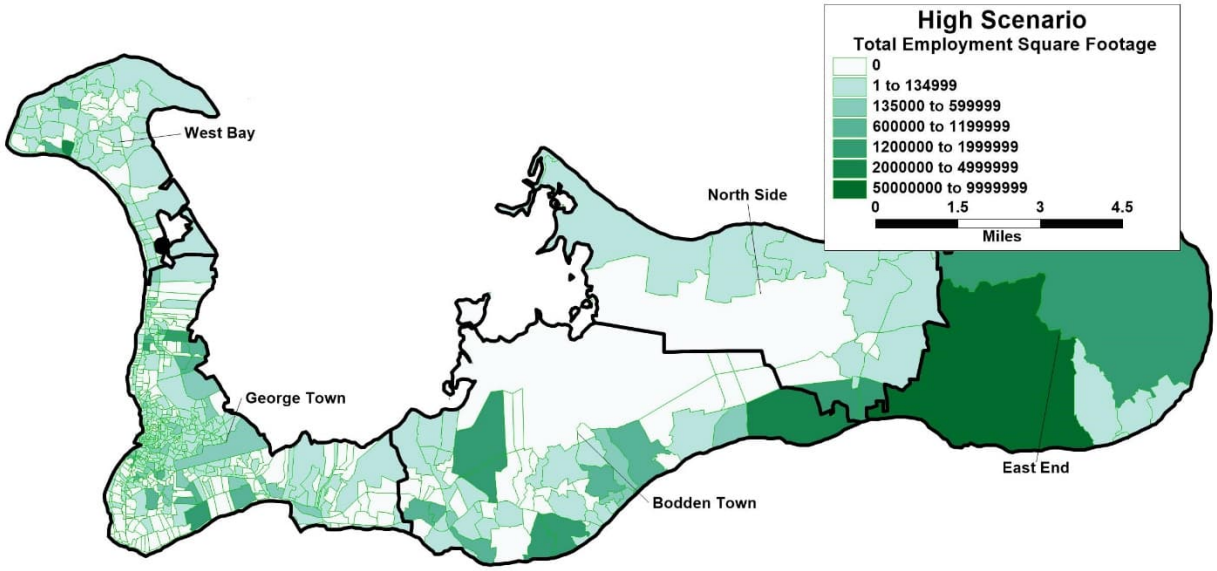


Figure 31: High Scenario Total Employment

For the High Scenario, short-term rentals were not identified. Hotels were shown for West Bay, Bodden Town and East End (Table 17). Figure 33 presents the resulting total Hotel rooms distributed across the Island.

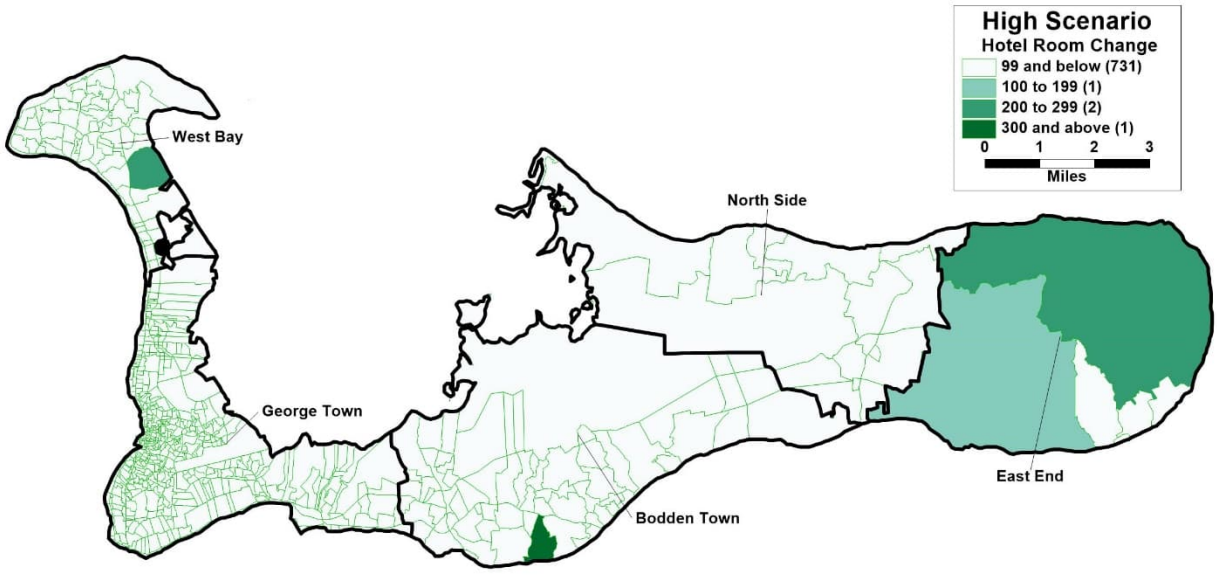


Figure 32: High Scenario Hotel / Short-term Rental Change

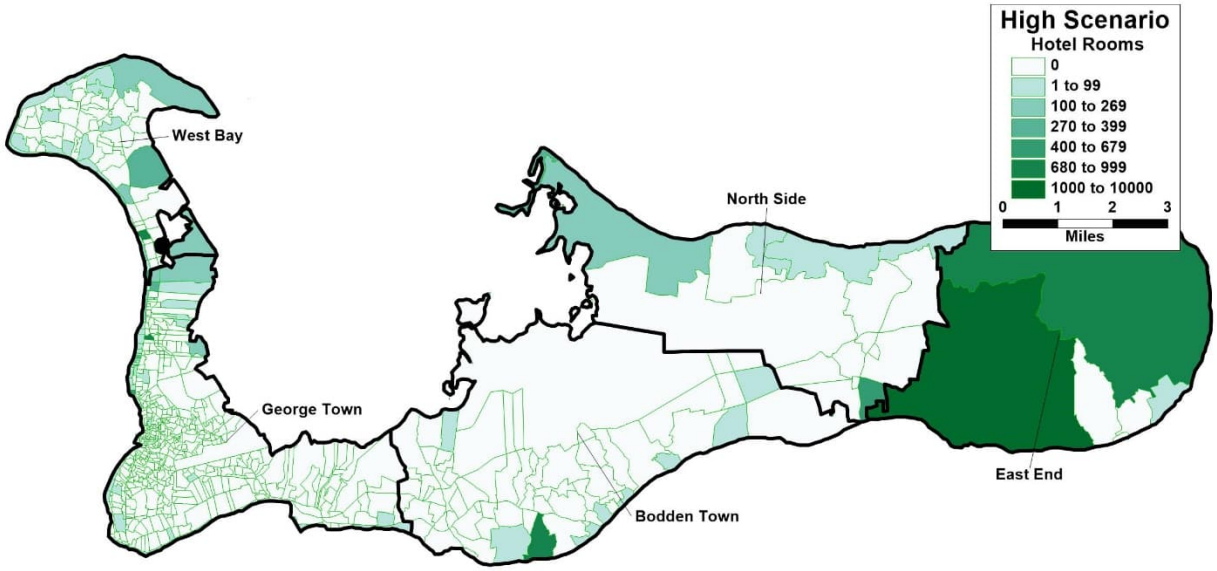


Figure 33: High Scenario Total Hotel / Short-term Rental

Short Term Visitor Updates

Short Term Visitors were updated based for the forecasts based on the identified estimate of cruise ships estimated for 2074. For 2026, 2036 and 2046 were then populated with 2015 (11,220), 2026 (14,800) and 2036 (19,200) values accounting for a slow rebound to pre-COVID numbers of visitors. Low and Mid Scenarios each have 9,000 Short Term Visitors defined at the original port location. The High Scenario allocates 18,000 to the original port location and 9000 to a new port location in the Bodden Town district. Table 24 presents the total anticipated short-term visitors from cruises. 2021 values are set to zero consistent with no cruise activity during the Covid pandemic.

Table 24: Short Term Visitors

Year	Visitors	Comment
2021	0	Covid #
2026	11,220	Historic growth based visitors
2036	14,800	Historic growth based visitors
2046	19,200	Historic growth based visitors
2074 Low	9,000	Charette Result
2074 Mid	9,000	Charette Result
2074 High	27,000	Charette Result

Freight Forecasts

The estimation of truck trips on the island is based on the number of twenty foot equivalent unit (TEU) received at the port on a daily basis. The estimate of TEU numbers were updated based on the latest observed number of TEUs processed at the port based on data from the Cayman Port Authority. The base year data was converted to a rate per population for forecasting purposes. This same approach was used for the 2015 Model. The ratio of base year TEU's to Population was then applied to each interim and 2074 Scenario year to determine the TEU's for each year and scenario. Using the 2015 ratio of TEU per population into the future is based on historical analysis of GDP change per capita, consumption patterns of developed economies and trends from the Cayman Port Authority. By using this ratio into the future it provides a conservative estimate of truck demand on the network that accounts for uncertainties in the future. Table 25 shows the resulting TEU's for each year and scenario.

Table 25: TEU Development

Year	Pop	TEU	TEU/Pop
2015	58,218	50	0.000859
2021	68,849	59	
2026	76,373	66	
2036	88,299	76	
2046	100,017	86	
2074 Low	115,000	99	
2074 Mid	135,000	116	
2074 High	300,000	258	

Attachment C:
Model Validation Memorandum

As part of the East-West Arterial (EWA) Extension Environmental Impact Assessment (EIA), the following memo establishes the modelling approach used to calibrate the Grand Cayman Travel Demand Model (GCM) to ensure the accuracy and reliability of the study's analyses. The calibration process plays a pivotal role in fine-tuning the GCM to reflect the dynamic nature of travel patterns within Grand Cayman.

Model Development Background

The Grand Cayman Travel Demand Model was initially developed by the NRA in 2019 using PTV VISUM travel demand modelling software. The model was originally developed using VISUM 18.02-08 and validated using 2016 traffic count data collected across the island. The original baseline model validation—including model structure, assumptions, and validation results—was documented and peer-reviewed by outside experts as part of an independent modelling task. To bring the model up to the latest PTV software, the calibrated travel demand model was rerun using VISUM 2022 Service Pack 1-2, and the model's vehicle assignment was validated once more against the original 2016 base year volumes as part of a related modelling task.

For the EWA EIA, it was necessary to conduct another model update to incorporate more recent data, with particular focus on the eastern side of the island in the districts of Bodden Town, North Side, and East End. The EWA EIA model study area extends from Hirst Road to Frank Sound Road, extending west of Woodland Drive to capture impacts at key intersections along Hirst Road.

As part of the effort to update the model for the EWA EIA, the following data sources were incorporated into the model to ensure the model accurately reflects current conditions within the study area from Hirst Road to Frank Sound Road:

- ESO census data: The GCM land use inputs and demographic data were updated to base year 2021 based on the latest available census data, with zonal boundary refinements to better reflect model alternatives. Refer to the **Model Inputs Memorandum** for further details about changes to the land use and demographic data.
- Traffic count data: The NRA collected turning movement counts (TMC) and automatic traffic recorder counts (ATR) at key locations in June 2023. Refer to the **Data Collection Memorandum** for further details about the traffic counts, which were used to validate the GCM vehicle assignment within the study area.
- Travel time data: The NRA collected end-to-end corridor travel time runs during AM and PM peak periods along Shamrock Road and Frank Sound Road. Refer to the **Data Collection Memorandum** for further details about the travel time runs, which were used to validate the GCM vehicle assignment within the study area.

The travel demand model was ultimately calibrated to 2021 base year conditions for AM and PM peak hours based on the validation criteria established by the UK Department for Transport's Transport Analysis Guidance (WebTAG) Unit M3-1 Highway Assignment Modelling.

Link Flow and Turning Movement Validation

The NRA collected traffic count data at intersections and road segments along East-West Arterial, Hirst Road, Shamrock Road, Bodden Town Road, and Frank Sound Road. The TMC and ATR data were used to select peak hours of 6:00 to 7:00 AM and 5:00 to 6:00 PM, which were determined to be the hours drivers typically began their journey through the study area. The 2023 traffic counts were compared to available count data from previous years and adjusted as needed to create a balanced set of counts that reflects realistic travel patterns.

To better represent peak hour congestion and support the VISTRO traffic operations model, the VISUM model used the origin-destination matrix estimation (ODME) process, which uses the original AM/PM peak hour vehicle trip tables generated from the GCM as seed matrices. Using the TMC and ATR data as targets, the ODME process adjusts the vehicle trip tables so that the model produces volumes that closely match the traffic count data. The output peak hour trip tables are then assigned to the network for the AM and PM peak hour analyses.

Based on the WebTAG Unit M3-1, the validation criteria and guidelines for link flows and turning movements are defined in **Table 1** to ensure the model reproduces traffic volumes appropriately. These criteria applied for all vehicles for both AM and PM peak hours.

According to WebTAG Unit M3-1, the GEH statistic is a form of the Chi-squared statistic that is used to compare modelled traffic volumes against observed real-world traffic volumes. The GEH statistic is defined as follows, where *GEH* is the GEH statistic, *M* is the modelled hourly traffic volume, and *C* is the observed hourly traffic volume:

$$GEH = \sqrt{\frac{(M-C)^2}{(M+C)/2}}$$

A GEH of less than 5 is considered a close match between the modelled and observed traffic volume.

Table 1: Link Flow and Turning Movement Validation Criteria

Criteria	Description of Criteria	Guideline
1	Individual flows within 100 veh/h of counts for flows less than 700 veh/h	>85% of cases
	Individual flows within 15% of counts for flows from 700-2,700 veh/h	
	Individual flows within 400 veh/h of counts for flows more than 2,700 veh/h	
2	GEH < 5 for individual flows	>85% of cases

The model-assigned volumes were displayed against the observed AM and PM peak hour counts using scatterplots to illustrate the model validation in **Figure 1** through **Figure 4**. For each peak hour, the R-squared coefficient of determination (R^2) statistical measure was used to determine how well the model matches the count volumes for both the turning movement and roadway link volumes. As shown in **Figure 1** through **Figure 4**, the AM and PM peak hours both produce R^2 values of nearly 1.0, indicating the model is well validated to the count data.

Figure 1: AM Peak Hour Assignment Volumes vs ATR Count Data

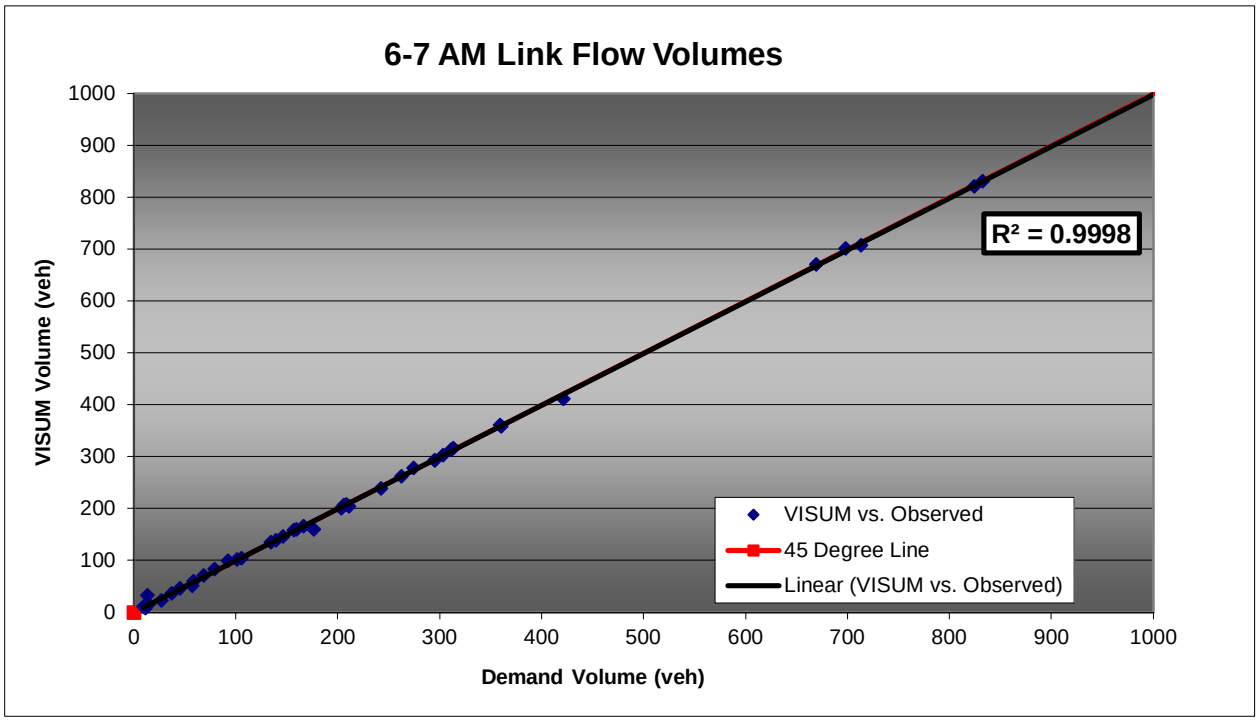


Figure 2: AM Peak Hour Assignment Volumes vs TMC Data

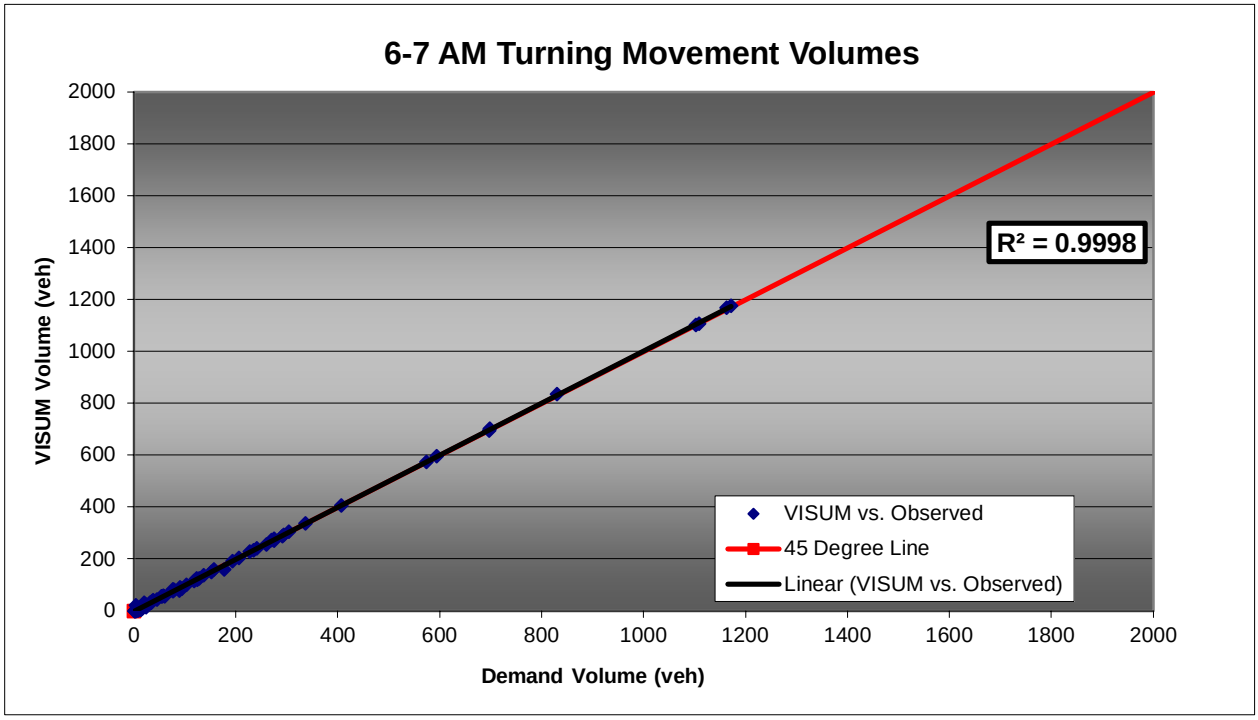


Figure 3: PM Peak Hour Assignment Volumes vs ATR Count Data

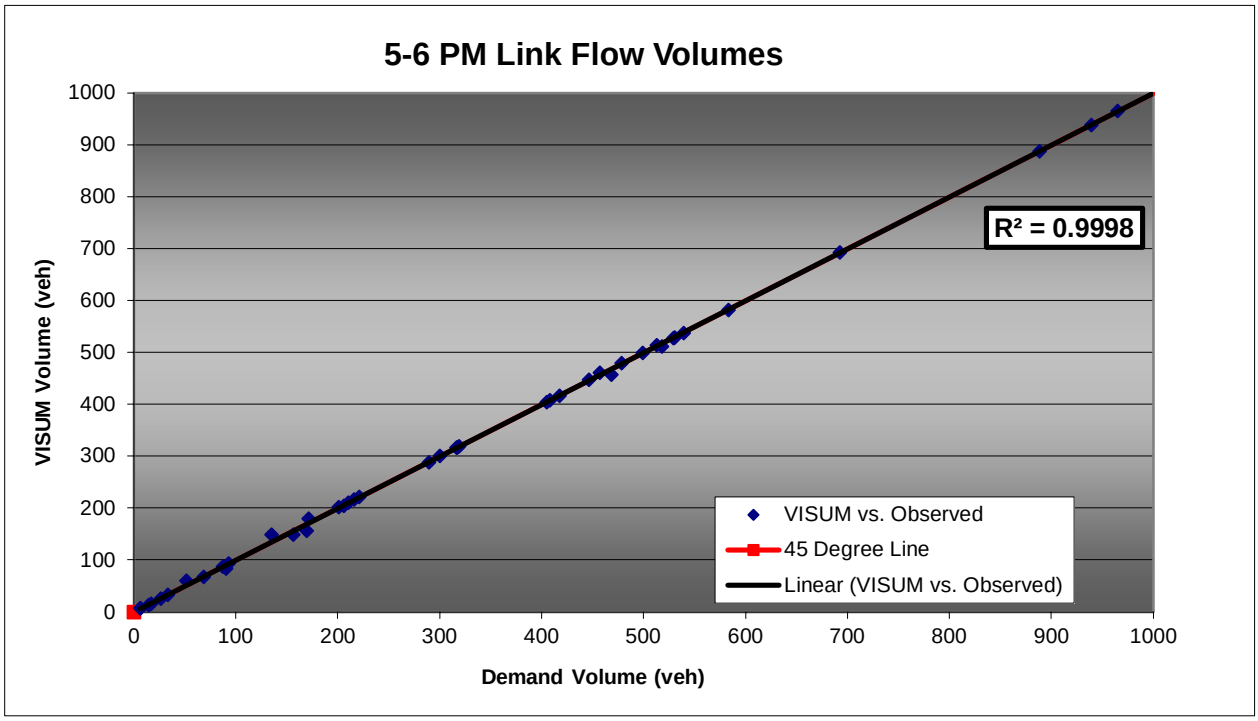
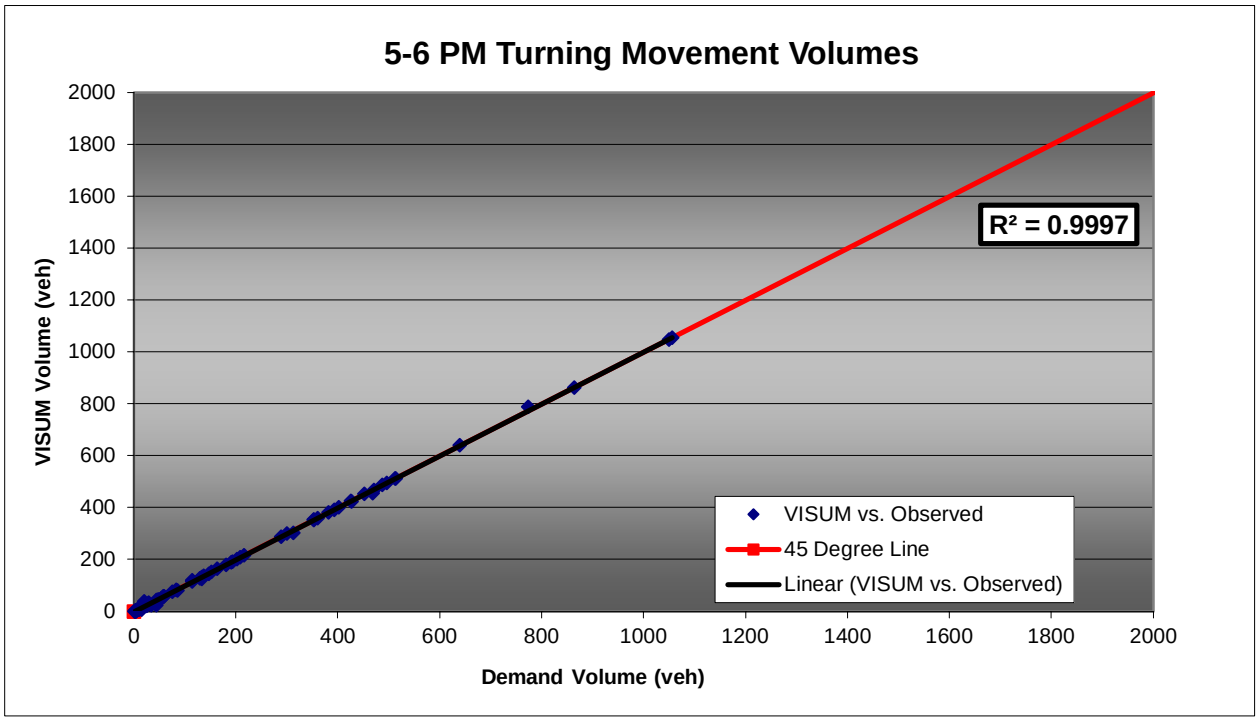


Figure 4: PM Peak Hour Assignment Volumes vs TMC Data



The traffic volume validation results for both AM and PM peak hours are shown in Table 2: Link Flow and Turning Movement Volume Validation**Table 2** for each of the validation thresholds as defined by the WebTAG Unit M3-1 guidelines. The traffic volume links and turns within the model network all exceed the 85% validation criteria for both AM and PM peak hours.

Table 2: Link Flow and Turning Movement Volume Validation

Criteria	Validation Thresholds	% Meeting Calibration Thresholds			
		6:00 – 7:00 AM		5:00 – 6:00 PM	
		Links	Turns	Links	Turns
Simulated Traffic Volume (veh/h) for 85% of the network links and network turning movements	Individual flows within 100 veh/h of counts for flows less than 700 veh/h	100%	100%	100%	100%
	Individual flows within 15% of counts for flows from 700-2,700 veh/h	100%	100%	100%	100%
	GEH < 5 for individual flows	100%	100%	100%	100%
	Total	**100%**	**100%**	**100%**	**100%**

Journey Time Validation

The NRA performed end-to-end travel time runs along East-West Arterial, Shamrock Road, Bodden Town Road, and Frank Sound Road during peak and off-peak periods, including the selected AM and PM peak hours. Along these corridors, free flow speeds were updated in the model to reflect the off-peak free flow travel speeds, particularly to account for roadway geometry such as curves and narrow lanes.

To match the travel time data more closely, the model volume delay functions (VDF) were reevaluated as needed. The original VDF for secondary arterials was determined to produce unrealistical travel time and speed results that were too high compared to the travel time data collected along Shamrock Road and Bodden Town Road. As a result, the VDFs for secondary arterials were updated within the model study area east of Tomlinson Roundabout using the BPR function, with parameters of a = 0.3 and b = 2.1, which are each within the acceptable ranges defined by the FHWA Travel Demand Validation Manual.

Based on the WebTAG Unit M3-1, the journey time validation criterion and guideline are defined in **Table 3** to ensure the model travel times appropriately. This criterion was applied for both AM and PM peak hours.

Table 3: Journey Time Validation Criteria

Criteria	Guideline
Modelled times along routes should be within 15% of surveyed times (or 1 minute, if higher than 15%)	>85% of routes

Within the model study area, the following travel time routes were used to validate the model:

- Eastbound Shamrock Road / Bodden Town Road, from Hirst Road to Frank Sound Road
- Westbound Shamrock Road / Bodden Town Road, from Frank Sound Road to Hirst Road
- Northbound Frank Sound Road, from Bodden Town Road to Old Robin Road
- Southbound Frank Sound Road, from Old Robin Road to Bodden Town Road

The simulated AM travel time results for each of these corridors are provided in **Table 4** through **Table 7**, and the simulated PM travel time results are provided in **Table 8** through **Table 11.** For each corridor, these tables provide the field-observed travel time (**TT**), the field-observed cumulative travel time (**CTT**), the model-simulated travel time (**TT_S**), the cumulative simulated travel time (**CTT_S**), and the percent difference between field and simulated (**%Δ**).

Table 4: AM Peak Hour Travel Times for Eastbound Shamrock Road

	FIELD DATA		VISUM SIMULATED DATA			
Intersection / Link Data	**Travel Time (sec)**		**Travel Time (sec)**		**VISUM Error**	
Node	**TT**	**CTT**	**TT_S**	**CTT_S**	**%Δ**	**Δ (sec)**
from Shamrock Rd at Hirst Rd (#2)	**-**	-	**-**	-	-	-
to Shamrock Rd at Lancelot Dr (#100)	**56**	56	**48**	48	14%	8
to Shamrock Rd at Woodland Dr (#3)	**20**	76	**21**	69	-5%	-1
to Shamrock Rd at Agricola Dr (#4)	**25**	101	**23**	92	8%	2
to Shamrock Rd at Will T Rd (#5)	**53**	154	**47**	140	11%	6
to Shamrock Rd at Beach Bay Rd (#6)	**45**	199	**41**	180	10%	4
to Shamrock Rd at Northward Rd (#7)	**31**	230	**27**	208	11%	4
School zone 15 mph (#80)	**49**	279	**44**	252	10%	5
to Shamrock Rd at Condor Rd (#8)	**11**	290	**17**	268	-50%	-6
Curve starting near Spice Dr (#81)	**17**	307	**22**	290	-28%	-5
Curve ending (#82)	**25**	332	**27**	317	-8%	-2
to Bodden Town Rd at Bodden Town Bypass (#9)	**94**	426	**99**	416	-5%	-5
Speed limit change near Woods Cl (#91)	**79**	505	**77**	493	3%	2
Curve starting near Grand Cayman Villas (#92)	**76**	581	**87**	580	-14%	-11
to Bodden Town Rd at Long Fellow Dr (#10)	**41**	622	**29**	609	28%	12
Speed limit change (#101)	**108**	730	**94**	704	13%	14
Speed limit change near Cliff Hill Ln (#102)	**65**	795	**52**	756	20%	13
Curve ending near Frenchmans Dr (#103)	**64**	859	**58**	813	10%	6
to Frank Sound Rd at Bodden Town Rd (#11)	**44**	903	**36**	850	17%	8
Corridor Average	**903**		**850**		**6%**	**OK**

Table 5: AM Peak Hour Travel Times for Westbound Shamrock Road

	FIELD DATA		VISUM SIMULATED DATA			
Intersection / Link Data	**Travel Time (sec)**		**Travel Time (sec)**		**VISUM Error**	
Node	**TT**	**CTT**	**TT_S**	**CTT_S**	**%Δ**	**Δ (sec)**
from Frank Sound Rd at Bodden Town Rd (#11)	**-**	-	**-**	-	-	-
to Curve ending near Frenchmans Dr (#103)	**44**	44	**37**	37	17%	7
to Speed limit change near Cliff Hill Ln (#102)	**55**	99	**58**	95	-6%	-3
to Speed limit change (#101)	**62**	161	**52**	147	16%	10
to Bodden Town Rd at Long Fellow Dr (#10)	**94**	255	**96**	243	-2%	-2
to Curve starting near Grand Cayman Villas (#92)	**31**	286	**30**	272	3%	1
Speed limit change near Woods Cl (#91)	**68**	354	**89**	361	-30%	-21
to Bodden Town Rd at Bodden Town Bypass (#9)	**78**	432	**79**	440	-2%	-1
to Curve ending (#82)	**103**	535	**102**	543	1%	1
to Curve starting near Spice Dr (#81)	**24**	559	**28**	571	-17%	-4
to Shamrock Rd at Condor Rd (#8)	**19**	578	**23**	593	-20%	-4
to School zone 15 mph (#80)	**17**	595	**19**	612	-9%	-2
to Shamrock Rd at Northward Rd (#7)	**72**	667	**50**	662	31%	22
to Shamrock Rd at Beach Bay Rd (#6)	**41**	708	**32**	694	22%	9
to Shamrock Rd at Will T Rd (#5)	**56**	764	**51**	745	9%	5
to Shamrock Rd at Agricola Dr (#4)	**64**	828	**69**	814	-8%	-5
to Shamrock Rd at Woodland Dr (#3)	**32**	860	**34**	848	-7%	-2
to Shamrock Rd at Lancelot Dr (#100)	**26**	886	**31**	879	-18%	-5
to Shamrock Rd at Hirst Rd (#2)	**53**	939	**70**	949	-33%	-17
Corridor Average	**939**		**949**		**-1%**	**OK**

Table 6: AM Peak Hour Travel Times for Northbound Frank Sound Road

	FIELD DATA		VISUM SIMULATED DATA			
Intersection / Link Data	**Travel Time (sec)**		**Travel Time (sec)**		**VISUM Error**	
Node	**TT**	**CTT**	**TT_S**	**CTT_S**	**%Δ**	**Δ (sec)**
from Frank Sound Rd at Bodden Town Rd (#11)	**-**	-	**-**	-	-	-
to 120 - School Speed (#120)	**54**	54	**64**	64	-19%	-10
to Frank Sound Rd at Clifton Hunter HS (#12)	**28**	82	**27**	91	4%	1
to 121 - School Speed (#121)	**8**	90	**14**	106	-81%	-6
to curve starting at Lariat Rd (#122)	**20**	110	**12**	118	41%	8
to curve ending near Silver Thatch Plaza (#123)	**78**	188	**72**	189	8%	6
to end of bend near Beacon Farms (#125)	**103**	291	**93**	282	10%	10
Corridor Average	**291**		**282**		**3%**	**OK**

Table 7: AM Peak Hour Travel Times for Southbound Frank Sound Road

	FIELD DATA		VISUM SIMULATED DATA			
Intersection / Link Data	**Travel Time (sec)**		**Travel Time (sec)**		**VISUM Error**	
Node	**TT**	**CTT**	**TT_S**	**CTT_S**	**%Δ**	**Δ (sec)**
from Frank Sound Rd at Old Robin Rd (#13)	**-**	-	**-**	-	-	-
to End of bend near Beacon Farms (#125)	**11**	11	**13**	13	-14%	-2
to Curve ending near Silver Thatch Plaza (#123)	**77**	88	**65**	77	16%	12
to Curve starting at Lariat Rd (#122)	**105**	193	**93**	170	12%	12
to 121 - School Speed (#121)	**74**	267	**72**	241	3%	2
to Frank Sound Rd at Clifton Hunter HS (#12)	**17**	284	**12**	253	31%	5
to 120 - School Speed (#120)	**6**	290	**15**	268	-142%	-9
to Frank Sound Rd at Bodden Town Rd (#11)	**40**	330	**27**	295	32%	13
Corridor Average	**387**		**360**		**7%**	**OK**

Table 8: PM Peak Hour Travel Times for Eastbound Shamrock Road

	FIELD DATA		VISUM SIMULATED DATA			
Intersection / Link Data	**Travel Time (sec)**		**Travel Time (sec)**		**VISUM Error**	
Node	**TT**	**CTT**	**TT_S**	**CTT_S**	**%Δ**	**Δ (sec)**
from Shamrock Rd at Hirst Rd (#2)	**-**	-	**-**	-	-	-
to Shamrock Rd at Lancelot Dr (#100)	**83**	83	**66**	66	21%	17
to Shamrock Rd at Woodland Dr (#3)	**30**	113	**29**	95	3%	1
to Shamrock Rd at Agricola Dr (#4)	**31**	143	**32**	126	-4%	-1
to Shamrock Rd at Will T Rd (#5)	**61**	204	**65**	191	-7%	-4
to Shamrock Rd at Beach Bay Rd (#6)	**61**	265	**52**	243	14%	9
to Shamrock Rd at Northward Rd (#7)	**34**	299	**34**	277	1%	0
School zone 15 mph (#80)	**52**	350	**50**	327	3%	1
to Shamrock Rd at Condor Rd (#8)	**13**	363	**19**	346	-50%	-6
Curve starting near Spice Dr (#81)	**18**	380	**23**	369	-32%	-6
Curve ending (#82)	**23**	403	**29**	398	-24%	-6
to Bodden Town Rd at Bodden Town Bypass (#9)	**97**	500	**105**	503	-9%	-8
Speed limit change near Woods Cl (#91)	**77**	576	**82**	584	-7%	-5
Curve starting near Grand Cayman Villas (#92)	**70**	646	**91**	676	-31%	-21
to Bodden Town Rd at Long Fellow Dr (#10)	**31**	677	**31**	707	1%	0
Speed limit change (#101)	**91**	768	**98**	805	-8%	-7
Speed limit change near Cliff Hill Ln (#102)	**57**	825	**53**	858	6%	3
Curve ending near Frenchmans Dr (#103)	**53**	877	**59**	917	-12%	-7
to Frank Sound Rd at Bodden Town Rd (#11)	**39**	916	**37**	955	5%	2
Corridor Average	**916**		**955**		**-4%**	**OK**

Table 9: PM Peak Hour Travel Times for Westbound Shamrock Road

	FIELD DATA		VISUM SIMULATED DATA			
Intersection / Link Data	**Travel Time (sec)**		**Travel Time (sec)**		**VISUM Error**	
Node	**TT**	**CTT**	**TT_S**	**CTT_S**	**%Δ**	**Δ (sec)**
from Frank Sound Rd at Bodden Town Rd (#11)	**-**	-	**-**	-	-	-
to Curve ending near Frenchmans Dr (#103)	**37**	37	**37**	37	-1%	0
to Speed limit change near Cliff Hill Ln (#102)	**49**	86	**59**	97	-22%	-11
to Speed limit change (#101)	**58**	143	**54**	150	7%	4
to Bodden Town Rd at Long Fellow Dr (#10)	**95**	238	**98**	248	-3%	-3
to Curve starting near Grand Cayman Villas (#92)	**32**	270	**31**	279	4%	1
Speed limit change near Woods Cl (#91)	**72**	342	**90**	369	-26%	-19
to Bodden Town Rd at Bodden Town Bypass (#9)	**89**	431	**80**	449	10%	9
to Curve ending (#82)	**114**	544	**103**	552	9%	10
to Curve starting near Spice Dr (#81)	**25**	569	**28**	581	-16%	-4
to Shamrock Rd at Condor Rd (#8)	**21**	590	**23**	604	-9%	-2
to School zone 15 mph (#80)	**14**	603	**18**	621	-31%	-4
to Shamrock Rd at Northward Rd (#7)	**60**	663	**47**	669	20%	12
to Shamrock Rd at Beach Bay Rd (#6)	**35**	697	**30**	698	14%	5
to Shamrock Rd at Will T Rd (#5)	**52**	749	**44**	742	16%	8
to Shamrock Rd at Agricola Dr (#4)	**50**	799	**51**	793	-4%	-2
to Shamrock Rd at Woodland Dr (#3)	**26**	824	**25**	818	2%	1
to Shamrock Rd at Lancelot Dr (#100)	**23**	847	**22**	840	3%	1
to Shamrock Rd at Hirst Rd (#2)	**55**	902	**48**	888	12%	7
Corridor Average	**902**		**888**		**1%**	**OK**

Table 10: PM Peak Hour Travel Times for Northbound Frank Sound Road

	FIELD DATA		VISUM SIMULATED DATA			
Intersection / Link Data	**Travel Time (sec)**		**Travel Time (sec)**		**VISUM Error**	
Node	**TT**	**CTT**	**TT_S**	**CTT_S**	**%Δ**	**Δ (sec)**
from Frank Sound Rd at Bodden Town Rd (#11)	**-**	-	**-**	-	-	-
to 120 - School Speed (#120)	**45**	45	**50**	50	-11%	-5
to Frank Sound Rd at Clifton Hunter HS (#12)	**18**	63	**11**	61	39%	7
to 121 - School Speed (#121)	**5**	68	**6**	67	-17%	-1
to curve starting at Lariat Rd (#122)	**14**	82	**12**	78	15%	2
to curve ending near Silver Thatch Plaza (#123)	**58**	140	**72**	151	-25%	-14
to end of bend near Beacon Farms (#125)	**82**	222	**93**	244	-14%	-11
to Frank Sound Rd at Old Robin Rd (#13)	**60**	282	**65**	309	-8%	-5
Corridor Average	**282**		**309**		**-10%**	**OK**

Table 11: PM Peak Hour Travel Times for Southbound Frank Sound Road

	FIELD DATA		VISUM SIMULATED DATA			
Intersection / Link Data	**Travel Time (sec)**		**Travel Time (sec)**		**VISUM Error**	
Node	**TT**	**CTT**	**TT_S**	**CTT_S**	**%Δ**	**Δ (sec)**
from Frank Sound Rd at Old Robin Rd (#13)	**-**	-	**-**	-	-	-
to End of bend near Beacon Farms (#125)	**57**	57	**65**	65	-14%	-8
to Curve ending near Silver Thatch Plaza (#123)	**85**	142	**94**	159	-10%	-9
to Curve starting at Lariat Rd (#122)	**60**	202	**72**	231	-21%	-12
to 121 - School Speed (#121)	**13**	215	**12**	243	8%	1
to Frank Sound Rd at Clifton Hunter HS (#12)	**5**	220	**6**	249	-17%	-1
to 120 - School Speed (#120)	**17**	237	**11**	260	36%	6
to Frank Sound Rd at Bodden Town Rd (#11)	**44**	281	**50**	310	-13%	-6
Corridor Average	**281**		**210**		**-10%**	**OK**

The journey time validation results for both AM and PM peak hours are shown in **Table 12** for the validation thresholds as defined by the WebTAG Unit M3-1. The travel times along all four corridors within the model study area met the 15% validation threshold for both AM and PM peak hours, indicating the model is well validated.

Table 12: Journey Time Validation

Simulated Measure	Validation Threshold	% Meeting Calibration Threshold	
		6:00 – 7:00 AM	5:00 – 6:00 PM
85% of all routes	Within 15%	100%	100%

Summary of Results

The traffic volumes and travel times were the primary metrics used to determine calibration of the AM and PM peak hour VISUM model assignments. The GCM produced traffic volumes and journey times within the validation criteria established by WebTag Unit M3-1, as shown in **Table 2** and **Table 12**, respectively. For both turning movement and link flow volumes, the GCM met the validation criteria for 100 percent of the count locations in both AM and PM peak hours. For the four travel time corridors along Shamrock Road / Bodden Town Road and Frank Sound Road, the GCM produced journey times satisfying the validation criteria for both AM and PM peak hours.

In summary, based on this comparison against field-collected traffic volume and travel time data, the Grand Cayman Travel Demand Model vehicle assignment is considered well calibrated for both AM and PM peak hours.

References

Department for Transport. (2020). *TAG UNIT M3.1 Highway Assignment Modelling*.https://www.gov.uk/government/publications/webtag-tag-unit-m3-1-highway-assignment-modelling

Federal Highway Administration. (2010). *Travel Model Validation and Reasonability Checking Manual Second Edition*

Attachment D: VISTRO Reports

Attachment D1

2021 Base VISTRO Reports

Intersection Level Of Service Report
Intersection 101: East-West Arterial Road at Hirst Road

Control Type:	Two-way stop	Delay (sec / veh):	28.6
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.240

Intersection Setup

Name	Hirst Rd		Hirst Rd		East-West Arterial	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Hirst Rd		Hirst Rd		East-West Arterial	
Base Volume Input [veh/h]	0	80	702	0	55	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	80	702	0	55	31
Peak Hour Factor	1.0000	0.6400	0.6400	1.0000	0.6400	0.6400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	31	274	0	21	12
Total Analysis Volume [veh/h]	0	125	1097	0	86	48
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.09	0.24
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	9.26	28.56
Movement LOS		A	A		A	D
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.30	0.90
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	7.61	22.58
d_A, Approach Delay [s/veh]	0.00		0.00		16.17	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	1.60					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 102: East-West Arterial Road at Hirst Road

Control Type:	Two-way stop	Delay (sec / veh):	11.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.608

Intersection Setup

Name	Hirst Rd		Hirst Rd		East-West Arterial	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Hirst Rd		Hirst Rd		East-West Arterial	
Base Volume Input [veh/h]	121	80	159	574	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	121	80	159	574	0	0
Peak Hour Factor	0.6400	0.6400	0.6400	0.6400	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	31	62	224	0	0
Total Analysis Volume [veh/h]	189	125	248	897	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.61	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	11.16	0.00	0.00
Movement LOS	A	A	A	B		
95th-Percentile Queue Length [veh/ln]	0.00	0.00	4.39	4.39	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	109.87	109.87	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		8.74		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	6.86					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	12.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.169

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	116	88	0	0	295	9	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	116	88	0	0	295	9	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9000	0.9000	1.0000	1.0000	0.9000	0.9000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	32	24	0	0	82	3	0	0	0
Total Analysis Volume [veh/h]	0	0	0	129	98	0	0	328	10	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance		No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.18	0.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	11.11	12.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS				B	B			A	A			
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.65	0.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	16.28	15.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			11.70			0.00			0.00		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	4.70											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	130.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.829

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	31	0	0	0	12	85	0	0	0	8	1175	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	31	0	0	0	12	85	0	0	0	8	1175	0
Peak Hour Factor	0.9000	1.0000	1.0000	1.0000	0.9000	0.9000	1.0000	1.0000	1.0000	0.9000	0.9000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	0	0	0	3	24	0	0	0	2	326	0
Total Analysis Volume [veh/h]	34	0	0	0	13	94	0	0	0	9	1306	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.17	0.00	0.00	0.00	0.08	0.83	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	27.16	0.00	0.00	0.00	121.18	130.33	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	D				F	F				A	A	
95th-Percentile Queue Length [veh/ln]	0.61	0.00	0.00	0.00	5.71	5.71	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	15.26	0.00	0.00	0.00	142.72	142.72	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	27.16			129.22			0.00			0.00		
Approach LOS	D			F			A			A		
d_I, Intersection Delay [s/veh]	10.13											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 203: Shamrock Road atHirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	12.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.220

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	124	340	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	124	340	0	0	0
Peak Hour Factor	1.0000	0.9000	0.9000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	34	94	0	0	0
Total Analysis Volume [veh/h]	0	138	378	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.22	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	12.34	0.00	0.00	0.00	0.00
Movement LOS		B	A			
95th-Percentile Queue Length [veh/ln]	0.00	0.83	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	20.85	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.34		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	3.30					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.064

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	3	0	0	4	0	42	12	277	0	0	1108	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	0	0	4	0	42	12	277	0	0	1108	1
Peak Hour Factor	0.5600	0.5600	0.5600	0.5600	0.5600	0.5600	0.5600	0.5600	0.5600	0.5600	0.5600	0.5600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	2	0	19	5	124	0	0	495	0
Total Analysis Volume [veh/h]	5	0	0	7	0	75	21	495	0	0	1979	2
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	10000.	10000.	10000.	10000.	10000.	10000.	0.00	0.00	17.16	0.00	0.00	8.40
Movement LOS	F	F	F	F	F	F	A	A	C	A	A	A
95th-Percentile Queue Length [veh/ln]	1.72	1.72	1.72	12.68	12.68	12.68	0.00	0.00	0.00	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	42.93	42.93	42.93	316.90	316.90	316.90	0.00	0.00	0.00	0.14	0.14	0.14
d_A, Approach Delay [s/veh]	10000.00			10000.00			0.00			0.01		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	336.69											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive

Control Type:	Two-way stop	Delay (sec / veh):	32.2
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.043

Intersection Setup

Name	Agricola Dr		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Agricola Dr		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	6	6	273	8	8	1103
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	6	273	8	8	1103
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	2	72	2	2	290
Total Analysis Volume [veh/h]	6	6	287	8	8	1161
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.04	0.00	0.01	0.00	0.01
d_M, Delay for Movement [s/veh]	21.57	32.23	0.00	11.03	0.00	0.00
Movement LOS	C	D	A	B	A	A
95th-Percentile Queue Length [veh/ln]	0.22	0.22	0.04	0.04	0.00	0.00
95th-Percentile Queue Length [ft/ln]	5.42	5.42	1.00	1.00	0.00	0.00
d_A, Approach Delay [s/veh]	26.90		0.30		0.00	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	0.28					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	25.1
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.032

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	7	0	6	3	0	4	0	293	0	0	820	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	0	6	3	0	4	0	293	0	0	820	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	2	1	0	1	0	73	0	0	205	0
Total Analysis Volume [veh/h]	7	0	6	3	0	4	0	293	0	0	820	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.03	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	15.27	22.87	25.08	10.15	22.48	25.03	0.00	0.00	9.40	0.00	0.00	7.81
Movement LOS	C	C	D	B	C	D	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.16	0.16	0.16	0.08	0.08	0.08	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.99	3.99	3.99	1.99	1.99	1.99	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	19.80			18.65			0.00			0.00		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	0.34											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	316.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.427

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	126	20	294	9	13	694
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	126	20	294	9	13	694
Peak Hour Factor	0.5600	0.5600	0.5600	0.5600	0.5600	0.5600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	56	9	131	4	6	310
Total Analysis Volume [veh/h]	225	36	525	16	23	1239
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop		Free		Free	
Flared Lane	No					
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance	No					
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	1.06	0.43	0.01	0.03	0.00	0.01
d_M, Delay for Movement [s/veh]	290.87	316.66	0.00	11.65	0.00	0.00
Movement LOS	F	F	A	B	A	A
95th-Percentile Queue Length [veh/ln]	16.56	16.56	0.09	0.09	0.00	0.00
95th-Percentile Queue Length [ft/ln]	414.00	414.00	2.21	2.21	0.00	0.00
d_A, Approach Delay [s/veh]	294.43		0.34		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	37.32					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	43.8
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.521

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	22	83	56	271	596	75
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	83	56	271	596	75
Peak Hour Factor	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	24	16	78	171	22
Total Analysis Volume [veh/h]	25	95	64	311	685	86
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.52	0.00	0.00	0.01	0.07
d_M, Delay for Movement [s/veh]	29.21	43.83	0.00	0.00	0.00	8.25
Movement LOS	D	E	A	A	A	A
95th-Percentile Queue Length [veh/ln]	3.01	3.01	0.00	0.00	0.23	0.23
95th-Percentile Queue Length [ft/ln]	75.15	75.15	0.00	0.00	5.81	5.81
d_A, Approach Delay [s/veh]	40.78		0.00		0.92	
Approach LOS	E		A		A	
d_I, Intersection Delay [s/veh]	4.43					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	27.3
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.567

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	3	0	0	2	0	205	55	242	0	0	407	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	0	0	2	0	205	55	242	0	0	407	4
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	1	0	51	14	61	0	0	102	1
Total Analysis Volume [veh/h]	3	0	0	2	0	205	55	242	0	0	407	4
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.57	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.58	15.06	14.96	21.98	27.01	27.29	0.00	0.00	8.10	0.00	0.00	7.83
Movement LOS	B	C	B	C	D	D	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	3.39	3.39	3.39	0.00	0.00	0.00	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.35	0.35	0.35	84.63	84.63	84.63	0.00	0.00	0.00	0.24	0.24	0.24
d_A, Approach Delay [s/veh]	10.58			27.24			0.00			0.08		
Approach LOS	B			D			A			A		
d_I, Intersection Delay [s/veh]	6.21											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 902: Bodden Town Road at Bodden Town Bypass

Control Type:	Two-way stop	Delay (sec / veh):	14.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.055

Intersection Setup

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	35	20	11	228	338	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	35	20	11	228	338	23
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	6	3	64	95	6
Total Analysis Volume [veh/h]	39	22	12	256	380	26
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.05	0.00	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	10.33	14.69	0.00	0.00	0.00	7.81
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.35	0.35	0.00	0.00	0.06	0.06
95th-Percentile Queue Length [ft/ln]	8.72	8.72	0.00	0.00	1.52	1.52
d_A, Approach Delay [s/veh]	11.90		0.00		0.50	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.26					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Two-way stop	Delay (sec / veh):	11.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.027

Intersection Setup

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	0	14	1	192	257	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	14	1	192	257	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	4	0	51	68	0
Total Analysis Volume [veh/h]	0	15	1	202	271	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.45	11.69	0.00	0.00	0.00	7.61
Movement LOS	A	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.08	0.08	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.09	2.09	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.69		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.36					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1100: Frank Sound Road at Bodden Town Road

Control Type:	Two-way stop	Delay (sec / veh):	11.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.236

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	10	150	90	77	58	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	150	90	77	58	12
Peak Hour Factor	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	44	26	23	17	4
Total Analysis Volume [veh/h]	12	176	106	91	68	14
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.24	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	10.54	11.41	0.00	0.00	0.00	7.40
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.98	0.98	0.00	0.00	0.03	0.03
95th-Percentile Queue Length [ft/ln]	24.57	24.57	0.00	0.00	0.70	0.70
d_A, Approach Delay [s/veh]	11.35		0.00		1.26	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	4.79					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Two-way stop	Delay (sec / veh):	11.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.122

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		High School Access	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	15.00		20.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd		High School Access	
Base Volume Input [veh/h]	59	55	75	69	52	81
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	59	55	75	69	52	81
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	14	19	17	13	20
Total Analysis Volume [veh/h]	59	55	75	69	52	81
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.05	0.05	0.12
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	7.54	9.68	11.42
Movement LOS	A	A	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.15	0.15	0.63	0.63
95th-Percentile Queue Length [ft/ln]	0.00	0.00	3.64	3.64	15.78	15.78
d_A, Approach Delay [s/veh]	0.00		3.61		10.74	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	4.98					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	10.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.009

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	78	21	11	40	31	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	78	21	11	40	31	5
Peak Hour Factor	0.7300	0.7300	0.7300	0.7300	0.7300	0.7300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	7	4	14	11	2
Total Analysis Volume [veh/h]	107	29	15	55	42	7
Pedestrian Volume [ped/h]	0		0		0	

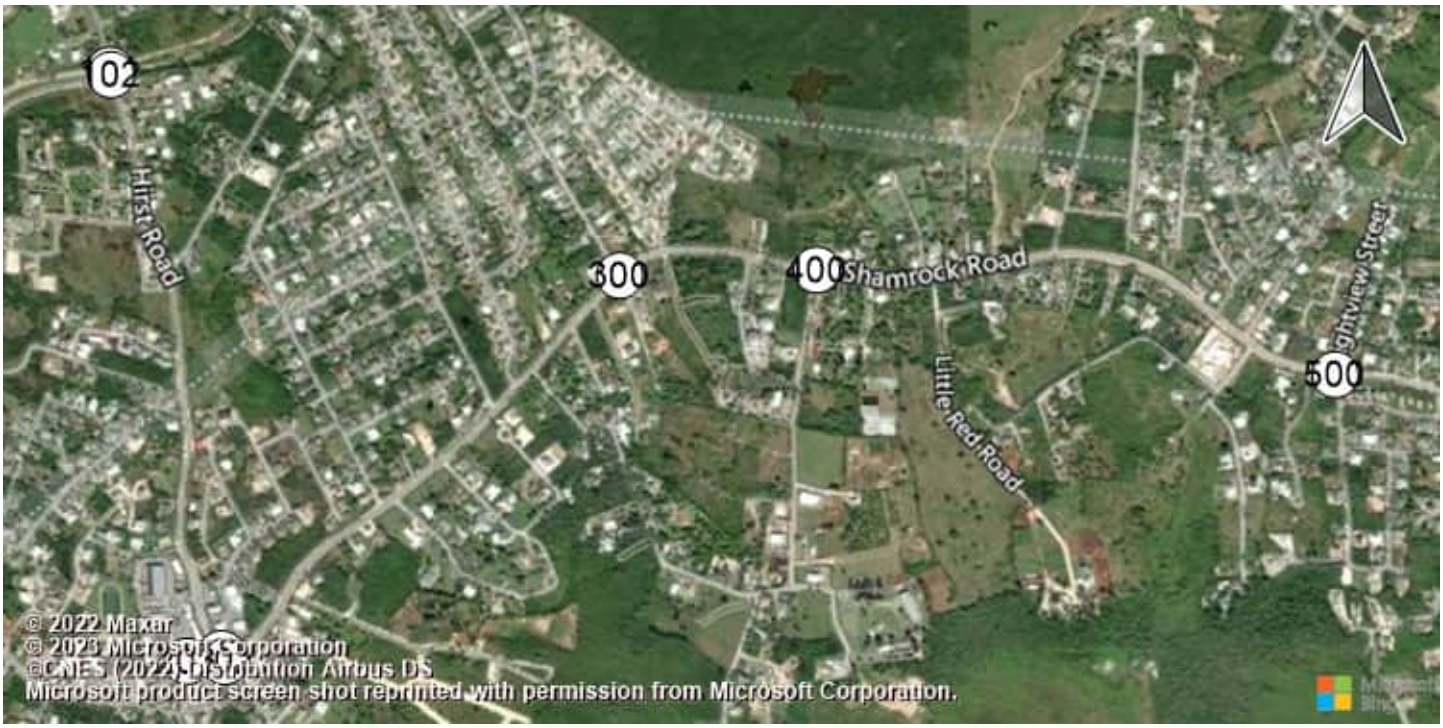
Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

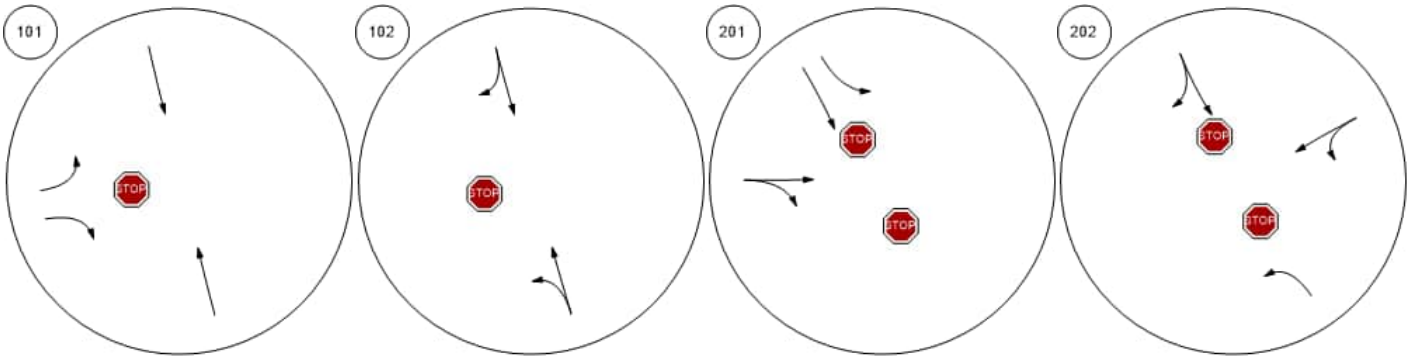
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.00	0.00	0.04	0.01
d_M, Delay for Movement [s/veh]	0.00	7.38	0.00	0.00	8.77	10.00
Movement LOS	A	A	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.06	0.06	0.00	0.00	0.16	0.16
95th-Percentile Queue Length [ft/ln]	1.44	1.44	0.00	0.00	4.03	4.03
d_A, Approach Delay [s/veh]	1.57		0.00		8.95	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.56					
Intersection LOS	B					

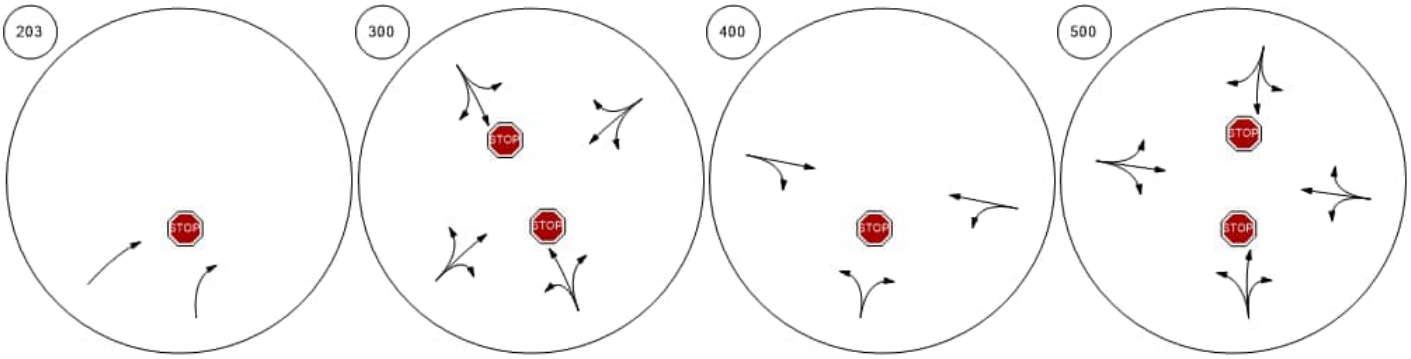
Lane Configuration and Traffic Control



East-West Arterial Road at Hi East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (

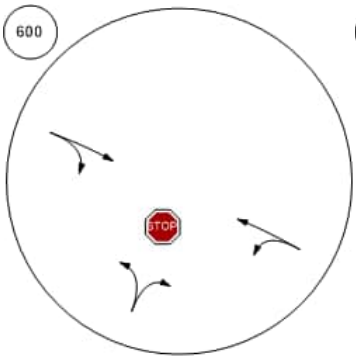


Shamrock Road atHirst Road Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview

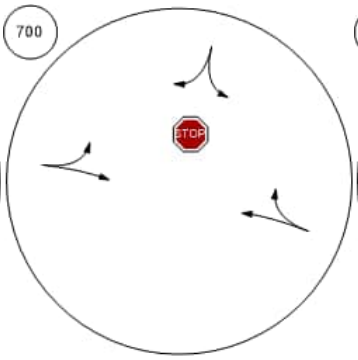


Lane Configuration and Traffic Control

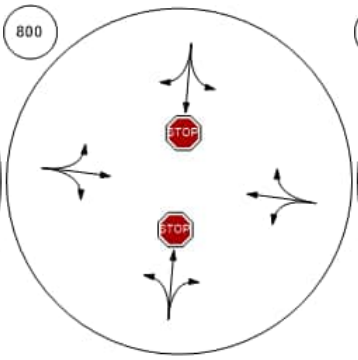
Shamrock Road at Beach Ba



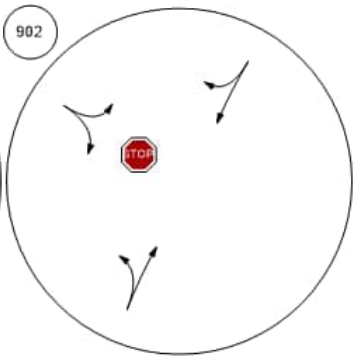
Shamrock Road at Northward



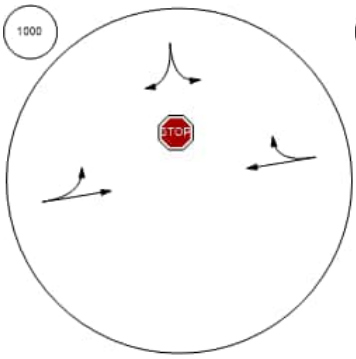
Shamrock Road at Condor R



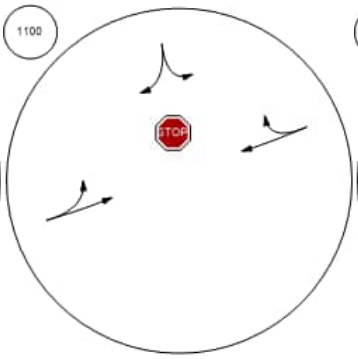
Bodden Town Road at Bodde



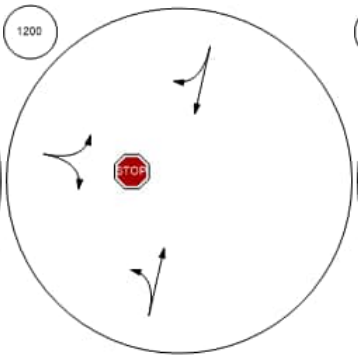
Bodden Town Road at Long



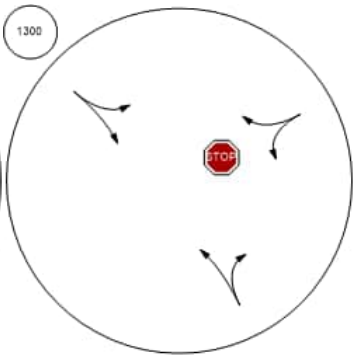
Frank Sound Road at Bodde



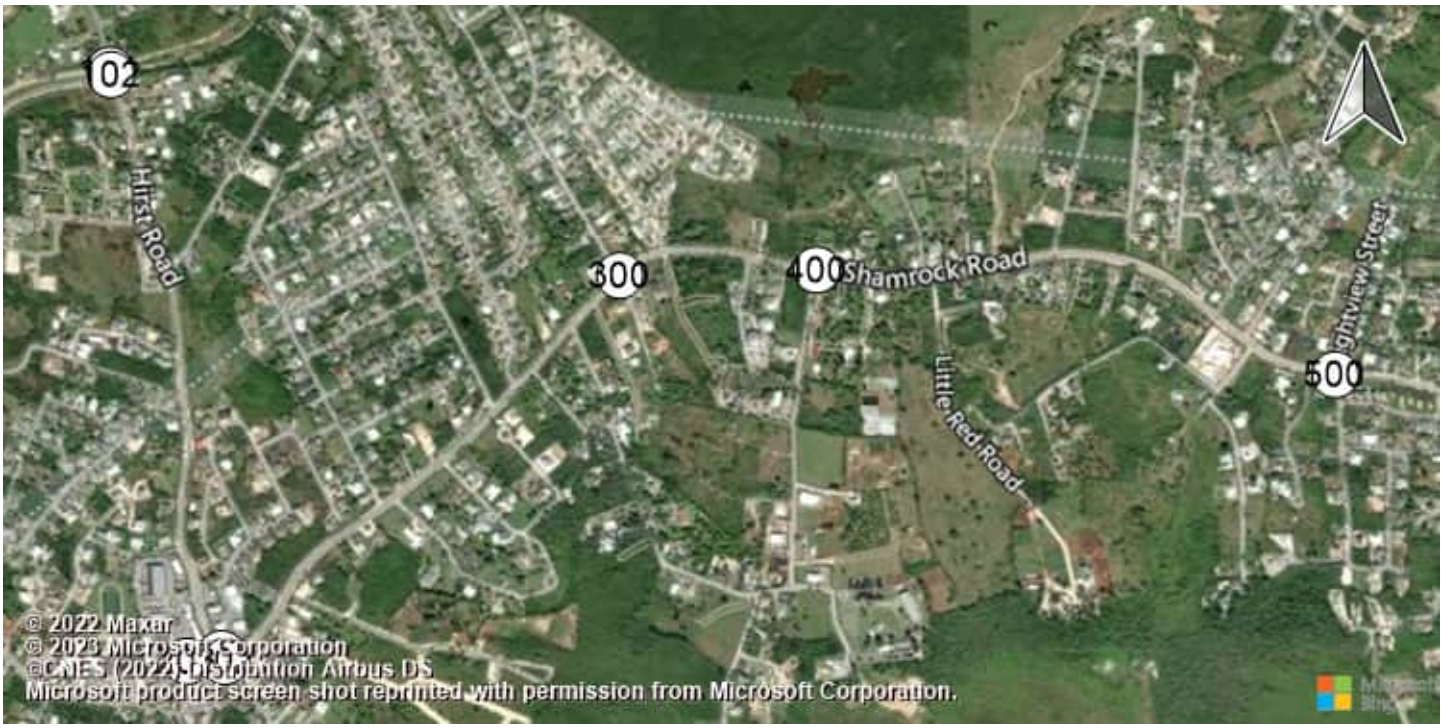
Frank Sound Road at Clifton



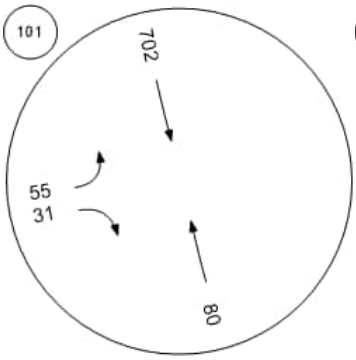
Frank Sound Road at North S



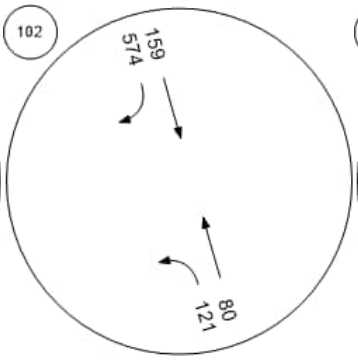
Traffic Volume - Base Volume



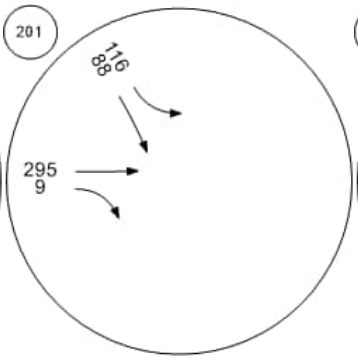
East-West Arterial Road at Hi



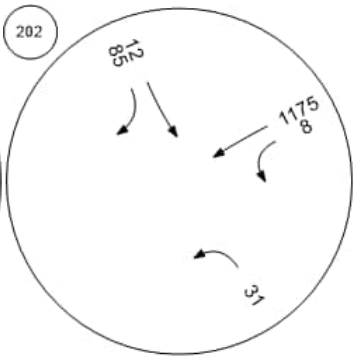
East-West Arterial Road at Hi



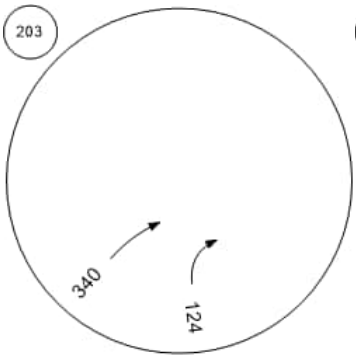
Shamrock Road at Hirst Rd (



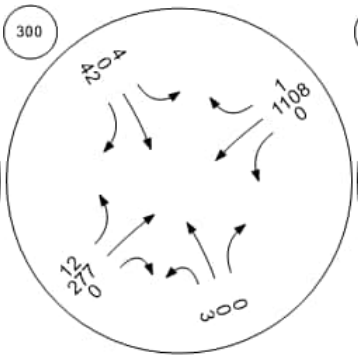
Shamrock Road at Hirst Rd (



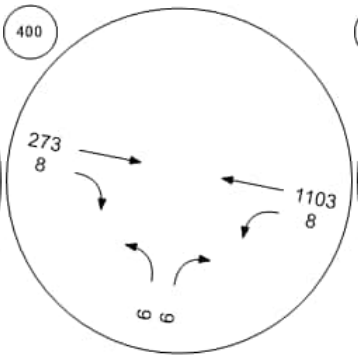
Shamrock Road at Hirst Road



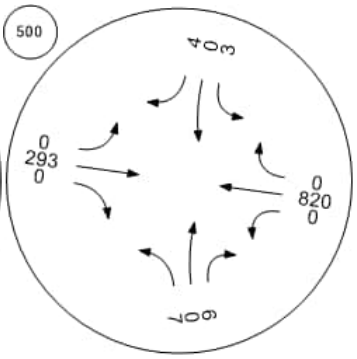
Shamrock Road at Woodland



Shamrock Road at Agricola D

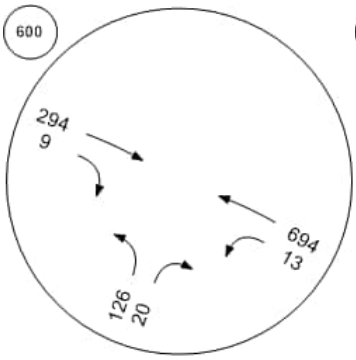


Shamrock Road at Brightview

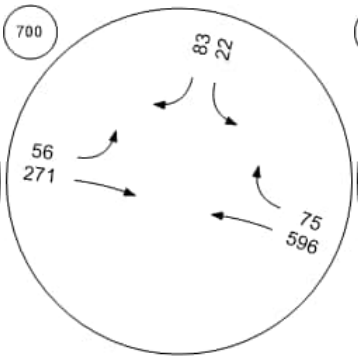


Traffic Volume - Base Volume

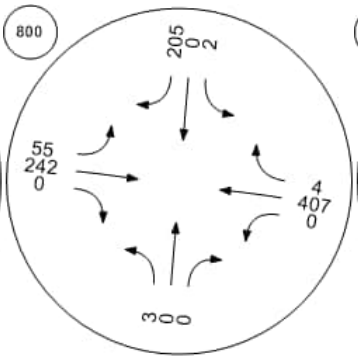
Shamrock Road at Beach Ba



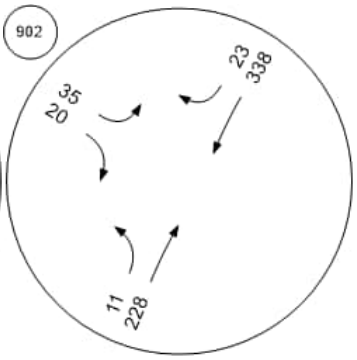
Shamrock Road at Northward



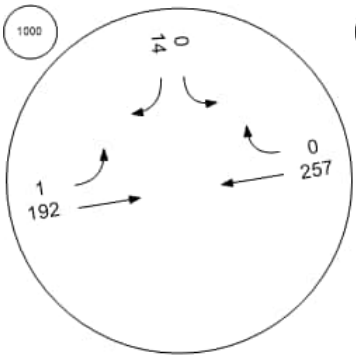
Shamrock Road at Condor R



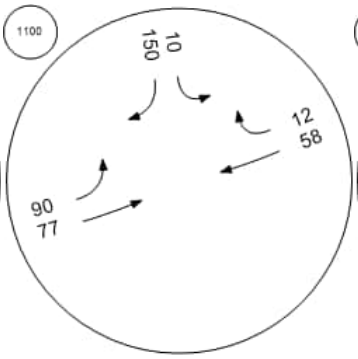
Bodden Town Road at Bodde



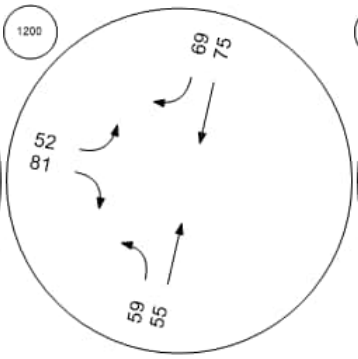
Bodden Town Road at Long



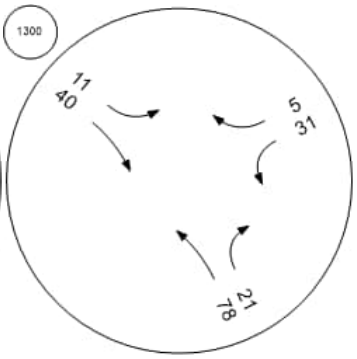
Frank Sound Road at Bodde



Frank Sound Road at Clifton



Frank Sound Road at North S



Intersection Level Of Service Report
Intersection 101: East-West Arterial Road at Hirst Road

Control Type:	Two-way stop	Delay (sec / veh):	22.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.623

Intersection Setup

Name	Hirst Rd		Hirst Rd		East-West Arterial	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Hirst Rd		Hirst Rd		East-West Arterial	
Base Volume Input [veh/h]	0	202	289	0	381	304
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	202	289	0	381	304
Peak Hour Factor	1.0000	0.9400	0.9400	1.0000	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	54	77	0	101	81
Total Analysis Volume [veh/h]	0	215	307	0	405	323
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.49	0.62
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	13.40	22.73
Movement LOS		A	A		B	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	2.72	4.23
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	67.99	105.64
d_A, Approach Delay [s/veh]	0.00		0.00		17.54	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	10.21					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 102: East-West Arterial Road at Hirst Road

Control Type:	Two-way stop	Delay (sec / veh):	7.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.103

Intersection Setup

Name	Hirst Rd		Hirst Rd		East-West Arterial	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Hirst Rd		Hirst Rd		East-West Arterial	
Base Volume Input [veh/h]	115	202	460	133	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	115	202	460	133	0	0
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	54	122	35	0	0
Total Analysis Volume [veh/h]	122	215	489	141	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.10	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	7.94	0.00	0.00
Movement LOS	A	A	A	A		
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.34	0.34	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	8.61	8.61	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		1.78		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.16					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	82.2
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.009

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	356	157	0	0	760	28	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	356	157	0	0	760	28	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	96	42	0	0	204	8	0	0	0
Total Analysis Volume [veh/h]	0	0	0	383	169	0	0	817	30	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance		No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	1.01	0.58	0.00	0.00	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	82.21	33.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS				F	D			A	A			
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	12.20	3.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	305.10	85.95	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			67.33			0.00			0.00		
Approach LOS	A			F			A			A		
d_I, Intersection Delay [s/veh]	26.57											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	16.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.312

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	30	0	0	0	38	147	0	0	0	17	397	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	0	0	0	38	147	0	0	0	17	397	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	0	0	0	10	40	0	0	0	5	107	0
Total Analysis Volume [veh/h]	32	0	0	0	41	158	0	0	0	18	427	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.00	0.00	0.08	0.31	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.07	0.00	0.00	0.00	16.55	16.61	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	B				C	C				A	A	
95th-Percentile Queue Length [veh/ln]	0.16	0.00	0.00	0.00	1.85	1.85	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.04	0.00	0.00	0.00	46.16	46.16	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.07			16.59			0.00			0.00		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	5.41											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 203: Shamrock Road atHirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	36.7
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.600

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	150	939	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	150	939	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	40	252	0	0	0
Total Analysis Volume [veh/h]	0	161	1010	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.60	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	36.74	0.00	0.00	0.00	0.00
Movement LOS		E	A			
95th-Percentile Queue Length [veh/ln]	0.00	3.56	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	89.03	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	36.74		0.00		0.00	
Approach LOS	E		A		A	
d_I, Intersection Delay [s/veh]	5.05					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	54.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.112

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	8	0	9	23	1056	2	1	512	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	8	0	9	23	1056	2	1	512	3
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	2	0	2	6	272	1	0	132	1
Total Analysis Volume [veh/h]	0	0	0	8	0	9	24	1089	2	1	528	3
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop			Stop			Free			Free		
Flared Lane	No			No								
Storage Area [veh]	0			0			0			0		
Two-Stage Gap Acceptance	No			No								
Number of Storage Spaces in Median	0			0			0			0		

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.03	0.00	0.11	0.00	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	11.50	41.56	51.51	23.81	45.94	54.75	0.00	0.00	8.44	0.00	0.00	10.70
Movement LOS	B	E	F	C	E	F	A	A	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.48	0.48	0.48	0.01	0.01	0.01	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	12.03	12.03	12.03	0.14	0.14	0.14	0.36	0.36	0.36
d_A, Approach Delay [s/veh]	34.86			40.19			0.02			0.06		
Approach LOS	D			E			A			A		
d_I, Intersection Delay [s/veh]	0.44											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive

Control Type:	Two-way stop	Delay (sec / veh):	44.4
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.022

Intersection Setup

Name	Agricola Dr		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Agricola Dr		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	4	2	1049	15	18	512
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	2	1049	15	18	512
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	285	4	5	139
Total Analysis Volume [veh/h]	4	2	1140	16	20	557
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop		Free		Free	
Flared Lane	No					
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance	No					
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.02	0.01	0.02	0.00	0.01
d_M, Delay for Movement [s/veh]	12.36	44.37	0.00	8.63	0.00	0.00
Movement LOS	B	E	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.09	0.09	0.05	0.05	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.25	2.25	1.21	1.21	0.00	0.00
d_A, Approach Delay [s/veh]	23.03		0.12		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.16					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	44.6
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	1	0	0	0	9	938	18	54	457	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	1	0	0	0	9	938	18	54	457	28
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	2	235	5	14	114	7
Total Analysis Volume [veh/h]	0	0	1	0	0	0	9	938	18	54	457	28
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.01	0.02	0.00	0.00	0.04
d_M, Delay for Movement [s/veh]	11.56	38.49	44.61	16.20	39.12	44.18	0.00	0.00	8.44	0.00	0.00	10.11
Movement LOS	B	E	E	C	E	E	A	A	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.03	0.03	0.03	0.00	0.00	0.00	0.05	0.05	0.05	0.12	0.12	0.12
95th-Percentile Queue Length [ft/ln]	0.82	0.82	0.82	0.00	0.00	0.00	1.29	1.29	1.29	2.97	2.97	2.97
d_A, Approach Delay [s/veh]	44.61			33.17			0.16			0.53		
Approach LOS	E			D			A			A		
d_I, Intersection Delay [s/veh]	0.32											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	56.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.292

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	44	24	864	75	18	495
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	44	24	864	75	18	495
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	7	237	21	5	136
Total Analysis Volume [veh/h]	48	26	949	82	20	544
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.29	0.01	0.08	0.00	0.01
d_M, Delay for Movement [s/veh]	22.74	56.47	0.00	8.85	0.00	0.00
Movement LOS	C	F	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.67	1.67	0.26	0.26	0.00	0.00
95th-Percentile Queue Length [ft/ln]	41.66	41.66	6.56	6.56	0.00	0.00
d_A, Approach Delay [s/veh]	34.59		0.70		0.00	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	1.97					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	63.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.577

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	53	84	163	639	471	58
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	53	84	163	639	471	58
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	22	42	165	121	15
Total Analysis Volume [veh/h]	55	87	168	659	486	60
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop		Free		Free	
Flared Lane	No					
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance	No					
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.58	0.00	0.01	0.00	0.07
d_M, Delay for Movement [s/veh]	48.12	63.38	0.00	0.00	0.00	9.78
Movement LOS	E	F	A	A	A	A
95th-Percentile Queue Length [veh/ln]	4.51	4.51	0.00	0.00	0.24	0.24
95th-Percentile Queue Length [ft/ln]	112.65	112.65	0.00	0.00	5.96	5.96
d_A, Approach Delay [s/veh]	57.47		0.00		1.07	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	5.77					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	33.1
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.393

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	1	0	0	5	0	82	192	487	1	0	426	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	0	5	0	82	192	487	1	0	426	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	1	0	21	48	122	0	0	107	3
Total Analysis Volume [veh/h]	1	0	0	5	0	82	192	487	1	0	426	12
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.39	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	10.70	22.89	22.48	22.81	31.53	33.11	0.00	0.00	8.15	0.00	0.00	8.95
Movement LOS	B	C	C	C	D	D	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	1.82	1.82	1.82	0.00	0.00	0.00	0.04	0.04	0.04
95th-Percentile Queue Length [ft/ln]	0.12	0.12	0.12	45.52	45.52	45.52	0.07	0.07	0.07	0.99	0.99	0.99
d_A, Approach Delay [s/veh]	10.70			32.52			0.01			0.25		
Approach LOS	B			D			A			A		
d_I, Intersection Delay [s/veh]	2.45											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 902: Bodden Town Road at Bodden Town Bypass

Control Type:	Two-way stop	Delay (sec / veh):	23.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.191

Intersection Setup

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	47	45	27	452	360	58
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	47	45	27	452	360	58
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	12	7	120	96	15
Total Analysis Volume [veh/h]	50	48	29	481	383	62
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop		Free		Free	
Flared Lane	No					
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance	No					
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.19	0.00	0.00	0.00	0.06
d_M, Delay for Movement [s/veh]	15.11	23.23	0.00	0.00	0.00	8.59
Movement LOS	C	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.11	1.11	0.00	0.00	0.19	0.19
95th-Percentile Queue Length [ft/ln]	27.87	27.87	0.00	0.00	4.63	4.63
d_A, Approach Delay [s/veh]	19.08		0.00		1.20	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	2.28					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Two-way stop	Delay (sec / veh):	16.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.038

Intersection Setup

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	0	12	24	393	353	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	12	24	393	353	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	7	108	97	0
Total Analysis Volume [veh/h]	0	13	26	432	388	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.25	15.96	0.00	0.00	0.00	8.23
Movement LOS	B	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.12	0.12	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.96	2.96	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	15.96		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.24					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1100: Frank Sound Road at Bodden Town Road

Control Type:	Two-way stop	Delay (sec / veh):	15.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.344

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	21	180	190	129	137	26
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	180	190	129	137	26
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	48	51	35	37	7
Total Analysis Volume [veh/h]	23	194	204	139	147	28
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.34	0.00	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	13.12	15.03	0.00	0.00	0.00	7.52
Movement LOS	B	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.72	1.72	0.00	0.00	0.06	0.06
95th-Percentile Queue Length [ft/ln]	43.02	43.02	0.00	0.00	1.47	1.47
d_A, Approach Delay [s/veh]	14.83		0.00		1.20	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	4.66					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Two-way stop	Delay (sec / veh):	15.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.218

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		High School Access	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd		High School Access	
Base Volume Input [veh/h]	81	130	106	110	89	107
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	81	130	106	110	89	107
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	33	27	28	22	27
Total Analysis Volume [veh/h]	81	130	106	110	89	107
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.08	0.10	0.22
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	7.85	11.83	15.06
Movement LOS	A	A	A	A	B	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.26	0.26	1.37	1.37
95th-Percentile Queue Length [ft/ln]	0.00	0.00	6.53	6.53	34.29	34.29
d_A, Approach Delay [s/veh]	0.00		4.00		13.59	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	5.66					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	11.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.044

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	125	23	35	121	57	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	125	23	35	121	57	25
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	6	10	34	16	7
Total Analysis Volume [veh/h]	140	26	39	136	64	28
Pedestrian Volume [ped/h]	0		0		0	

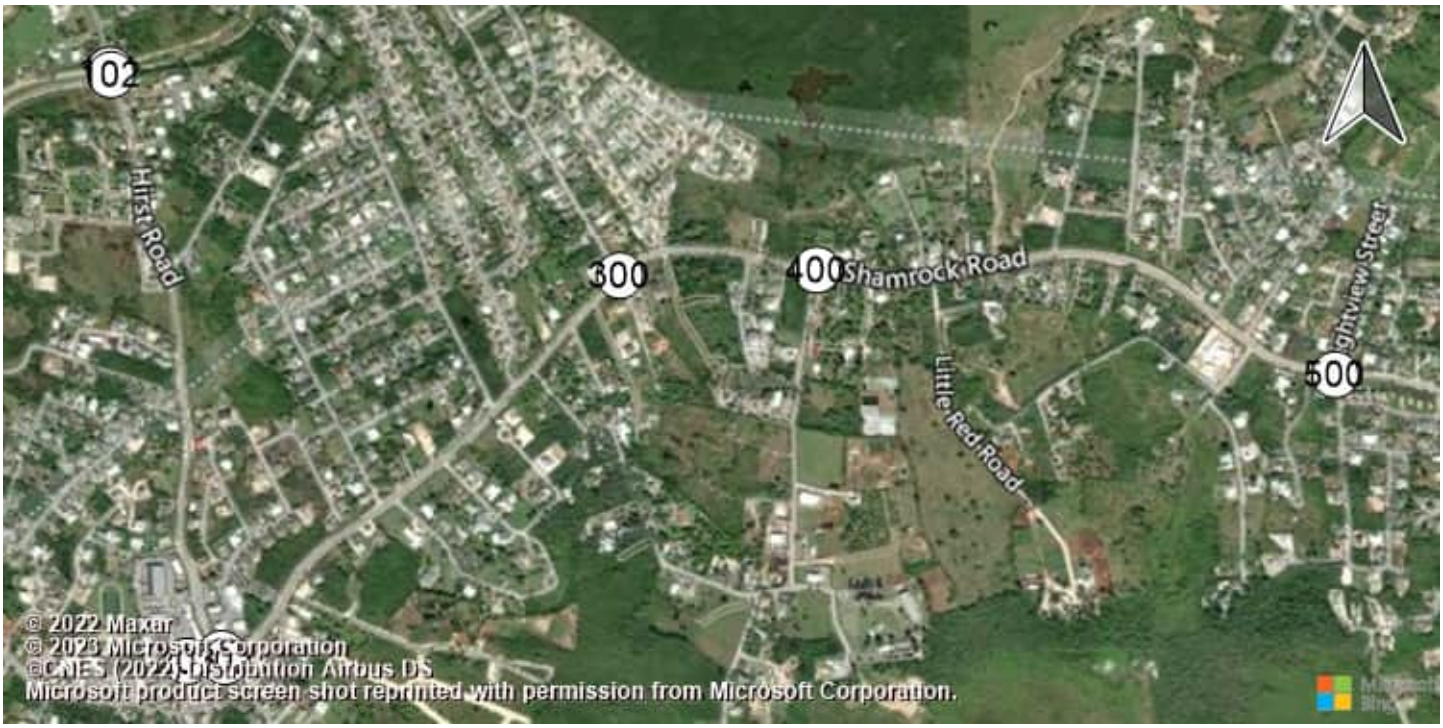
Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

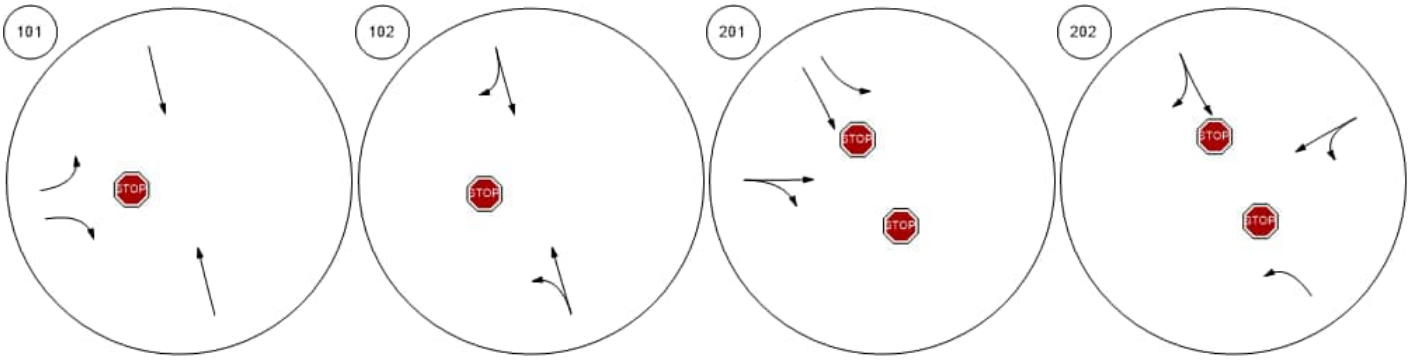
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.00	0.00	0.07	0.04
d_M, Delay for Movement [s/veh]	0.00	7.59	0.00	0.00	9.61	11.21
Movement LOS	A	A	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.06	0.06	0.00	0.00	0.39	0.39
95th-Percentile Queue Length [ft/ln]	1.40	1.40	0.00	0.00	9.72	9.72
d_A, Approach Delay [s/veh]	1.19		0.00		10.09	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.60					
Intersection LOS	B					

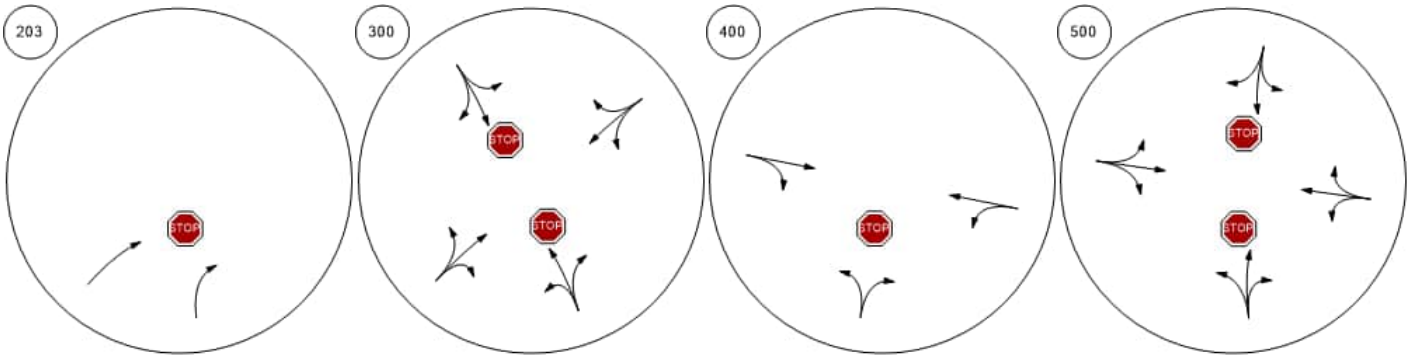
Lane Configuration and Traffic Control



East-West Arterial Road at Hi East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (

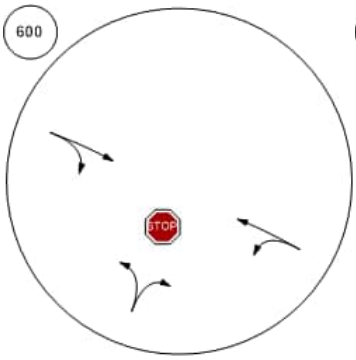


Shamrock Road atHirst Road Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview

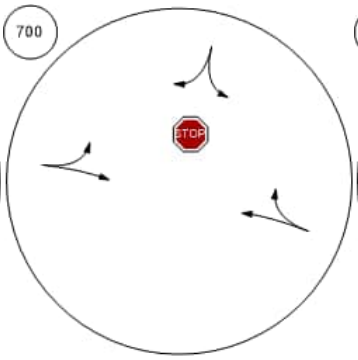


Lane Configuration and Traffic Control

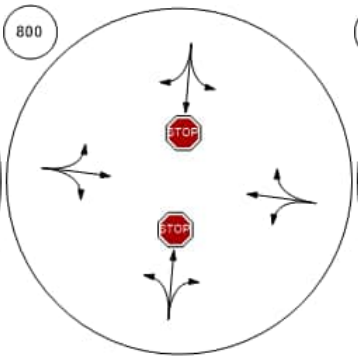
Shamrock Road at Beach Ba



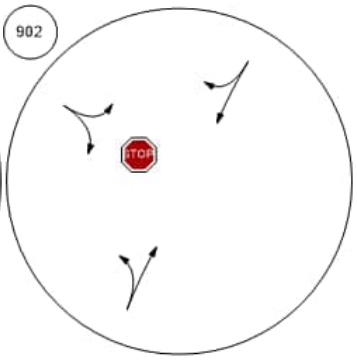
Shamrock Road at Northward



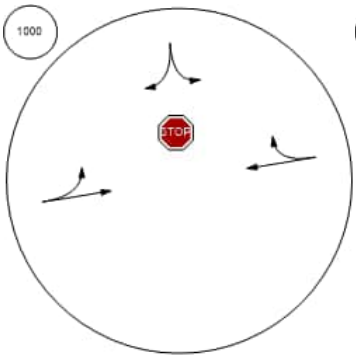
Shamrock Road at Condor R



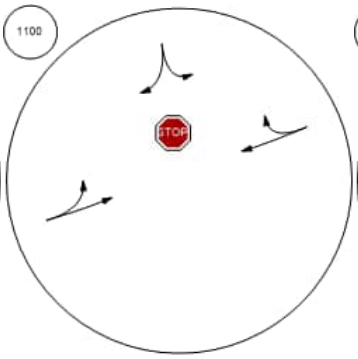
Bodden Town Road at Bodde



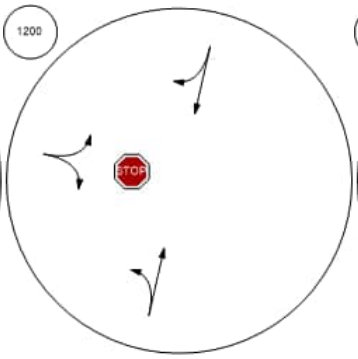
Bodden Town Road at Long



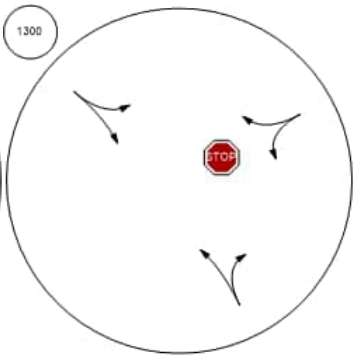
Frank Sound Road at Bodde



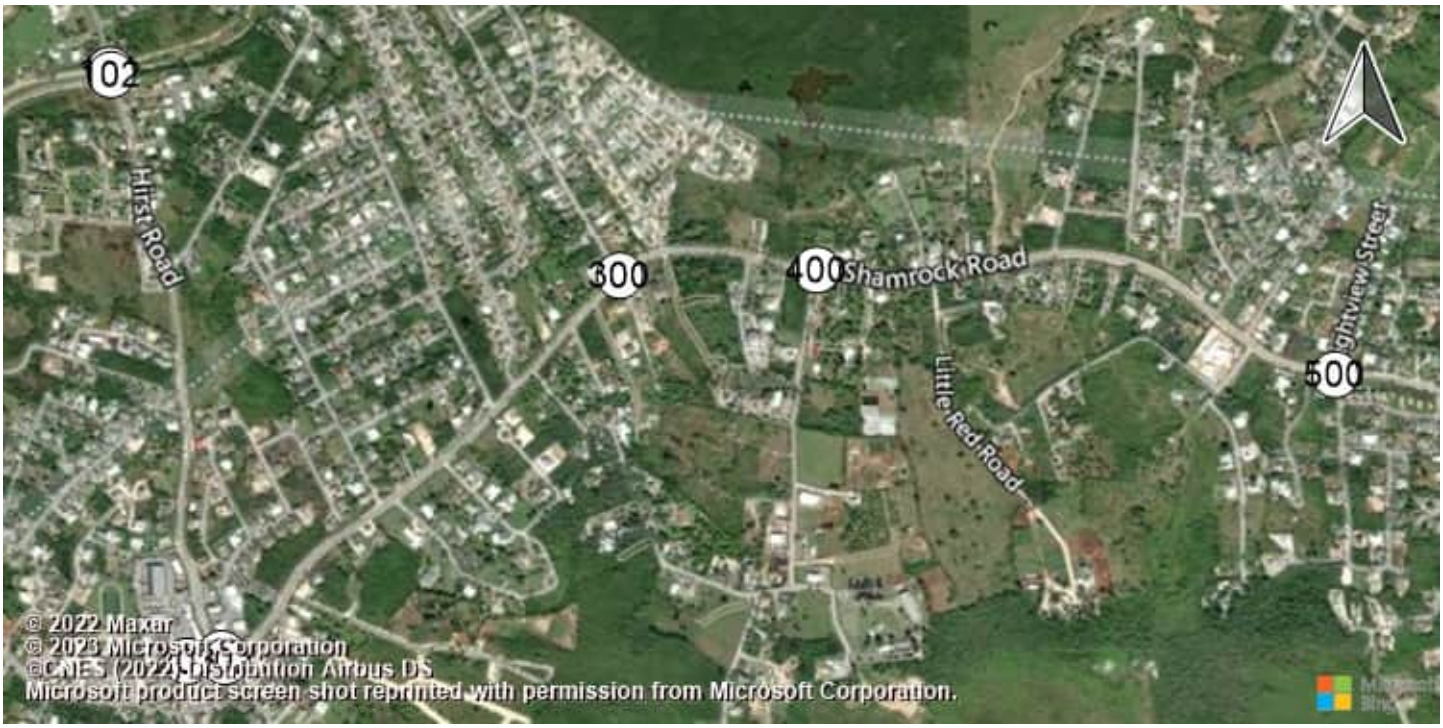
Frank Sound Road at Clifton



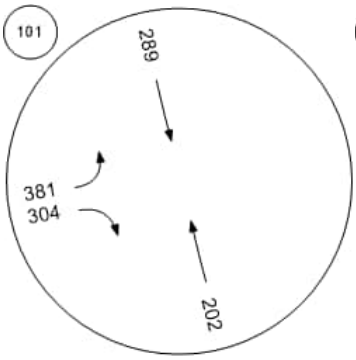
Frank Sound Road at North S



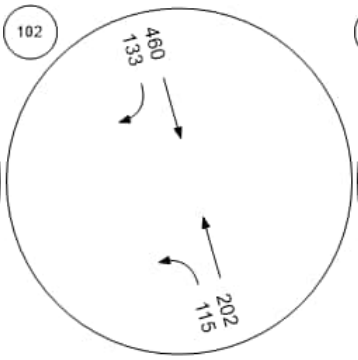
Traffic Volume - Base Volume



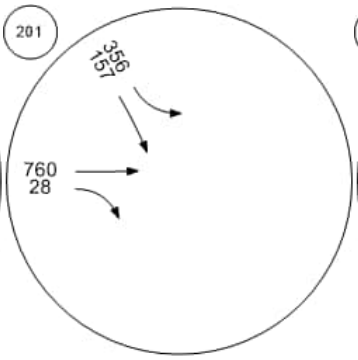
East-West Arterial Road at Hi



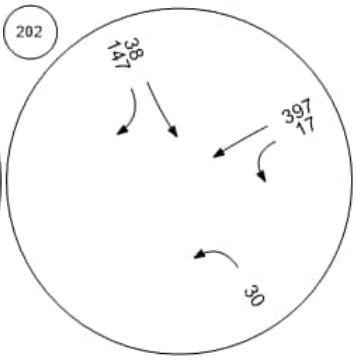
East-West Arterial Road at Hi



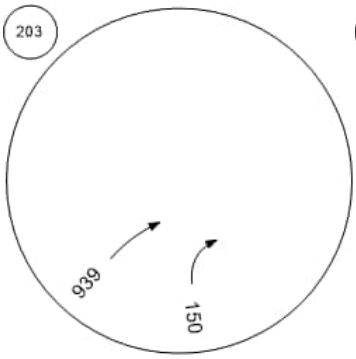
Shamrock Road at Hirst Rd (



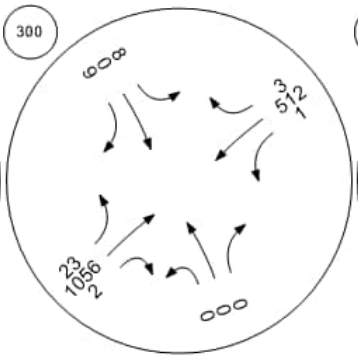
Shamrock Road at Hirst Rd (



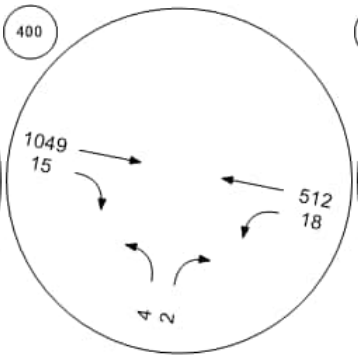
Shamrock Road at Hirst Road



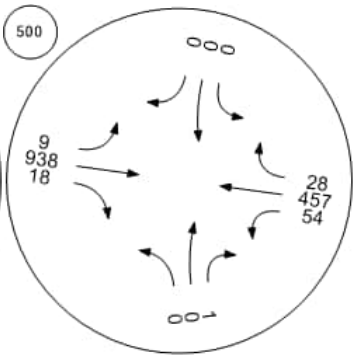
Shamrock Road at Woodland



Shamrock Road at Agricola D

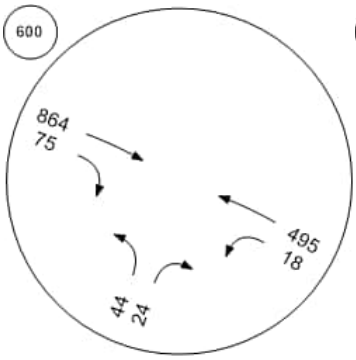


Shamrock Road at Brightview

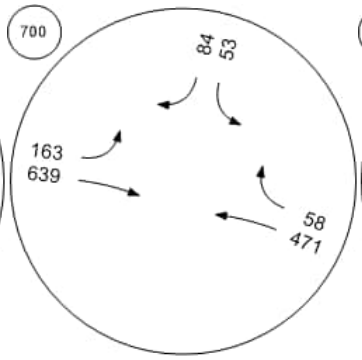


Traffic Volume - Base Volume

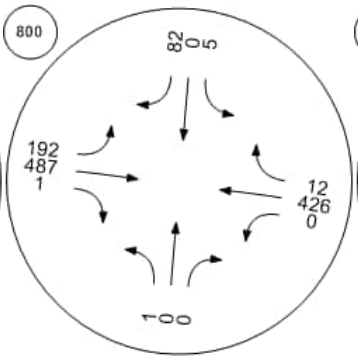
Shamrock Road at Beach Ba



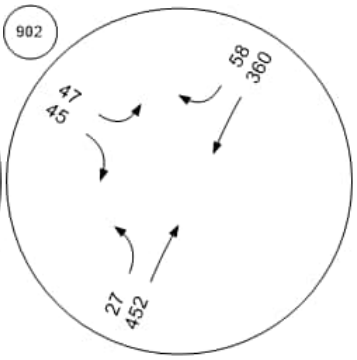
Shamrock Road at Northward



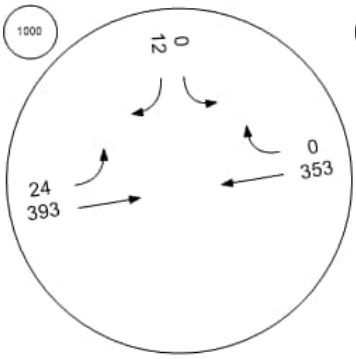
Shamrock Road at Condor R



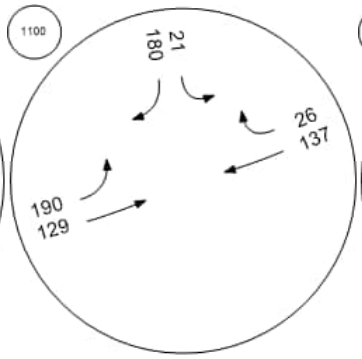
Bodden Town Road at Bodde



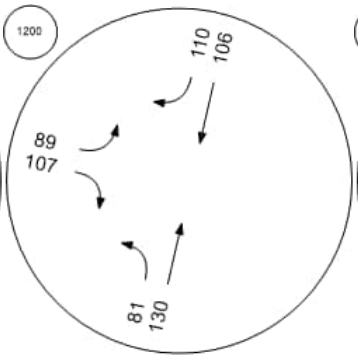
Bodden Town Road at Long



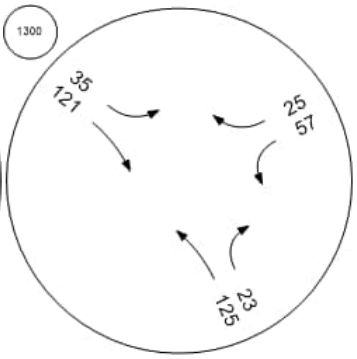
Frank Sound Road at Bodde



Frank Sound Road at Clifton



Frank Sound Road at North S



Attachment D2

2026 Alternative VISTRO Reports

Intersection Level Of Service Report
Intersection 101: East-West Arterial Road at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	18.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes		

Intersection Setup

Name											East-West Arterial									
Approach	Northbound					Southbound					Eastbound					Westbound				
Lane Configuration																				
Turning Movement	Left	Left	Thr	Rig	Rig	Left	Left	Thr	Rig	Rig	Left	Thr	Thr	Rig	U-t	Left	Thr	Thr	Rig	U-t
Lane Width [ft]	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Speed [mph]	30.00					30.00					40.00					40.00				
Grade [%]	0.00					0.00					0.00					0.00				
Crosswalk	Yes					Yes					Yes					Yes				

Volumes

Name											East-West Arterial									
Base Volume Input [veh/h]	72	0	40	0	4	11	0	64	0	556	55	0	67	7	20	2	721	0	3	0
Base Volume Adjustment Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Heavy Vehicles Percentage [%]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Growth Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	72	0	40	0	4	11	0	64	0	556	55	0	67	7	20	2	721	0	3	0
Peak Hour Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Other Adjustment Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Total 15-Minute Volume [veh/h]	18	0	10	0	1	3	0	16	0	139	14	0	17	2	5	1	180	0	1	0
Total Analysis Volume [veh/h]	72	0	40	0	4	11	0	64	0	556	55	0	67	7	20	2	721	0	3	0
Pedestrian Volume [ped/h]	0					0					0					0				

Intersection Settings

Number of Conflicting Circulating Lanes	2					2					2					2				
Circulating Flow Rate [veh/h]	1300					98					47					647				
Exiting Flow Rate [veh/h]	73					98					1369					82				
Demand Flow Rate [veh/h]	72	0	40	0	4	11	0	64	0	556	55	0	67	7	20	2	721	0	3	0
Adjusted Demand Flow Rate [veh/h]	72	0	40	0	4	11	0	64	0	556	55	0	67	7	20	2	721	0	3	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1350.00	1420.00
B (coefficient)	0.00085	0.00085	0.00085	0.00092	0.00085
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	116	631	122	27	726
Capacity of Entry and Bypass Lanes [veh/h]	471	1307	1365	1293	820
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	471	1307	1365	1293	820
X, volume / capacity	0.25	0.48	0.09	0.02	0.89

Movement, Approach, & Intersection Results

Lane LOS	B	A	A	A	D
95th-Percentile Queue Length [veh]	0.96	2.72	0.29	0.06	11.67
95th-Percentile Queue Length [ft]	24.03	67.88	7.35	1.60	291.71
Approach Delay [s/veh]	11.38	7.72	3.27		32.28
Approach LOS	B	A	A		D
Intersection Delay [s/veh]	18.56				
Intersection LOS	C				

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	13.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.189

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	27	98	0	0	352	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	27	98	0	0	352	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	7	26	0	0	95	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	29	105	0	0	378	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop			Stop			Free			Free			
Flared Lane													
Storage Area [veh]	0			0			0			0			
Two-Stage Gap Acceptance				No									
Number of Storage Spaces in Median	0			0			0			0			

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.04	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	10.59	12.96	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Movement LOS				B	B			A					
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.13	0.69	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	3.37	17.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
d_A, Approach Delay [s/veh]	0.00			12.45			0.00			0.00			
Approach LOS	A			B			A			A			
d_I, Intersection Delay [s/veh]	3.26												
Intersection LOS	B												

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	24.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.347

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	31	0	0	0	5	92	0	0	0	8	728	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	31	0	0	0	5	92	0	0	0	8	728	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	0	0	0	1	25	0	0	0	2	196	0
Total Analysis Volume [veh/h]	33	0	0	0	5	99	0	0	0	9	783	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.00	0.00	0.00	0.02	0.35	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	14.95	0.00	0.00	0.00	23.07	24.57	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	B				C	C				A	A	
95th-Percentile Queue Length [veh/ln]	0.27	0.00	0.00	0.00	1.59	1.59	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	6.80	0.00	0.00	0.00	39.83	39.83	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.95			24.50			0.00			0.00		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	3.27											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 203: Shamrock Road atHirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	11.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.043

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	23	403	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	23	403	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	6	108	0	0	0
Total Analysis Volume [veh/h]	0	25	433	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	11.44	0.00	0.00	0.00	0.00
Movement LOS		B	A			
95th-Percentile Queue Length [veh/ln]	0.00	0.13	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	3.35	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.44		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.62					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	23.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.054

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd					
Base Volume Input [veh/h]	40	0	5	5	0	11	6	264	7	2	687	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	40	0	5	5	0	11	6	264	7	2	687	2
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	0	1	1	0	3	2	66	2	1	172	1
Total Analysis Volume [veh/h]	41	0	5	5	0	11	6	264	7	2	687	2
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.00	0.02	0.01	0.00	0.05	0.00	0.00	0.01	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	14.13	20.51	21.84	10.51	20.22	23.55	0.00	0.00	8.97	0.00	0.00	7.76
Movement LOS	B	C	C	B	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.38	0.38	0.38	0.19	0.19	0.19	0.02	0.02	0.02	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	9.47	9.47	9.47	4.80	4.80	4.80	0.58	0.58	0.58	0.12	0.12	0.12
d_A, Approach Delay [s/veh]	14.97			19.47			0.23			0.02		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	1.05											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive

Control Type:	Roundabout	Delay (sec / veh):	40.2
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	1	6	2	102	13	35	1	272	1	3	655	692
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	6	2	102	13	35	1	272	1	3	655	692
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	2	1	26	3	9	0	68	0	1	164	173
Total Analysis Volume [veh/h]	1	6	2	102	13	35	1	272	1	3	655	692
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	1382			275			700			49		
Exiting Flow Rate [veh/h]	17			699			691			376		
Demand Flow Rate [veh/h]	1	6	2	102	13	35	1	272	1	3	655	692
Adjusted Demand Flow Rate [veh/h]	1	6	2	102	13	35	1	272	1	3	655	692

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	9	150	274	1350
Capacity of Entry and Bypass Lanes [veh/h]	338	1043	676	1313
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	338	1043	676	1313
X, volume / capacity	0.03	0.14	0.41	1.03

Movement, Approach, & Intersection Results

Lane LOS	B	A	B	F
95th-Percentile Queue Length [veh]	0.08	0.50	1.97	24.95
95th-Percentile Queue Length [ft]	2.05	12.55	49.22	623.75
Approach Delay [s/veh]	11.11	4.75	10.94	50.32
Approach LOS	B	A	B	F
Intersection Delay [s/veh]	40.24			
Intersection LOS	E			

Intersection Level Of Service Report
Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	38.9
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.053

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	8	0	6	3	0	4	0	388	0	0	1043	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	0	6	3	0	4	0	388	0	0	1043	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	2	1	0	1	0	97	0	0	261	0
Total Analysis Volume [veh/h]	8	0	6	3	0	4	0	388	0	0	1043	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.05	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	19.67	33.39	38.86	11.32	32.43	38.82	0.00	0.00	10.34	0.00	0.00	8.05
Movement LOS	C	D	E	B	D	E	A	A	B	A	A	A
95th-Percentile Queue Length [veh/ln]	0.26	0.26	0.26	0.13	0.13	0.13	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	6.59	6.59	6.59	3.19	3.19	3.19	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	27.90			27.04			0.00			0.00		
Approach LOS	D			D			A			A		
d_I, Intersection Delay [s/veh]	0.40											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	56.2
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.175

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	138	23	387	10	14	905
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	138	23	387	10	14	905
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	6	106	3	4	249
Total Analysis Volume [veh/h]	152	25	425	11	15	995
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.51	0.18	0.00	0.02	0.00	0.01
d_M, Delay for Movement [s/veh]	43.08	56.17	0.00	10.27	0.00	0.00
Movement LOS	E	F	A	B	A	A
95th-Percentile Queue Length [veh/ln]	4.54	4.54	0.05	0.05	0.00	0.00
95th-Percentile Queue Length [ft/ln]	113.60	113.60	1.21	1.21	0.00	0.00
d_A, Approach Delay [s/veh]	44.93		0.26		0.00	
Approach LOS	E		A		A	
d_I, Intersection Delay [s/veh]	4.97					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	78.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.724

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	27	100	63	360	788	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	100	63	360	788	76
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	26	16	93	203	20
Total Analysis Volume [veh/h]	28	103	65	371	812	78
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop		Free		Free	
Flared Lane	No					
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance	No					
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.72	0.00	0.00	0.01	0.07
d_M, Delay for Movement [s/veh]	58.23	78.02	0.00	0.00	0.00	8.41
Movement LOS	F	F	A	A	A	A
95th-Percentile Queue Length [veh/ln]	4.95	4.95	0.00	0.00	0.22	0.22
95th-Percentile Queue Length [ft/ln]	123.77	123.77	0.00	0.00	5.53	5.53
d_A, Approach Delay [s/veh]	73.79		0.00		0.74	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	7.08					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	20.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.376

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	3	1	1	2	0	136	51	273	0	0	371	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	1	1	2	0	136	51	273	0	0	371	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	1	0	34	13	68	0	0	93	2
Total Analysis Volume [veh/h]	3	1	1	2	0	136	51	273	0	0	371	6
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.37	15.06	14.97	15.73	20.56	20.85	0.00	0.00	8.00	0.00	0.00	7.90
Movement LOS	B	C	B	C	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.03	0.03	0.03	1.72	1.72	1.72	0.00	0.00	0.00	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.75	0.75	0.75	43.10	43.10	43.10	0.00	0.00	0.00	0.36	0.36	0.36
d_A, Approach Delay [s/veh]	12.23			20.78			0.00			0.13		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	3.53											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 902: Bodden Town Road at Bodden Town Bypass

Control Type:	Two-way stop	Delay (sec / veh):	26.0
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.110

Intersection Setup

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	79	20	12	261	302	221
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	79	20	12	261	302	221
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	5	3	69	80	59
Total Analysis Volume [veh/h]	84	21	13	278	321	235
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.11	0.00	0.00	0.00	0.18
d_M, Delay for Movement [s/veh]	11.88	26.04	0.00	0.00	0.00	8.44
Movement LOS	B	D	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.84	0.84	0.00	0.00	0.67	0.67
95th-Percentile Queue Length [ft/ln]	20.89	20.89	0.00	0.00	16.74	16.74
d_A, Approach Delay [s/veh]	14.71		0.00		3.57	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	3.70					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Two-way stop	Delay (sec / veh):	14.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.039

Intersection Setup

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	0	14	1	268	417	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	14	1	268	417	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	4	0	74	115	0
Total Analysis Volume [veh/h]	0	15	1	295	458	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.20	14.86	0.00	0.00	0.00	7.82
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.12	0.12	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.07	3.07	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.86		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.29					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1100: Frank Sound Road at Bodden Town Road

Control Type:	Two-way stop	Delay (sec / veh):	14.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.455

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	14	294	164	79	75	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	294	164	79	75	18
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	79	44	21	20	5
Total Analysis Volume [veh/h]	15	316	176	85	81	19
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.46	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	13.63	14.71	0.00	0.00	0.00	7.39
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	2.55	2.55	0.00	0.00	0.04	0.04
95th-Percentile Queue Length [ft/ln]	63.68	63.68	0.00	0.00	0.95	0.95
d_A, Approach Delay [s/veh]	14.66		0.00		1.40	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	7.21					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Two-way stop	Delay (sec / veh):	14.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.286

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		High School Access	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		20.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd		High School Access	
Base Volume Input [veh/h]	133	72	114	78	54	162
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	133	72	114	78	54	162
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	18	29	20	14	41
Total Analysis Volume [veh/h]	133	72	114	78	54	162
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.06	0.06	0.29
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	7.77	11.93	14.35
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.18	0.18	1.53	1.53
95th-Percentile Queue Length [ft/ln]	0.00	0.00	4.49	4.49	38.36	38.36
d_A, Approach Delay [s/veh]	0.00		3.16		13.75	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	5.83					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	10.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.008

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	86	28	11	63	35	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	86	28	11	63	35	5
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	8	3	18	10	1
Total Analysis Volume [veh/h]	97	31	12	71	39	6
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.00	0.00	0.04	0.01
d_M, Delay for Movement [s/veh]	0.00	7.41	0.00	0.00	8.83	10.05
Movement LOS	A	A	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.06	0.06	0.00	0.00	0.15	0.15
95th-Percentile Queue Length [ft/ln]	1.55	1.55	0.00	0.00	3.74	3.74
d_A, Approach Delay [s/veh]	1.79		0.00		8.99	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.48					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	7.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial		
Approach	Northbound			Southbound			Eastbound		
Lane Configuration									
Turning Movement	Left	Left	Thru	Thru	Right	Right	Left	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes		

Volumes

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial		
Base Volume Input [veh/h]	724	0	37	79	0	2	3	79	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	724	0	37	79	0	2	3	79	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	181	0	9	20	0	1	1	20	0
Total Analysis Volume [veh/h]	724	0	37	79	0	2	3	79	0
Pedestrian Volume [ped/h]	0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1		
Circulating Flow Rate [veh/h]	2			79			37		
Exiting Flow Rate [veh/h]	158			40			726		
Demand Flow Rate [veh/h]	724	0	37	79	0	2	3	79	0
Adjusted Demand Flow Rate [veh/h]	724	0	37	79	0	2	3	79	0

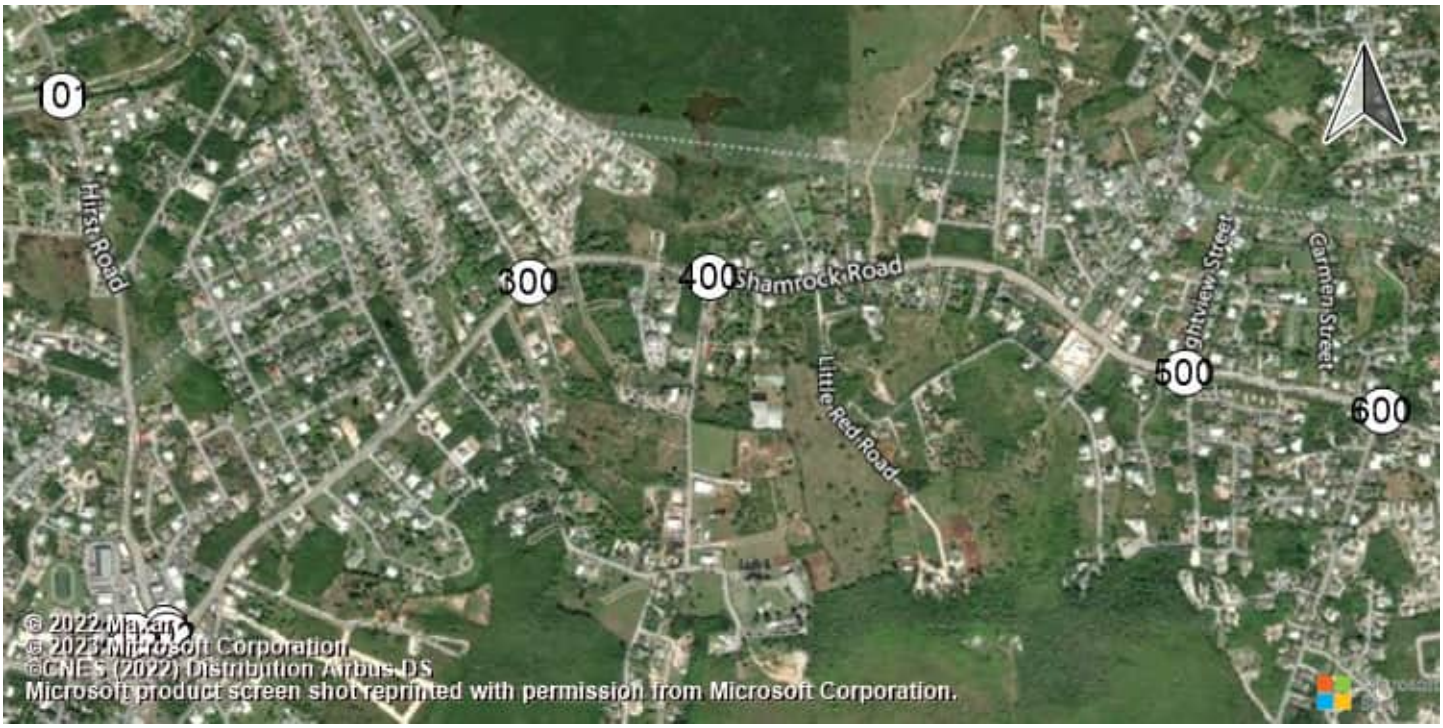
Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	761	81	82
Capacity of Entry and Bypass Lanes [veh/h]	1378	1274	1329
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1378	1274	1329
X, volume / capacity	0.55	0.06	0.06

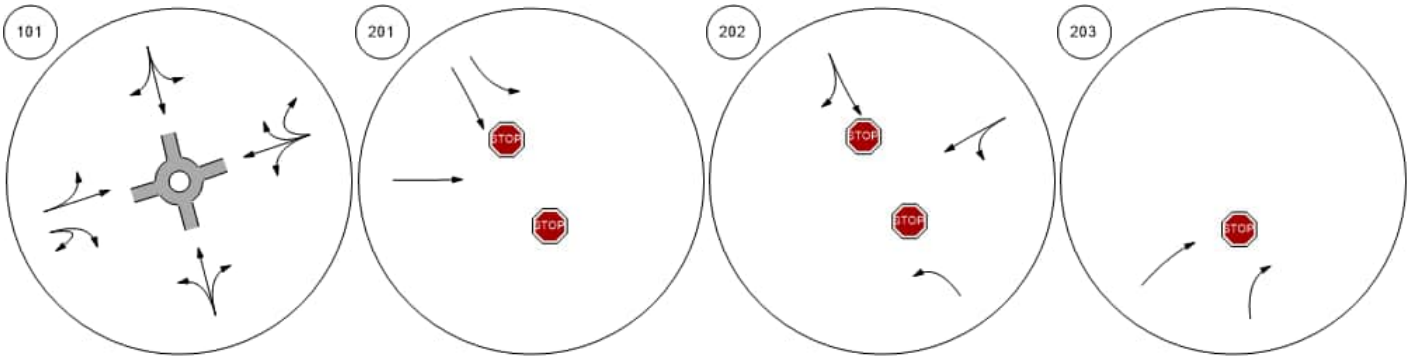
Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	3.54	0.20	0.20
95th-Percentile Queue Length [ft]	88.55	5.09	4.93
Approach Delay [s/veh]	8.56	3.34	3.20
Approach LOS	A	A	A
Intersection Delay [s/veh]	7.62		
Intersection LOS	A		

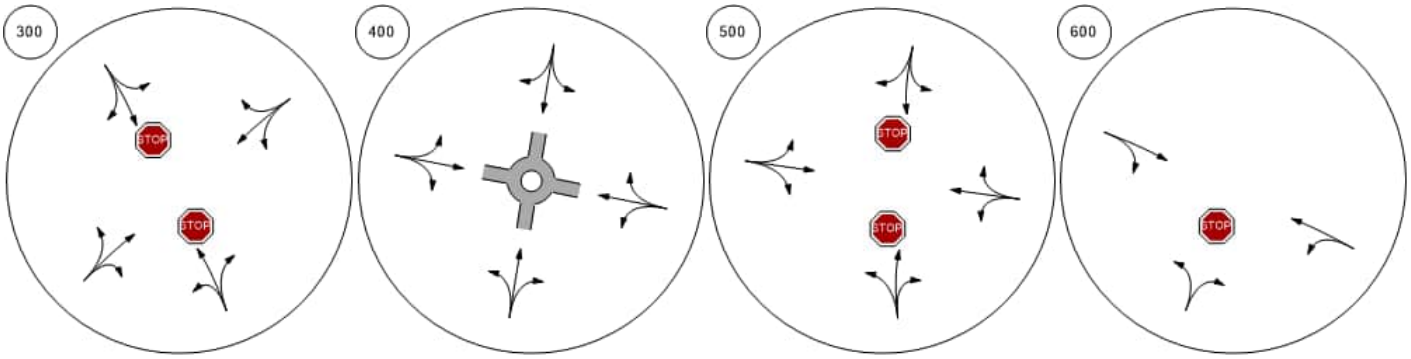
Lane Configuration and Traffic Control



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

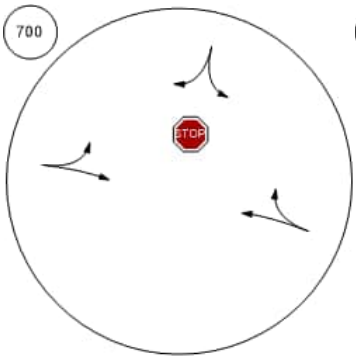


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

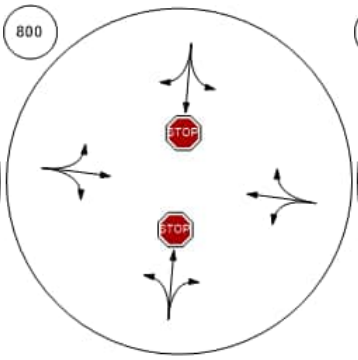


Lane Configuration and Traffic Control

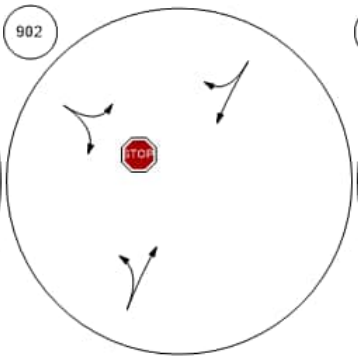
Shamrock Road at Northward



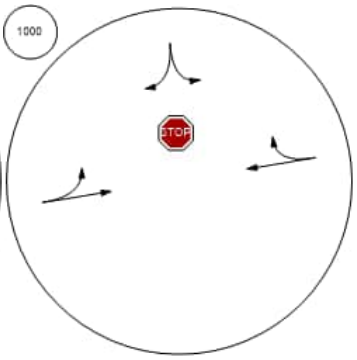
Shamrock Road at Condor R



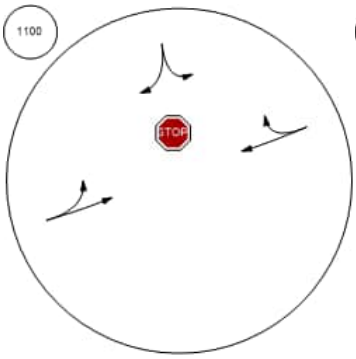
Bodden Town Road at Bodde



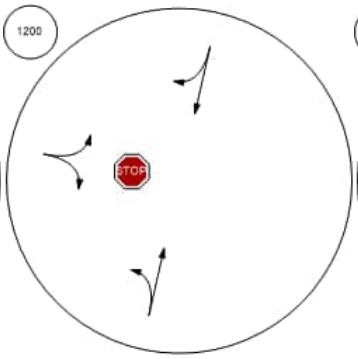
Bodden Town Road at Long



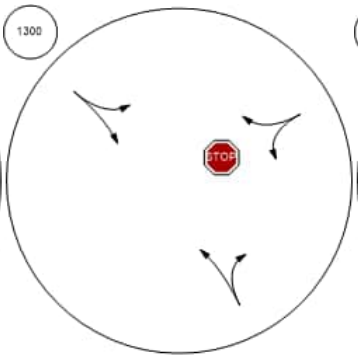
Frank Sound Road at Bodde



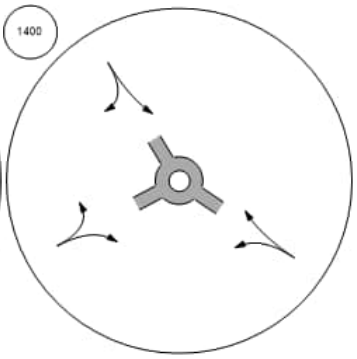
Frank Sound Road at Clifton



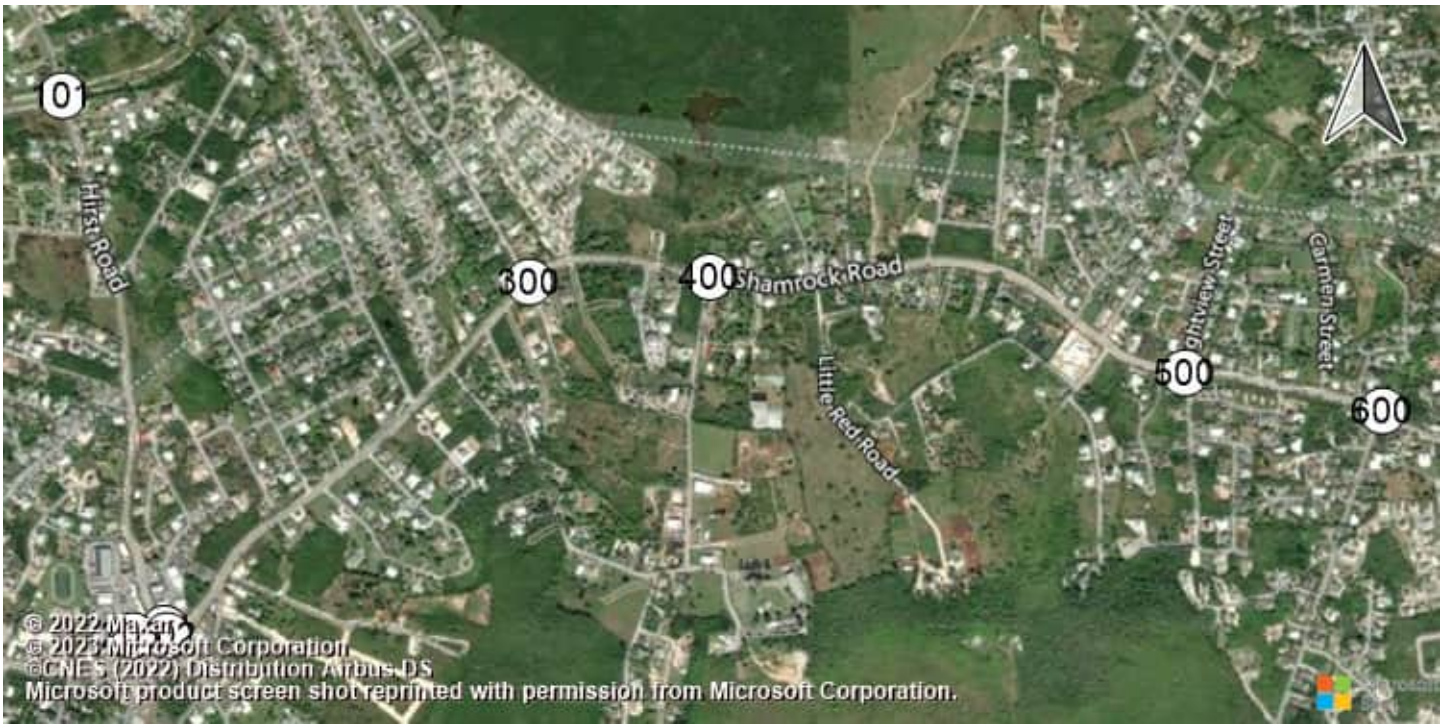
Frank Sound Road at North S



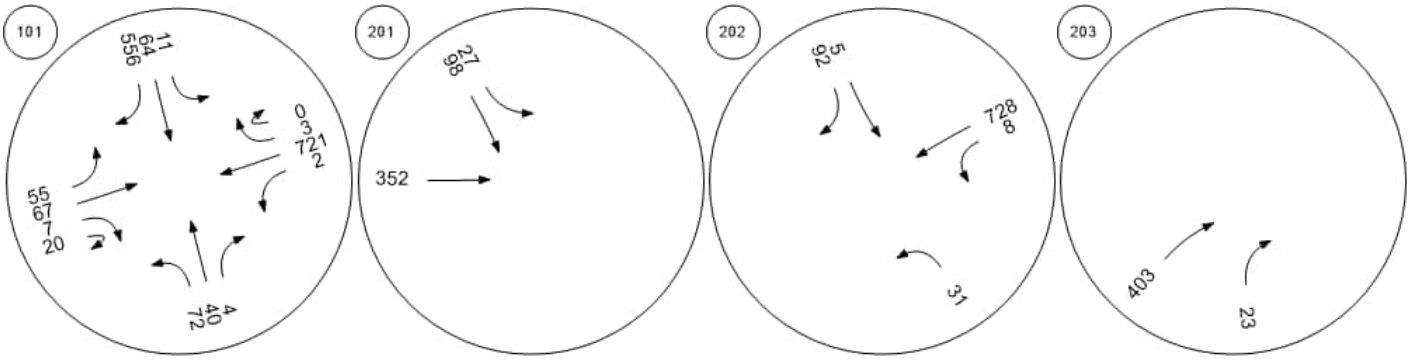
East-West Arterial at Agricola



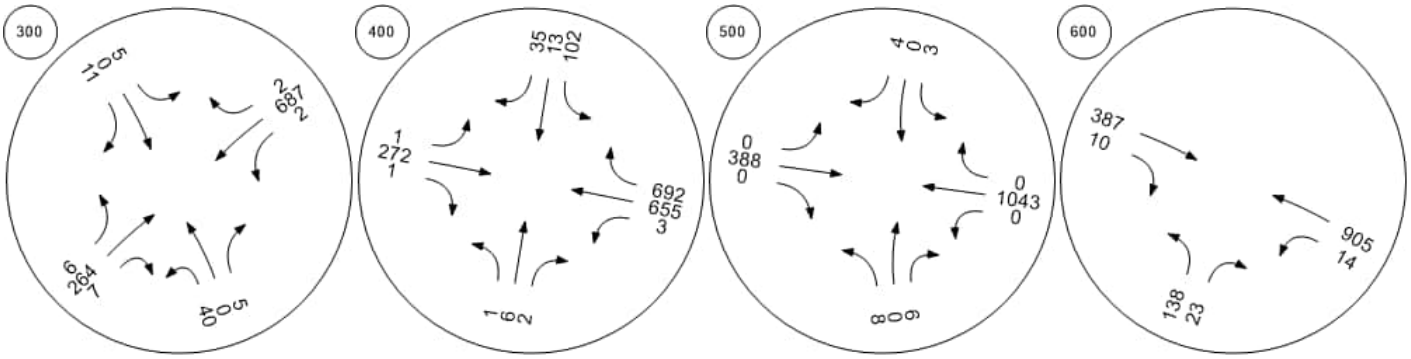
Traffic Volume - Base Volume



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

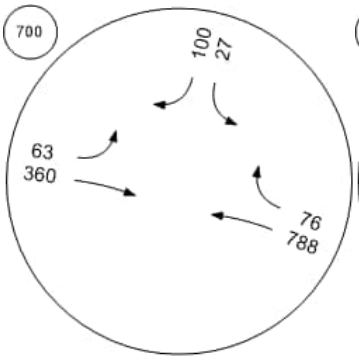


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

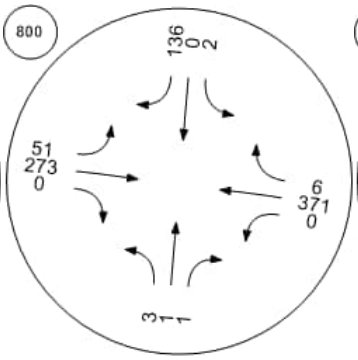


Traffic Volume - Base Volume

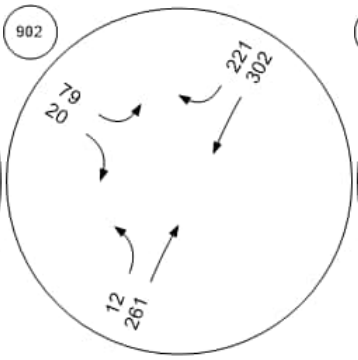
Shamrock Road at Northward



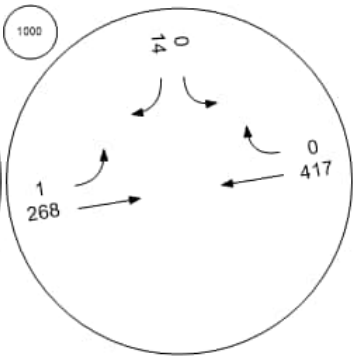
Shamrock Road at Condor R



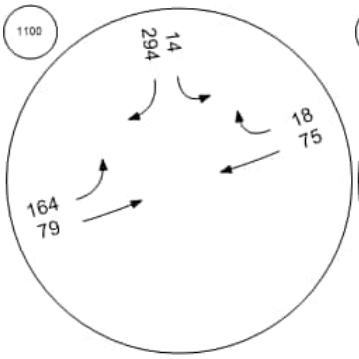
Bodden Town Road at Bodde



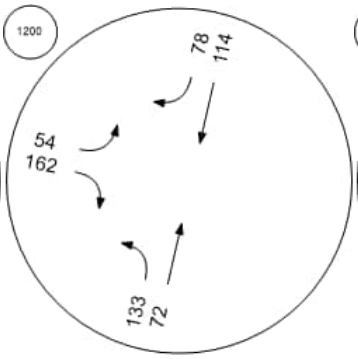
Bodden Town Road at Long



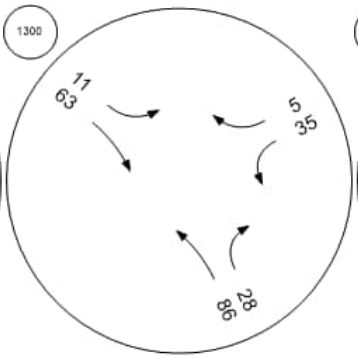
Frank Sound Road at Bodde



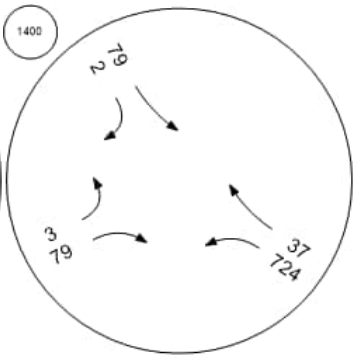
Frank Sound Road at Clifton



Frank Sound Road at North S



East-West Arterial at Agricola



Intersection Level Of Service Report
Intersection 101: East-West Arterial Road at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	12.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name											East-West Arterial									
Approach	Northbound					Southbound					Eastbound					Westbound				
Lane Configuration																				
Turning Movement	Left	Left	Thr	Rig	Rig	Left	Left	Thr	Rig	Rig	Left	Thr	Thr	Rig	U-t	Left	Thr	Thr	Rig	U-t
Lane Width [ft]	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Speed [mph]	30.00					30.00					40.00					40.00				
Grade [%]	0.00					0.00					0.00					0.00				
Crosswalk	Yes					Yes					Yes					Yes				

Volumes

Name											East-West Arterial									
Base Volume Input [veh/h]	33	0	133	0	0	18	0	73	0	130	380	0	613	398	3	19	55	0	9	0
Base Volume Adjustment Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Heavy Vehicles Percentage [%]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Growth Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	0	133	0	0	18	0	73	0	130	380	0	613	398	3	19	55	0	9	0
Peak Hour Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Other Adjustment Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Total 15-Minute Volume [veh/h]	8	0	33	0	0	5	0	18	0	33	95	0	153	100	1	5	14	0	2	0
Total Analysis Volume [veh/h]	33	0	133	0	0	18	0	73	0	130	380	0	613	398	3	19	55	0	9	0
Pedestrian Volume [ped/h]	0					0					0					0				

Intersection Settings

Number of Conflicting Circulating Lanes	2					2					2					2				
Circulating Flow Rate [veh/h]	197					1014					142					604				
Exiting Flow Rate [veh/h]	490					522					221					631				
Demand Flow Rate [veh/h]	33	0	133	0	0	18	0	73	0	130	380	0	613	398	3	19	55	0	9	0
Adjusted Demand Flow Rate [veh/h]	33	0	133	0	0	18	0	73	0	130	380	0	613	398	3	19	55	0	9	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1350.00	1420.00
B (coefficient)	0.00085	0.00085	0.00085	0.00092	0.00085
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	166	221	993	401	83
Capacity of Entry and Bypass Lanes [veh/h]	1202	600	1259	1185	850
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1202	600	1259	1185	850
X, volume / capacity	0.14	0.37	0.79	0.34	0.10

Movement, Approach, & Intersection Results

Lane LOS	A	B	C	A	A
95th-Percentile Queue Length [veh]	0.48	1.69	8.86	1.51	0.32
95th-Percentile Queue Length [ft]	11.98	42.25	221.39	37.79	8.09
Approach Delay [s/veh]	4.17	11.31	13.57		5.18
Approach LOS	A	B	B		A
Intersection Delay [s/veh]	12.09				
Intersection LOS	B				

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	15.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.531

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	341	199	0	0	332	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	341	199	0	0	332	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	92	53	0	0	89	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	367	214	0	0	357	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop			Stop			Free			Free			
Flared Lane													
Storage Area [veh]	0			0			0			0			
Two-Stage Gap Acceptance				No									
Number of Storage Spaces in Median	0			0			0			0			

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.53	0.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	15.93	15.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Movement LOS				C	B			A					
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	3.15	1.73	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	78.68	43.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
d_A, Approach Delay [s/veh]	0.00			15.59			0.00			0.00			
Approach LOS	A			C			A			A			
d_I, Intersection Delay [s/veh]	9.66												
Intersection LOS	C												

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	18.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.361

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	31	0	0	0	38	161	0	0	0	17	429	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	31	0	0	0	38	161	0	0	0	17	429	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	0	0	0	10	43	0	0	0	5	115	0
Total Analysis Volume [veh/h]	33	0	0	0	41	173	0	0	0	18	461	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.00	0.00	0.00	0.08	0.36	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.38	0.00	0.00	0.00	18.23	18.38	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	B				C	C				A	A	
95th-Percentile Queue Length [veh/ln]	0.17	0.00	0.00	0.00	2.25	2.25	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.37	0.00	0.00	0.00	56.32	56.32	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.38			18.35			0.00			0.00		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	5.93											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 203: Shamrock Road atHirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	12.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.073

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	35	482	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	35	482	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	9	130	0	0	0
Total Analysis Volume [veh/h]	0	38	518	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.07	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	12.45	0.00	0.00	0.00	0.00
Movement LOS		B	A			
95th-Percentile Queue Length [veh/ln]	0.00	0.23	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	5.87	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.45		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.85					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	28.6
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.044

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd					
Base Volume Input [veh/h]	12	0	2	8	0	7	7	593	29	4	509	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	0	2	8	0	7	7	593	29	4	509	4
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	1	2	0	2	2	148	7	1	127	1
Total Analysis Volume [veh/h]	12	0	2	8	0	7	7	593	30	4	509	4
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.01	0.02	0.00	0.04	0.00	0.01	0.03	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	11.65	24.98	27.79	13.01	25.55	28.60	0.00	0.00	8.49	0.00	0.00	8.66
Movement LOS	B	C	D	B	D	D	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.10	0.19	0.19	0.19	0.09	0.09	0.09	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	2.61	2.61	2.61	4.75	4.75	4.75	2.18	2.18	2.18	0.31	0.31	0.31
d_A, Approach Delay [s/veh]	13.96			20.29			0.40			0.07		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	0.67											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive

Control Type:	Roundabout	Delay (sec / veh):	17.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	1	0	0	654	10	0	4	596	3	9	516	130
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	0	654	10	0	4	596	3	9	516	130
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	164	3	0	1	149	1	2	129	33
Total Analysis Volume [veh/h]	1	0	0	654	10	0	4	596	3	10	516	130
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	646			599			130			13		
Exiting Flow Rate [veh/h]	23			134			517			1250		
Demand Flow Rate [veh/h]	1	0	0	654	10	0	4	596	3	9	516	130
Adjusted Demand Flow Rate [veh/h]	1	0	0	654	10	0	4	596	3	10	516	130

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	1	664	603	656
Capacity of Entry and Bypass Lanes [veh/h]	715	750	1209	1362
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	715	750	1209	1362
X, volume / capacity	0.00	0.89	0.50	0.48

Movement, Approach, & Intersection Results

Lane LOS	A	D	A	A
95th-Percentile Queue Length [veh]	0.00	11.33	2.88	2.71
95th-Percentile Queue Length [ft]	0.11	283.34	71.94	67.63
Approach Delay [s/veh]	5.06	34.38	8.40	7.48
Approach LOS	A	D	A	A
Intersection Delay [s/veh]	17.05			
Intersection LOS	C			

Intersection Level Of Service Report
Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	53.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.013

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	1	0	1	0	0	0	9	953	19	54	559	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	1	0	0	0	9	953	19	54	559	28
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	2	238	5	14	140	7
Total Analysis Volume [veh/h]	1	0	1	0	0	0	9	953	19	54	559	28
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.01	0.02	0.00	0.01	0.04
d_M, Delay for Movement [s/veh]	12.43	44.98	53.28	16.43	45.83	52.99	0.00	0.00	8.76	0.00	0.00	10.18
Movement LOS	B	E	F	C	E	F	A	A	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.05	0.05	0.05	0.00	0.00	0.00	0.06	0.06	0.06	0.12	0.12	0.12
95th-Percentile Queue Length [ft/ln]	1.16	1.16	1.16	0.00	0.00	0.00	1.49	1.49	1.49	3.01	3.01	3.01
d_A, Approach Delay [s/veh]	32.86			38.42			0.17			0.44		
Approach LOS	D			E			A			A		
d_I, Intersection Delay [s/veh]	0.32											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	76.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.374

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	47	24	870	84	20	594
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	47	24	870	84	20	594
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	7	239	23	5	163
Total Analysis Volume [veh/h]	52	26	956	92	22	653
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.37	0.01	0.10	0.00	0.01
d_M, Delay for Movement [s/veh]	32.28	76.26	0.00	9.32	0.00	0.00
Movement LOS	D	F	A	A	A	A
95th-Percentile Queue Length [veh/ln]	2.31	2.31	0.33	0.33	0.00	0.00
95th-Percentile Queue Length [ft/ln]	57.86	57.86	8.25	8.25	0.00	0.00
d_A, Approach Delay [s/veh]	46.94		0.82		0.00	
Approach LOS	E		A		A	
d_I, Intersection Delay [s/veh]	2.51					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	119.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.774

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	54	84	11	797	572	62
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	54	84	11	797	572	62
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	22	3	205	147	16
Total Analysis Volume [veh/h]	56	87	11	822	590	64
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop		Free		Free	
Flared Lane	No					
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance	No					
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.77	0.00	0.01	0.01	0.08
d_M, Delay for Movement [s/veh]	97.24	119.66	0.00	0.00	0.00	9.83
Movement LOS	F	F	A	A	A	A
95th-Percentile Queue Length [veh/ln]	6.62	6.62	0.00	0.00	0.26	0.26
95th-Percentile Queue Length [ft/ln]	165.54	165.54	0.00	0.00	6.43	6.43
d_A, Approach Delay [s/veh]	110.88		0.00		0.96	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	10.11					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	25.2
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.194

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	1	0	0	9	0	43	69	558	1	0	376	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	0	9	0	43	69	558	1	0	376	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	2	0	11	17	140	0	0	94	3
Total Analysis Volume [veh/h]	1	0	0	9	0	43	69	558	1	0	376	13
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.02	0.00	0.19	0.00	0.01	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	10.34	20.61	21.64	15.97	23.80	25.16	0.00	0.00	8.02	0.00	0.00	8.78
Movement LOS	B	C	C	C	C	D	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.78	0.78	0.78	0.00	0.00	0.00	0.04	0.04	0.04
95th-Percentile Queue Length [ft/ln]	0.11	0.11	0.11	19.53	19.53	19.53	0.06	0.06	0.06	1.02	1.02	1.02
d_A, Approach Delay [s/veh]	10.34			23.57			0.01			0.29		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	1.27											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 902: Bodden Town Road at Bodden Town Bypass

Control Type:	Two-way stop	Delay (sec / veh):	45.2
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.326

Intersection Setup

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	103	41	29	524	310	188
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	103	41	29	524	310	188
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	11	8	139	82	50
Total Analysis Volume [veh/h]	110	44	31	557	330	200
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.21	0.33	0.00	0.01	0.00	0.20
d_M, Delay for Movement [s/veh]	25.48	45.25	0.00	0.00	0.00	9.51
Movement LOS	D	E	A	A	A	A
95th-Percentile Queue Length [veh/ln]	2.95	2.95	0.00	0.00	0.75	0.75
95th-Percentile Queue Length [ft/ln]	73.64	73.64	0.00	0.00	18.68	18.68
d_A, Approach Delay [s/veh]	31.13		0.00		3.59	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	5.26					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Two-way stop	Delay (sec / veh):	20.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.052

Intersection Setup

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	0	12	24	518	431	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	12	24	518	431	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	7	142	118	0
Total Analysis Volume [veh/h]	0	13	26	569	474	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.05	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	12.75	20.08	0.00	0.00	0.00	8.63
Movement LOS	B	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.16	0.16	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.06	4.06	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	20.08		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.24					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1100: Frank Sound Road at Bodden Town Road

Control Type:	Two-way stop	Delay (sec / veh):	21.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.541

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	25	252	302	141	142	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	25	252	302	141	142	29
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	68	81	38	38	8
Total Analysis Volume [veh/h]	27	271	325	152	153	31
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.54	0.00	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	19.03	21.29	0.00	0.00	0.00	7.55
Movement LOS	C	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	3.62	3.62	0.00	0.00	0.07	0.07
95th-Percentile Queue Length [ft/ln]	90.51	90.51	0.00	0.00	1.65	1.65
d_A, Approach Delay [s/veh]	21.08		0.00		1.27	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	6.79					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Two-way stop	Delay (sec / veh):	20.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.382

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		High School Access	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd		High School Access	
Base Volume Input [veh/h]	145	162	125	112	95	165
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	145	162	125	112	95	165
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	41	31	28	24	41
Total Analysis Volume [veh/h]	145	162	125	112	95	165
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.09	0.12	0.38
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	8.12	16.13	20.02
Movement LOS	A	A	A	A	C	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.29	0.29	2.76	2.76
95th-Percentile Queue Length [ft/ln]	0.00	0.00	7.27	7.27	68.91	68.91
d_A, Approach Delay [s/veh]	0.00		3.84		18.60	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	7.15					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	11.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.045

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	142	28	35	130	62	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	142	28	35	130	62	24
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	40	8	10	37	17	7
Total Analysis Volume [veh/h]	160	31	39	146	70	27
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.00	0.00	0.08	0.04
d_M, Delay for Movement [s/veh]	0.00	7.63	0.00	0.00	9.72	11.60
Movement LOS	A	A	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.07	0.07	0.00	0.00	0.42	0.42
95th-Percentile Queue Length [ft/ln]	1.70	1.70	0.00	0.00	10.55	10.55
d_A, Approach Delay [s/veh]	1.24		0.00		10.24	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.60					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	7.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial		
Approach	Northbound			Southbound			Eastbound		
Lane Configuration									
Turning Movement	Left	Left	Thru	Thru	Right	Right	Left	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes		

Volumes

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial		
Base Volume Input [veh/h]	77	0	67	68	0	6	0	631	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	77	0	67	68	0	6	0	631	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	0	17	17	0	2	0	158	0
Total Analysis Volume [veh/h]	77	0	67	68	0	6	0	631	0
Pedestrian Volume [ped/h]	0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1		
Circulating Flow Rate [veh/h]	6			631			67		
Exiting Flow Rate [veh/h]	699			67			83		
Demand Flow Rate [veh/h]	77	0	67	68	0	6	0	631	0
Adjusted Demand Flow Rate [veh/h]	77	0	67	68	0	6	0	631	0

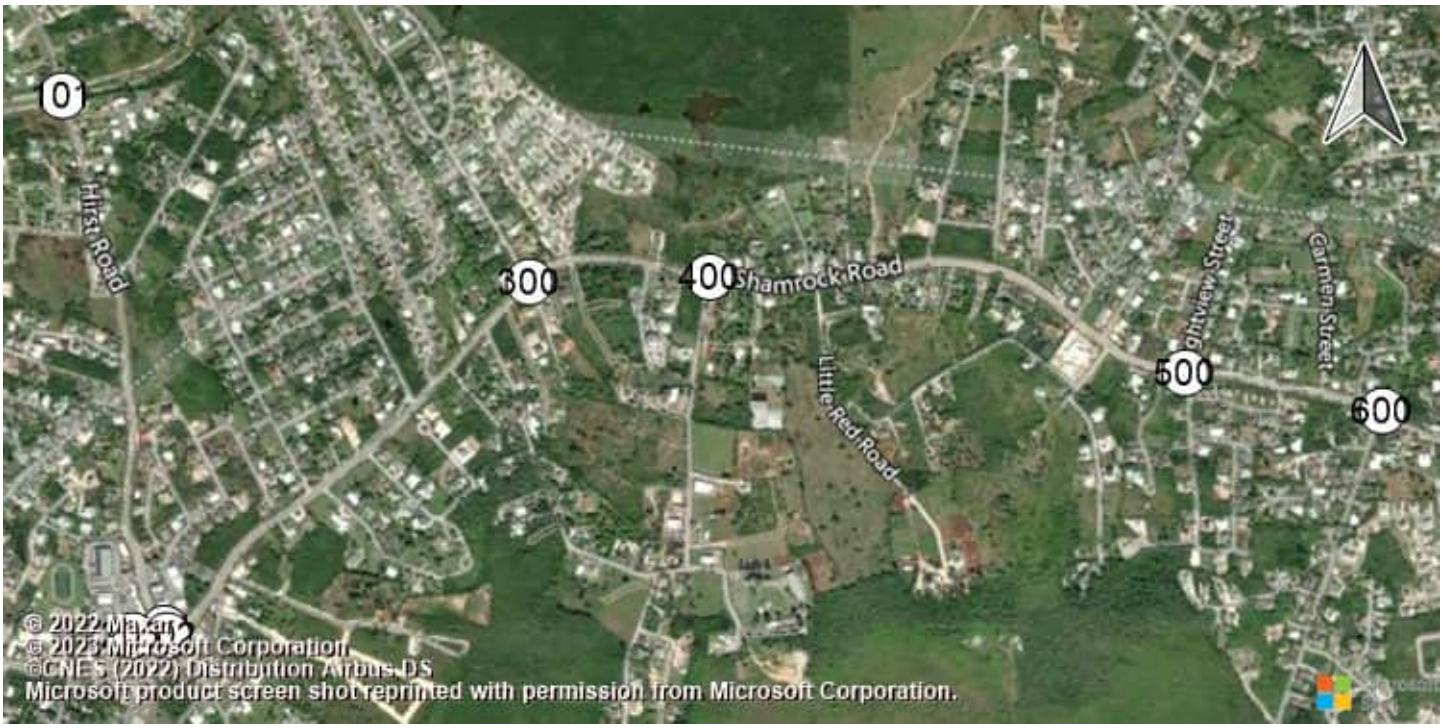
Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	144	74	631
Capacity of Entry and Bypass Lanes [veh/h]	1372	726	1289
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1372	726	1289
X, volume / capacity	0.10	0.10	0.49

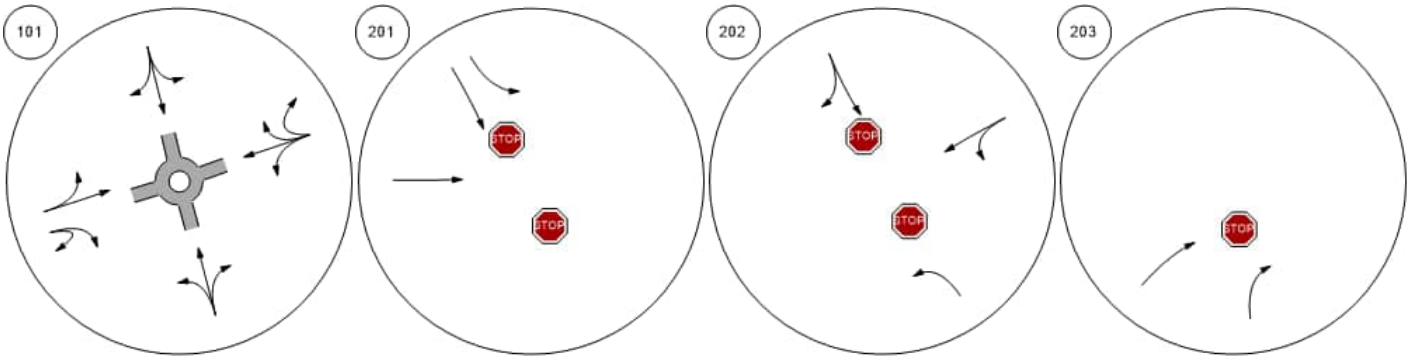
Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	0.35	0.34	2.78
95th-Percentile Queue Length [ft]	8.78	8.49	69.58
Approach Delay [s/veh]	3.46	6.04	7.89
Approach LOS	A	A	A
Intersection Delay [s/veh]	6.98		
Intersection LOS	A		

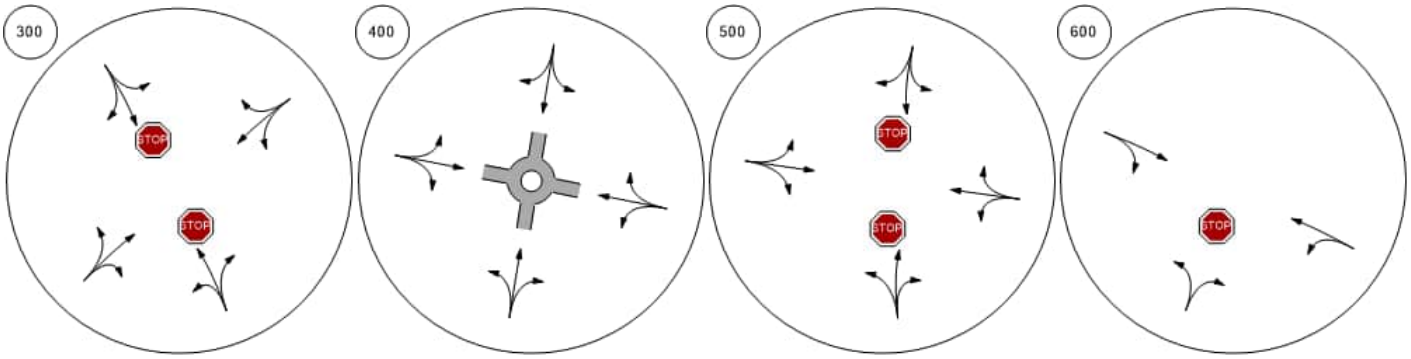
Lane Configuration and Traffic Control



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

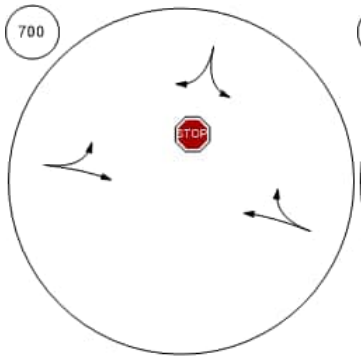


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

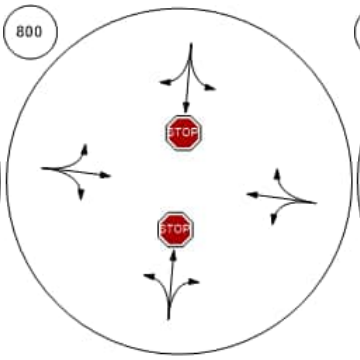


Lane Configuration and Traffic Control

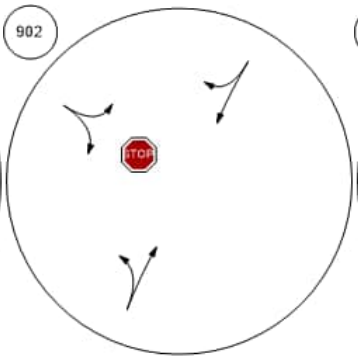
Shamrock Road at Northward



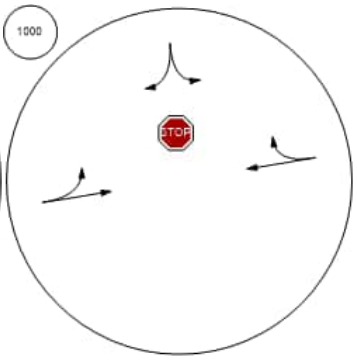
Shamrock Road at Condor R



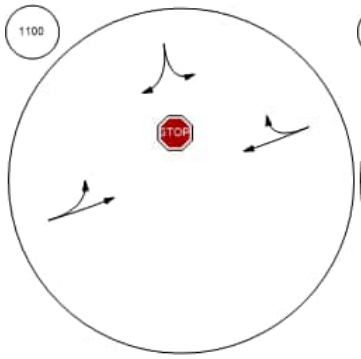
Bodden Town Road at Bodde



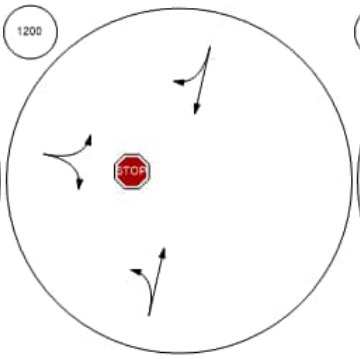
Bodden Town Road at Long



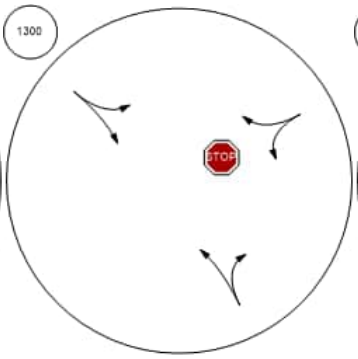
Frank Sound Road at Bodde



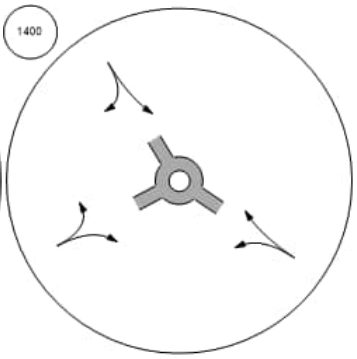
Frank Sound Road at Clifton



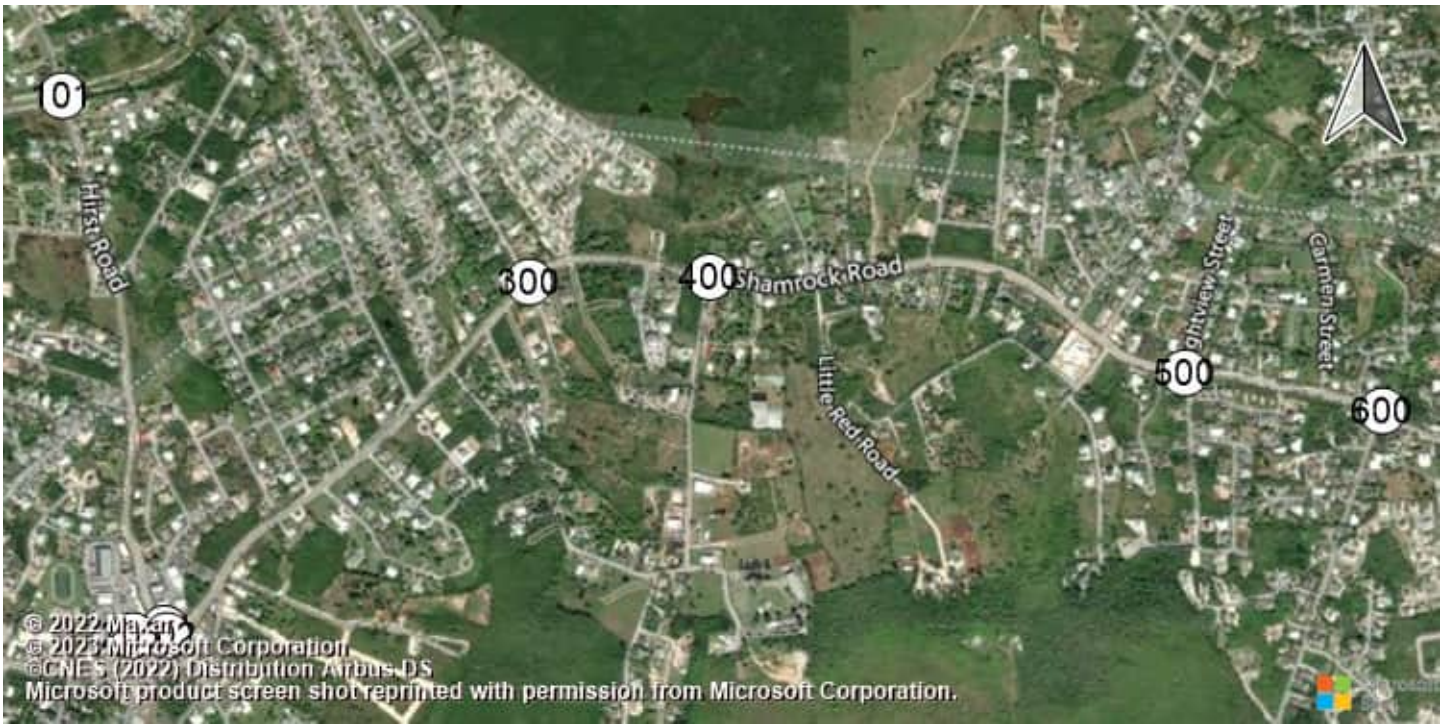
Frank Sound Road at North S



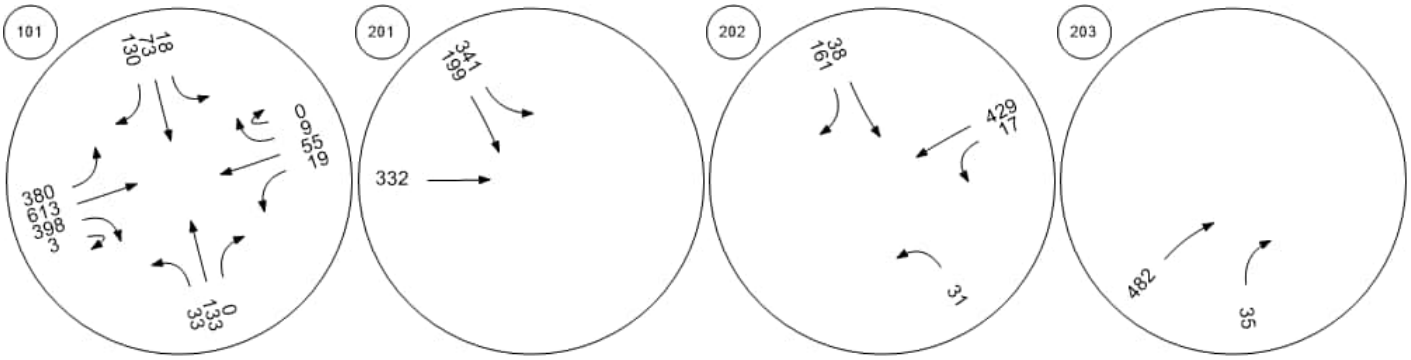
East-West Arterial at Agricola



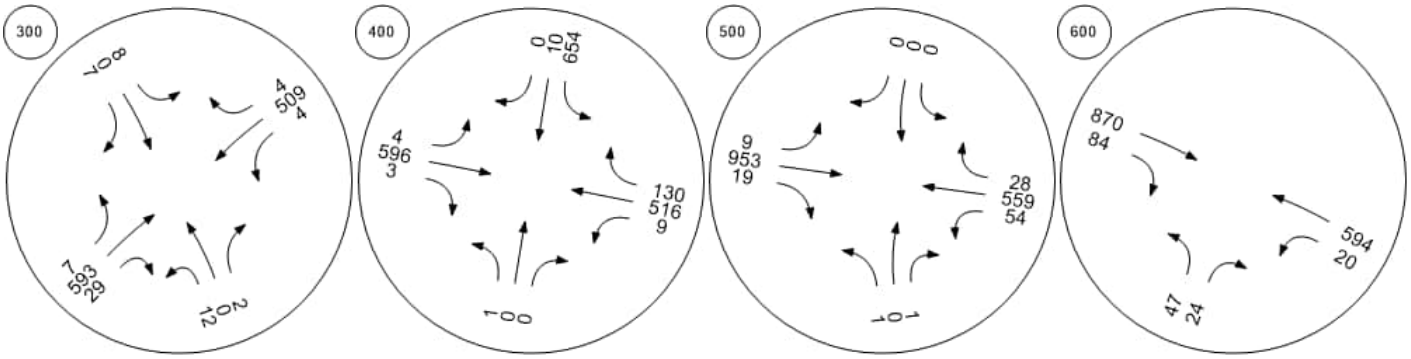
Traffic Volume - Base Volume



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

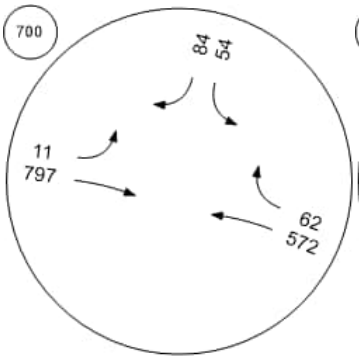


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

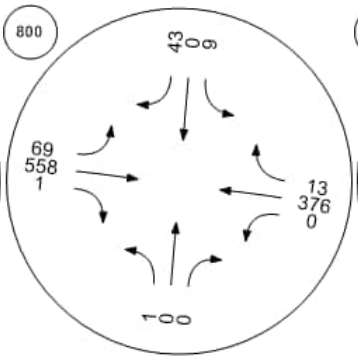


Traffic Volume - Base Volume

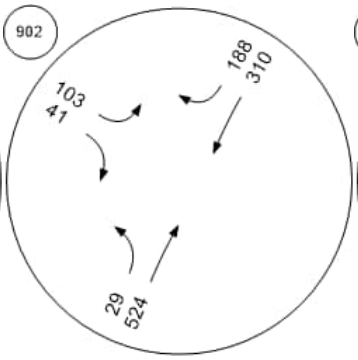
Shamrock Road at Northward



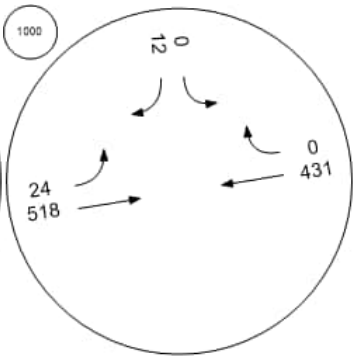
Shamrock Road at Condor R



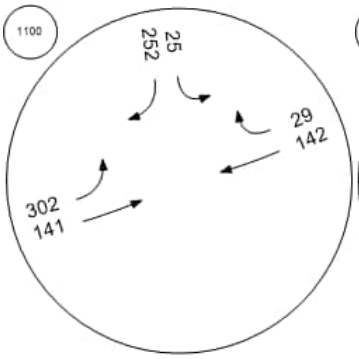
Bodden Town Road at Bodde



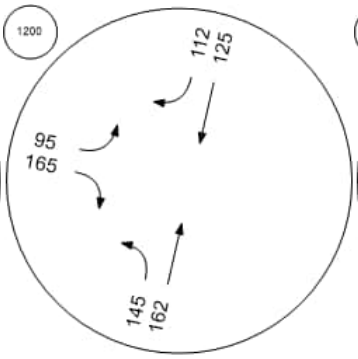
Bodden Town Road at Long



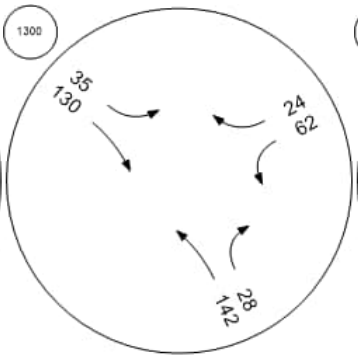
Frank Sound Road at Bodde



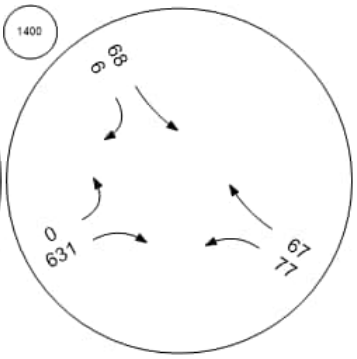
Frank Sound Road at Clifton



Frank Sound Road at North S



East-West Arterial at Agricola



Intersection Level Of Service Report
Intersection 101: East-West Arterial Road at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	10.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name									East-West Arterial				East-West Arterial				
Approach	Northbound				Southbound				Eastbound				Westbound				
Lane Configuration																	
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	U-tu	Left	Thr	Thr	Rig	U-t
Lane Width [ft]	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.	12.	12.	12.	12.
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Entry Pocket Length [ft]	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	200	100	100	100	100
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Speed [mph]	30.00				30.00				40.00				50.00				
Grade [%]	0.00				0.00				0.00				0.00				
Crosswalk	Yes				Yes				Yes				Yes				

Volumes

Name									East-West Arterial				East-West Arterial				
Base Volume Input [veh/h]	7	0	38	24	16	65	0	529	54	273	6	19	19	910	0	4	0
Base Volume Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	0	38	24	16	65	0	529	54	273	6	19	19	910	0	4	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Other Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Total 15-Minute Volume [veh/h]	2	0	10	6	4	16	0	132	14	68	2	5	5	228	0	1	0
Total Analysis Volume [veh/h]	7	0	38	24	16	65	0	529	54	273	6	19	19	910	0	4	0
Pedestrian Volume [ped/h]	0				0				0				0				

Intersection Settings

Number of Conflicting Circulating Lanes	2				2				2				2				
Circulating Flow Rate [veh/h]	1462				322				66				619				
Exiting Flow Rate [veh/h]	90				96				1465				313				
Demand Flow Rate [veh/h]	7	0	38	24	16	65	0	529	54	273	6	19	19	910	0	4	0
Adjusted Demand Flow Rate [veh/h]	7	0	38	24	16	65	0	529	54	273	6	19	19	910	0	4	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1350.00	1420.00	1350.00
B (coefficient)	0.00085	0.00085	0.00085	0.00092	0.00085	0.00092
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	69	610	54	298	495	439
Capacity of Entry and Bypass Lanes [veh/h]	410	1080	1343	1271	840	764
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	410	1080	1343	1271	840	764
X, volume / capacity	0.17	0.56	0.04	0.23	0.59	0.57

Movement, Approach, & Intersection Results

Lane LOS	B	B	A	A	B	B
95th-Percentile Queue Length [veh]	0.60	3.67	0.13	0.91	3.94	3.71
95th-Percentile Queue Length [ft]	14.97	91.63	3.14	22.81	98.61	92.64
Approach Delay [s/veh]	11.40	10.39	4.58		13.45	
Approach LOS	B	B	A		B	
Intersection Delay [s/veh]	10.84					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	11.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.170

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	19	106	0	0	216	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	19	106	0	0	216	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	5	28	0	0	58	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	20	114	0	0	232	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance		No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.02	0.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	9.54	11.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS				A	B			A				
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.08	0.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	1.89	15.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			11.17			0.00			0.00		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	4.09											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	20.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.312

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	33	0	0	0	6	99	0	0	0	7	629	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	0	0	0	6	99	0	0	0	7	629	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	0	0	0	2	27	0	0	0	2	169	0
Total Analysis Volume [veh/h]	35	0	0	0	6	106	0	0	0	8	676	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.00	0.00	0.00	0.02	0.31	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	13.58	0.00	0.00	0.00	19.71	20.68	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	B				C	C				A	A	
95th-Percentile Queue Length [veh/ln]	0.25	0.00	0.00	0.00	1.40	1.40	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	6.23	0.00	0.00	0.00	34.97	34.97	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.58			20.63			0.00			0.00		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	3.35											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 203: Shamrock Road atHirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	10.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.026

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	17	269	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	17	269	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	5	72	0	0	0
Total Analysis Volume [veh/h]	0	18	289	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	10.23	0.00	0.00	0.00	0.00
Movement LOS		B	A			
95th-Percentile Queue Length [veh/ln]	0.00	0.08	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	1.96	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.23		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.60					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	17.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.061

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	40	0	6	0	0	18	3	122	6	2	579	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	40	0	6	0	0	18	3	122	6	2	579	0
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	0	2	0	0	5	1	31	2	1	145	0
Total Analysis Volume [veh/h]	41	0	6	0	0	19	3	122	6	2	579	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.00	0.02	0.00	0.00	0.06	0.00	0.00	0.01	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	12.74	15.92	16.18	9.62	15.88	17.41	0.00	0.00	8.61	0.00	0.00	7.44
Movement LOS	B	C	C	A	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.32	0.32	0.32	0.20	0.20	0.20	0.02	0.02	0.02	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	7.96	7.96	7.96	4.89	4.89	4.89	0.45	0.45	0.45	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.18			17.41			0.39			0.00		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	1.29											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive

Control Type:	Roundabout	Delay (sec / veh):	6.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	2	6	1	25	13	34	2	124	1	3	545	96
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	6	1	25	13	34	2	124	1	3	545	96
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	0	6	3	9	1	31	0	1	136	24
Total Analysis Volume [veh/h]	2	6	1	25	13	34	2	124	1	3	545	96
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	675			126			103			48		
Exiting Flow Rate [veh/h]	17			104			581			150		
Demand Flow Rate [veh/h]	2	6	1	25	13	34	2	124	1	3	545	96
Adjusted Demand Flow Rate [veh/h]	2	6	1	25	13	34	2	124	1	3	545	96

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	9	72	127	644
Capacity of Entry and Bypass Lanes [veh/h]	694	1214	1243	1315
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	694	1214	1243	1315
X, volume / capacity	0.01	0.06	0.10	0.49

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.04	0.19	0.34	2.79
95th-Percentile Queue Length [ft]	0.99	4.72	8.52	69.76
Approach Delay [s/veh]	5.33	3.45	3.74	7.79
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	6.80			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	15.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.014

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	8	0	5	3	0	5	0	149	0	0	533	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	0	5	3	0	5	0	149	0	0	533	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	1	1	0	1	0	37	0	0	133	0
Total Analysis Volume [veh/h]	8	0	5	3	0	5	0	149	0	0	533	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	11.76	14.84	15.10	9.12	14.74	15.16	0.00	0.00	8.45	0.00	0.00	7.49
Movement LOS	B	B	C	A	B	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.09	0.09	0.09	0.05	0.05	0.05	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.18	2.18	2.18	1.32	1.32	1.32	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.05			12.90			0.00			0.00		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	0.39											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	15.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.051

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	140	21	147	10	13	393
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	140	21	147	10	13	393
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	6	40	3	4	108
Total Analysis Volume [veh/h]	154	23	162	11	14	432
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.25	0.05	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	13.36	15.60	0.00	8.23	0.00	0.00
Movement LOS	B	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.25	1.25	0.03	0.03	0.00	0.00
95th-Percentile Queue Length [ft/ln]	31.22	31.22	0.74	0.74	0.00	0.00
d_A, Approach Delay [s/veh]	13.65		0.52		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	3.15					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	13.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.007

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	10	3	9	170	372	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	3	9	170	372	23
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	1	2	44	96	6
Total Analysis Volume [veh/h]	10	3	9	175	384	24
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	9.24	13.09	0.00	0.00	0.00	7.61
Movement LOS	A	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.06	0.06	0.00	0.00	0.05	0.05
95th-Percentile Queue Length [ft/ln]	1.39	1.39	0.00	0.00	1.30	1.30
d_A, Approach Delay [s/veh]	10.13		0.00		0.45	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.52					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	12.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.276

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	4	1	0	1	0	191	55	121	0	0	93	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	1	0	1	0	191	55	121	0	0	93	7
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	0	0	48	14	30	0	0	23	2
Total Analysis Volume [veh/h]	4	1	0	1	0	191	55	121	0	0	93	7
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.28	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.74	10.77	10.18	10.96	12.53	12.17	0.00	0.00	7.38	0.00	0.00	7.56
Movement LOS	A	B	B	B	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	1.13	1.13	1.13	0.00	0.00	0.00	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.43	0.43	0.43	28.21	28.21	28.21	0.00	0.00	0.00	0.37	0.37	0.37
d_A, Approach Delay [s/veh]	9.14			12.17			0.00			0.53		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	5.15											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 902: Bodden Town Road at Bodden Town Bypass

Control Type:	Two-way stop	Delay (sec / veh):	10.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.027

Intersection Setup

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	27	19	13	102	21	44
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	19	13	102	21	44
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	5	3	27	6	12
Total Analysis Volume [veh/h]	29	20	14	109	22	47
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.03	0.00	0.00	0.00	0.03
d_M, Delay for Movement [s/veh]	9.08	10.15	0.00	0.00	0.00	7.52
Movement LOS	A	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.18	0.18	0.00	0.00	0.10	0.10
95th-Percentile Queue Length [ft/ln]	4.61	4.61	0.00	0.00	2.46	2.46
d_A, Approach Delay [s/veh]	9.52		0.00		5.12	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.40					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	0	2	0	56	30	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2	0	56	30	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	0	15	8	0
Total Analysis Volume [veh/h]	0	2	0	62	33	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.58	8.97	0.00	0.00	0.00	7.32
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.17	0.17	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.97		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.18					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1100: Frank Sound Road at Bodden Town Road

Control Type:	Two-way stop	Delay (sec / veh):	10.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.017

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	65	11	17	31	14	79
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	65	11	17	31	14	79
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	3	5	8	4	21
Total Analysis Volume [veh/h]	70	12	18	33	15	85
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.02	0.00	0.00	0.00	0.05
d_M, Delay for Movement [s/veh]	8.82	10.31	0.00	0.00	0.00	7.39
Movement LOS	A	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.28	0.28	0.00	0.00	0.17	0.17
95th-Percentile Queue Length [ft/ln]	6.88	6.88	0.00	0.00	4.23	4.23
d_A, Approach Delay [s/veh]	9.04		0.00		6.28	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	5.88					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Two-way stop	Delay (sec / veh):	15.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.017

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd			
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		20.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd			
Base Volume Input [veh/h]	33	110	66	194	223	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	110	66	194	223	7
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	28	17	49	56	2
Total Analysis Volume [veh/h]	33	110	66	194	223	7
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.13	0.24	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	7.86	10.26	15.10
Movement LOS	A	A	A	A	B	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.46	0.46	1.02	1.02
95th-Percentile Queue Length [ft/ln]	0.00	0.00	11.53	11.53	25.62	25.62
d_A, Approach Delay [s/veh]	0.00		5.87		10.41	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	6.19					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	10.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	92	29	9	70	37	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	92	29	9	70	37	3
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	8	3	20	10	1
Total Analysis Volume [veh/h]	103	33	10	79	42	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.00	0.00	0.04	0.00
d_M, Delay for Movement [s/veh]	0.00	7.42	0.00	0.00	8.86	10.16
Movement LOS	A	A	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.07	0.07	0.00	0.00	0.15	0.15
95th-Percentile Queue Length [ft/ln]	1.66	1.66	0.00	0.00	3.69	3.69
d_A, Approach Delay [s/veh]	1.80		0.00		8.94	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.40					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	9.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			50.00			50.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	Yes			Yes			Yes			Yes			

Volumes

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Base Volume Input [veh/h]	132	18	5	38	51	16	3	281	29	1	784	22	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	132	18	5	38	51	16	3	281	29	1	784	22	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	33	5	1	10	13	4	1	70	7	0	196	6	0
Total Analysis Volume [veh/h]	132	18	5	38	51	16	3	281	29	1	784	22	0
Pedestrian Volume [ped/h]	0			0			0			0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1			
Circulating Flow Rate [veh/h]	822			315			45			96			
Exiting Flow Rate [veh/h]	81			43			932			324			
Demand Flow Rate [veh/h]	132	18	5	38	51	16	3	281	29	1	784	22	0
Adjusted Demand Flow Rate [veh/h]	132	18	5	38	51	16	3	281	29	1	784	22	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	155	105	313	807
Capacity of Entry and Bypass Lanes [veh/h]	597	1001	1319	1252
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	597	1001	1319	1252
X, volume / capacity	0.26	0.10	0.24	0.64

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	B
95th-Percentile Queue Length [veh]	1.03	0.35	0.93	5.00
95th-Percentile Queue Length [ft]	25.84	8.76	23.18	124.98
Approach Delay [s/veh]	9.44	4.54	4.77	11.17
Approach LOS	A	A	A	B
Intersection Delay [s/veh]	9.02			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 1501: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	7.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name							East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			30.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name							East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	17	0	9	0	0	0	0	319	4	0	5	788	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	0	9	0	0	0	0	319	4	0	5	788	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	4	0	2	0	0	0	0	80	1	0	1	197	0	0
Total Analysis Volume [veh/h]	17	0	9	0	0	0	0	319	4	0	5	788	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1				
Circulating Flow Rate [veh/h]	788			332			9				4				
Exiting Flow Rate [veh/h]	9			0			805				328				
Demand Flow Rate [veh/h]	17	0	9	0	0	0	0	319	4	0	5	788	0	0	
Adjusted Demand Flow Rate [veh/h]	17	0	9	0	0	0	0	319	4	0	5	788	0	0	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	26	0	323	793
Capacity of Entry and Bypass Lanes [veh/h]	618	984	1368	1375
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	618	984	1368	1375
X, volume / capacity	0.04	0.00	0.24	0.58

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.13	0.00	0.92	3.88
95th-Percentile Queue Length [ft]	3.29	0.00	23.03	97.11
Approach Delay [s/veh]	6.29	3.66	4.63	9.01
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	7.71			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 1502: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	6.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name			East-West Arterial			East-West Arterial		
Approach	Northbound		Eastbound			Westbound		
Lane Configuration								
Turning Movement	Left	Right	Thru	Right	U-turn	Left	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00			50.00		
Grade [%]	0.00		0.00			0.00		
Crosswalk	Yes		Yes			Yes		

Volumes

Name			East-West Arterial			East-West Arterial		
Base Volume Input [veh/h]	200	5	327	1	0	1	592	14
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	200	5	327	1	0	1	592	14
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	50	1	82	0	0	0	148	4
Total Analysis Volume [veh/h]	200	5	327	1	0	1	592	14
Pedestrian Volume [ped/h]	0		0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1		1			1		
Circulating Flow Rate [veh/h]	606		19			1		
Exiting Flow Rate [veh/h]	2		792			346		
Demand Flow Rate [veh/h]	200	5	327	1	0	1	592	14
Adjusted Demand Flow Rate [veh/h]	200	5	327	1	0	1	592	14

Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	205	328	607
Capacity of Entry and Bypass Lanes [veh/h]	744	1354	1379
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	744	1354	1379
X, volume / capacity	0.28	0.24	0.44

Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	1.12	0.95	2.30
95th-Percentile Queue Length [ft]	28.07	23.81	57.62
Approach Delay [s/veh]	8.05	4.72	6.85
Approach LOS	A	A	A
Intersection Delay [s/veh]	6.45		
Intersection LOS	A		

Intersection Level Of Service Report
Intersection 1600: East-West Arterial at Northward Rd

Control Type:	Two-way stop	Delay (sec / veh):	12.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.133

Intersection Setup

Name	Northward Rd		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	73	0	346	0	4	533
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	73	0	346	0	4	533
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	0	87	0	1	133
Total Analysis Volume [veh/h]	73	0	346	0	4	533
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	12.56	0.00	0.00	0.00	0.00	0.00
Movement LOS	B		A		A	A
95th-Percentile Queue Length [veh/ln]	0.46	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	11.41	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.56		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.96					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1700: East-West Arterial at Lookout Rd

Control Type:	Roundabout	Delay (sec / veh):	5.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Lookout Rd			Lookout Rd			East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Lookout Rd			Lookout Rd			East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	29	0	4	0	0	0	0	281	23	42	4	526	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	0	4	0	0	0	0	281	23	42	4	526	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	7	0	1	0	0	0	0	70	6	11	1	132	0	0
Total Analysis Volume [veh/h]	29	0	4	0	0	0	0	281	23	42	4	526	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1				
Circulating Flow Rate [veh/h]	568			350			4				65				
Exiting Flow Rate [veh/h]	27			0			597				285				
Demand Flow Rate [veh/h]	29	0	4	0	0	0	0	281	23	42	4	526	0	0	
Adjusted Demand Flow Rate [veh/h]	29	0	4	0	0	0	0	281	23	42	4	526	0	0	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	33	0	346	530
Capacity of Entry and Bypass Lanes [veh/h]	774	966	1375	1292
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	774	966	1375	1292
X, volume / capacity	0.04	0.00	0.25	0.41

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.13	0.00	1.00	2.04
95th-Percentile Queue Length [ft]	3.34	0.00	25.04	51.10
Approach Delay [s/veh]	5.08	3.73	4.76	6.77
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	5.94			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 1800: East-West Arterial at Longfellow Rd

Control Type:	Roundabout	Delay (sec / veh):	5.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Longfellow Rd			Longfellow Rd			East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Longfellow Rd			Longfellow Rd			East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	12	0	0	0	0	0	0	280	0	4	0	451	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	0	0	0	0	0	0	280	0	4	0	451	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	3	0	0	0	0	0	0	70	0	1	0	113	0	0
Total Analysis Volume [veh/h]	12	0	0	0	0	0	0	280	0	4	0	451	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1				
Circulating Flow Rate [veh/h]	455			284			0				4				
Exiting Flow Rate [veh/h]	0			0			467				280				
Demand Flow Rate [veh/h]	12	0	0	0	0	0	0	280	0	4	0	451	0	0	
Adjusted Demand Flow Rate [veh/h]	12	0	0	0	0	0	0	280	0	4	0	451	0	0	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	12	0	284	451
Capacity of Entry and Bypass Lanes [veh/h]	868	1033	1380	1375
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	868	1033	1380	1375
X, volume / capacity	0.01	0.00	0.21	0.33

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.04	0.00	0.77	1.45
95th-Percentile Queue Length [ft]	1.05	0.00	19.33	36.18
Approach Delay [s/veh]	4.28	3.49	4.31	5.53
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	5.05			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 1900: East West Arterial North/South Spurs

Control Type:	Roundabout	Delay (sec / veh):	4.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	East-West Arterial			East-West Arterial			East-West Arterial		
Approach	Northbound			Eastbound			Westbound		
Lane Configuration									
Turning Movement	Left	Right	U-turn	Thru	Right	U-turn	Left	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			50.00			40.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes		

Volumes

Name	East-West Arterial			East-West Arterial			East-West Arterial		
Base Volume Input [veh/h]	351	1	4	74	206	0	0	100	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	351	1	4	74	206	0	0	100	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	88	0	1	19	52	0	0	25	0
Total Analysis Volume [veh/h]	351	1	4	74	206	0	0	100	0
Pedestrian Volume [ped/h]	0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1		
Circulating Flow Rate [veh/h]	100			5			210		
Exiting Flow Rate [veh/h]	210			451			75		
Demand Flow Rate [veh/h]	351	1	4	74	206	0	0	100	0
Adjusted Demand Flow Rate [veh/h]	351	1	4	74	206	0	0	100	0

Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	356	280	100
Capacity of Entry and Bypass Lanes [veh/h]	1247	1373	1114
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1247	1373	1114
X, volume / capacity	0.29	0.20	0.09

Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	1.19	0.76	0.30
95th-Percentile Queue Length [ft]	29.68	19.11	7.38
Approach Delay [s/veh]	5.47	4.31	4.00
Approach LOS	A	A	A
Intersection Delay [s/veh]	4.83		
Intersection LOS	A		

Intersection Level Of Service Report
Intersection 2000: Frank Sound Road at East-West Arterial

Control Type:	Roundabout	Delay (sec / veh):	3.3
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		East-West Arterial			Frank Sound Rd	
Approach	Northbound		Eastbound			Westbound	
Lane Configuration							
Turning Movement	Left	Thru	Left	Right	U-turn	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		40.00			50.00	
Grade [%]	0.00		0.00			0.00	
Crosswalk	Yes		Yes			Yes	

Volumes

Name	Frank Sound Rd		East-West Arterial			Frank Sound Rd	
Base Volume Input [veh/h]	7	57	70	5	0	40	93
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	57	70	5	0	40	93
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	14	18	1	0	10	23
Total Analysis Volume [veh/h]	7	57	70	5	0	40	93
Pedestrian Volume [ped/h]	0		0			0	

Intersection Settings

Number of Conflicting Circulating Lanes	1		1			1	
Circulating Flow Rate [veh/h]	93		57			5	
Exiting Flow Rate [veh/h]	45		100			127	
Demand Flow Rate [veh/h]	7	57	70	5	0	40	93
Adjusted Demand Flow Rate [veh/h]	7	57	70	5	0	40	93

Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	64	75	133
Capacity of Entry and Bypass Lanes [veh/h]	1256	1303	1373
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1256	1303	1373
X, volume / capacity	0.05	0.06	0.10

Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	0.16	0.18	0.32
95th-Percentile Queue Length [ft]	4.03	4.58	8.03
Approach Delay [s/veh]	3.28	3.22	3.39
Approach LOS	A	A	A
Intersection Delay [s/veh]	3.32		
Intersection LOS	A		

Intersection Level Of Service Report
Intersection 2100: Frank Sound Road at East-West Arterial

Control Type:	Roundabout	Delay (sec / veh):	4.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		East-West Arterial		
Approach	Northbound		Southbound		Eastbound		
Lane Configuration							
Turning Movement	Left	Thru	Thru	Right	Left	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		20.00		40.00		
Grade [%]	0.00		0.00		0.00		
Crosswalk	Yes		Yes		Yes		

Volumes

Name	Frank Sound Rd		Frank Sound Rd		East-West Arterial		
Base Volume Input [veh/h]	273	60	69	20	4	191	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	273	60	69	20	4	191	31
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	68	15	17	5	1	48	8
Total Analysis Volume [veh/h]	273	60	69	20	4	191	31
Pedestrian Volume [ped/h]	0		0		0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1	
Circulating Flow Rate [veh/h]	51			222			60	
Exiting Flow Rate [veh/h]	260			64			324	
Demand Flow Rate [veh/h]	273	60		69	20	4	191	31
Adjusted Demand Flow Rate [veh/h]	273	60		69	20	4	191	31

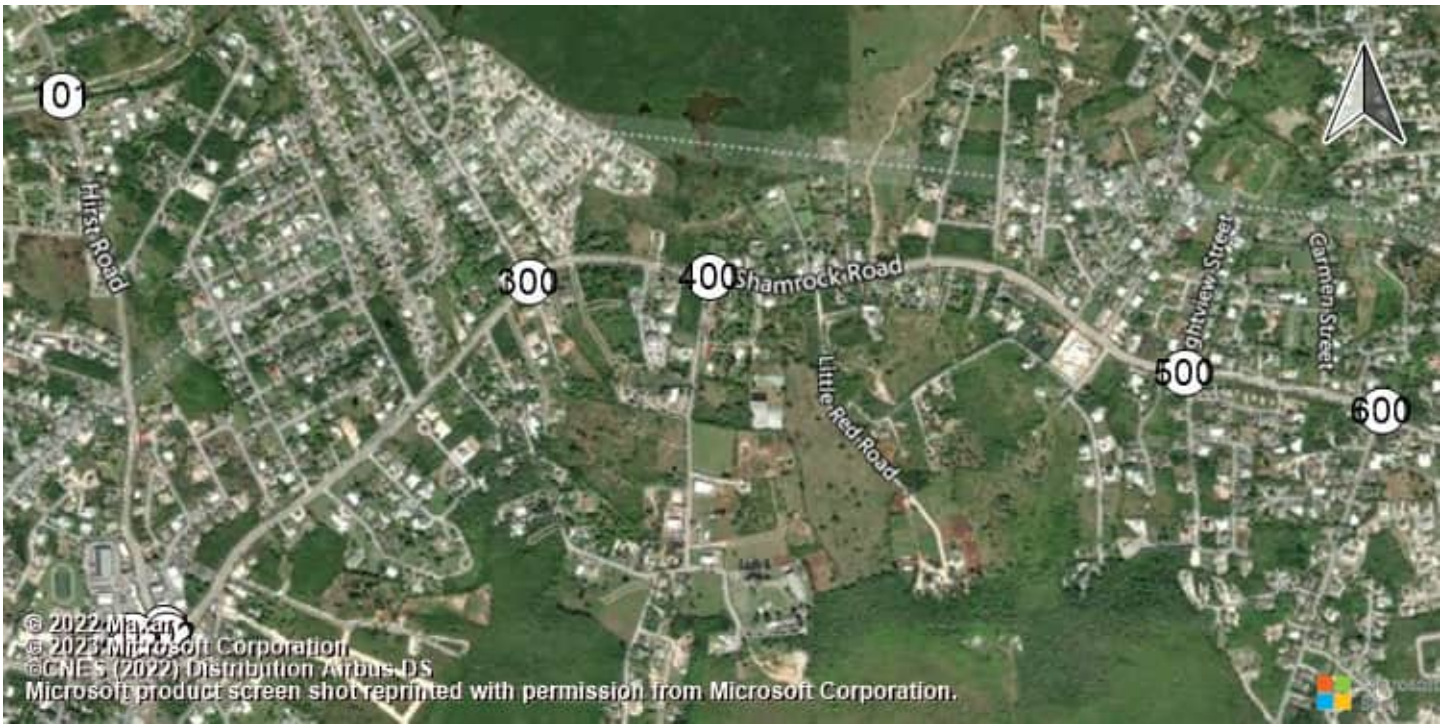
Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	333	89	226
Capacity of Entry and Bypass Lanes [veh/h]	1311	1101	1299
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1311	1101	1299
X, volume / capacity	0.25	0.08	0.17

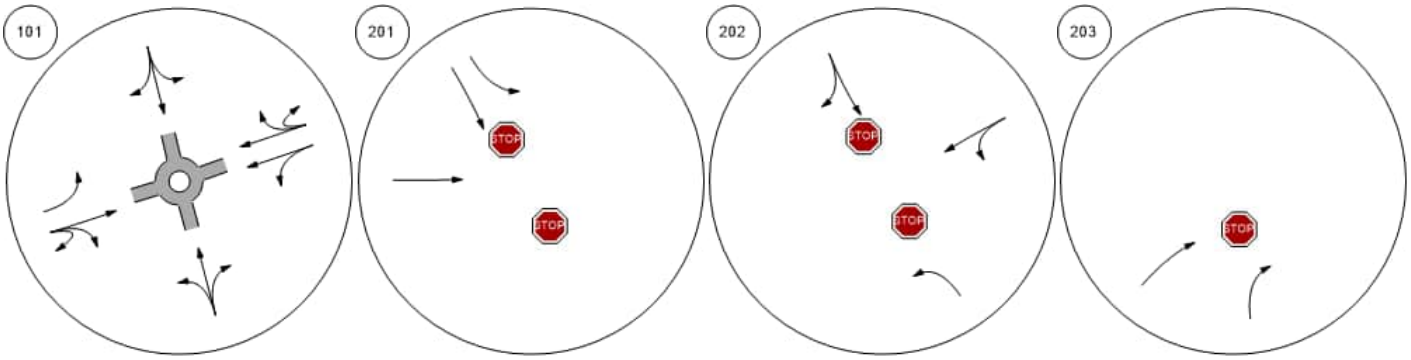
Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	1.01	0.26	0.63
95th-Percentile Queue Length [ft]	25.35	6.59	15.74
Approach Delay [s/veh]	4.95	3.96	4.23
Approach LOS	A	A	A
Intersection Delay [s/veh]	4.56		
Intersection LOS	A		

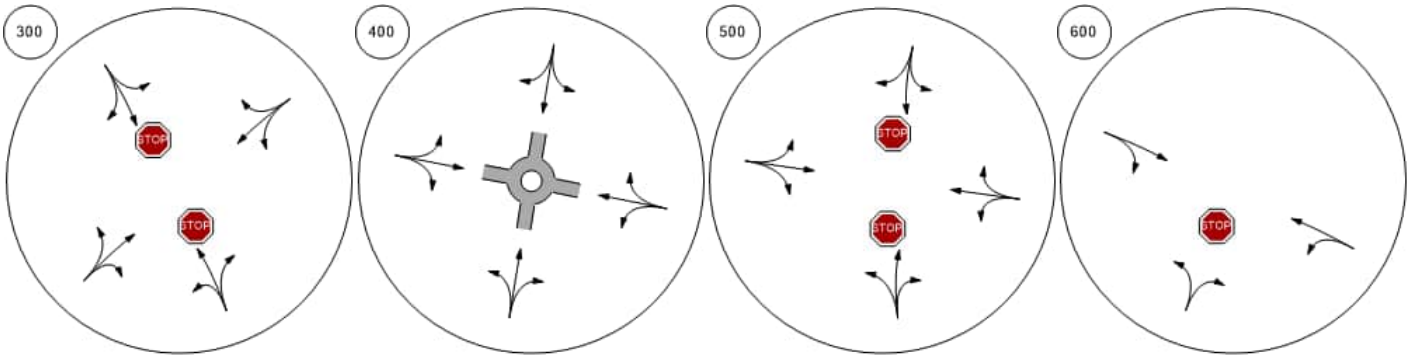
Lane Configuration and Traffic Control



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

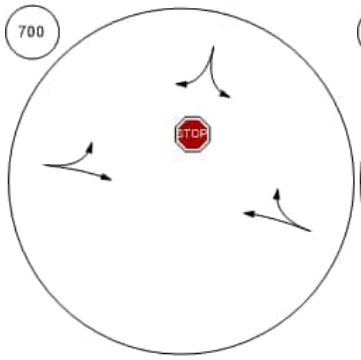


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

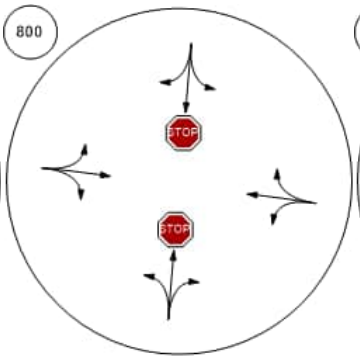


Lane Configuration and Traffic Control

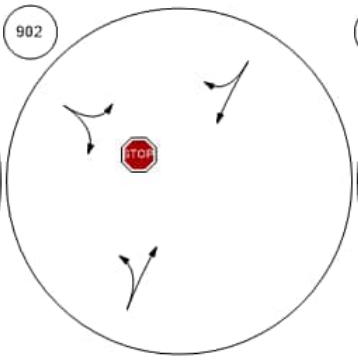
Shamrock Road at Northward



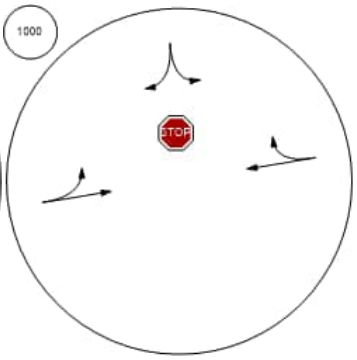
Shamrock Road at Condor R



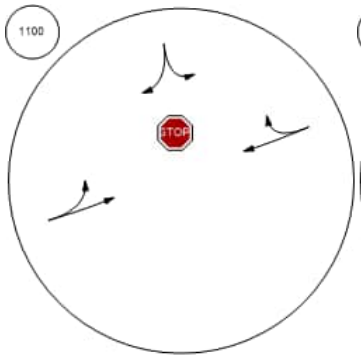
Bodden Town Road at Bodde



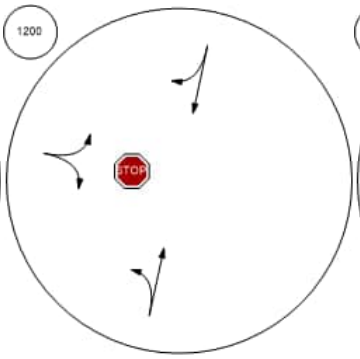
Bodden Town Road at Long



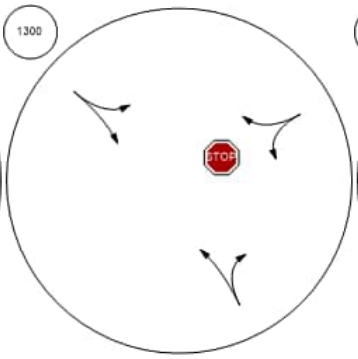
Frank Sound Road at Bodde



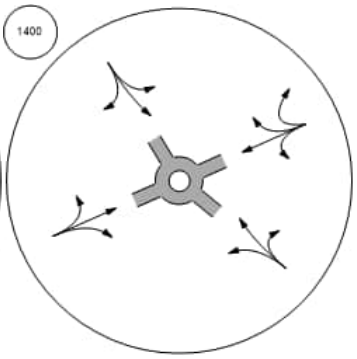
Frank Sound Road at Clifton



Frank Sound Road at North S

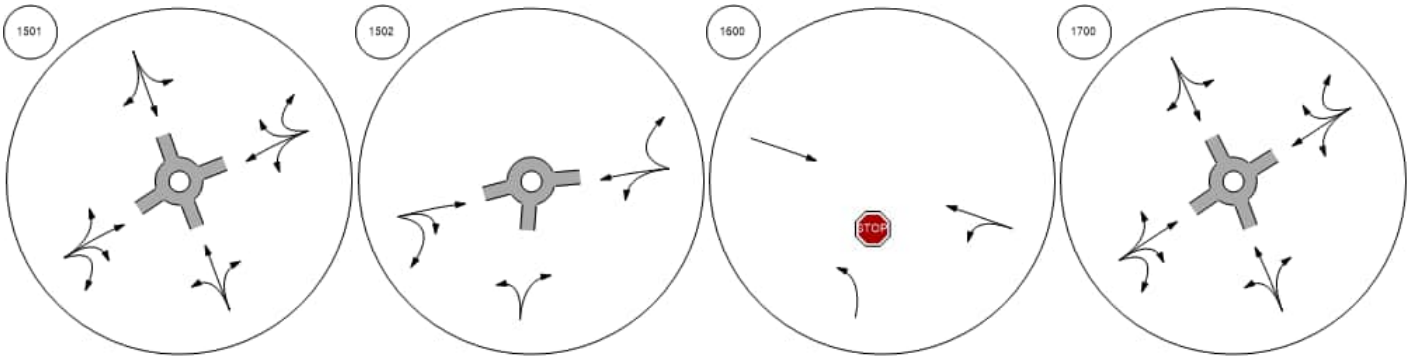


East-West Arterial at Agricola

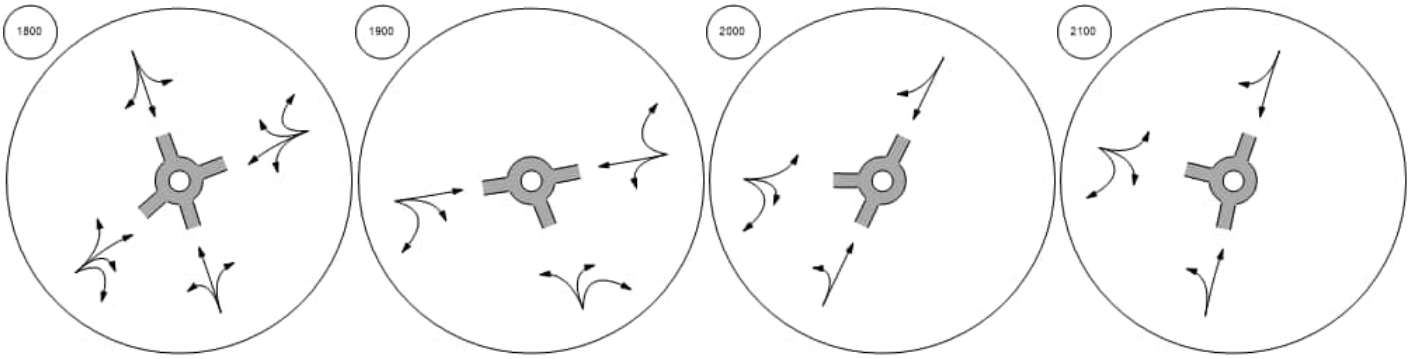


Lane Configuration and Traffic Control

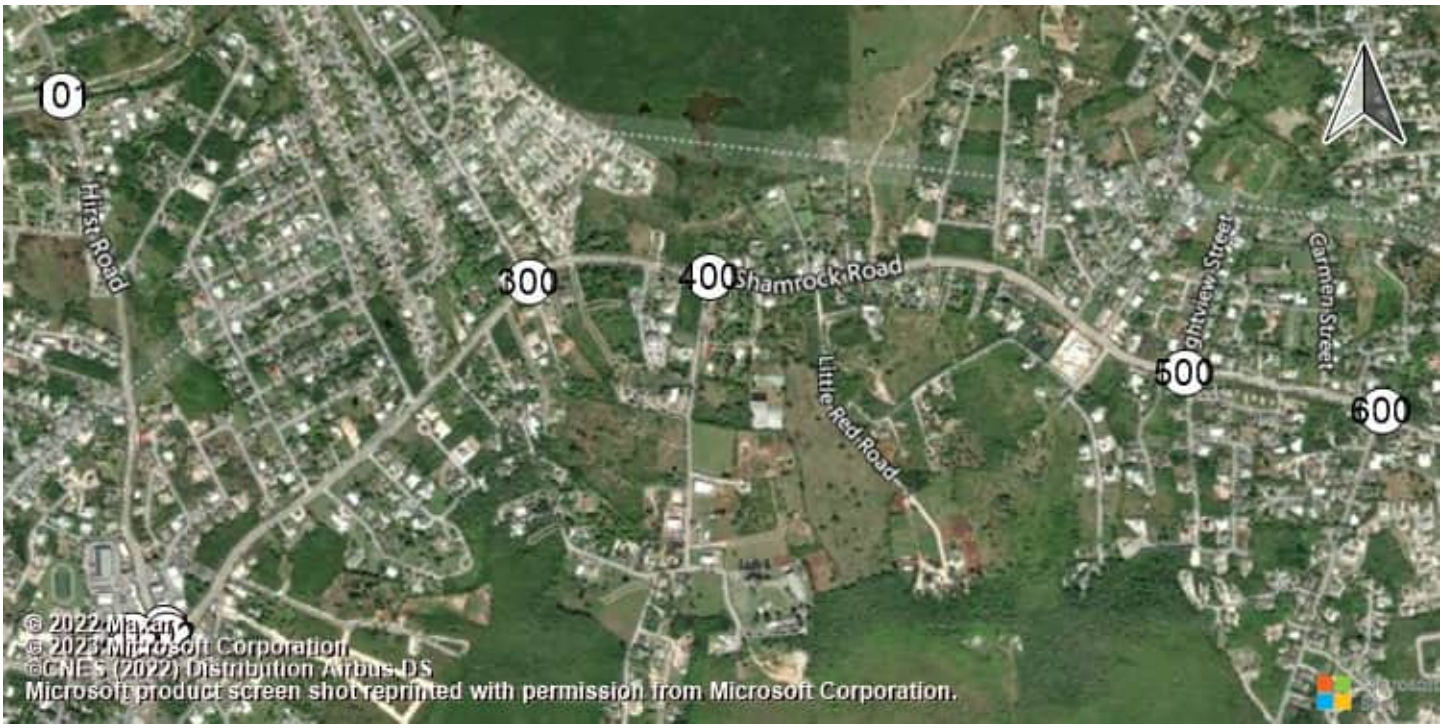
East-West Arterial at Will T C East-West Arterial at Will T C East-West Arterial at Northwa East-West Arterial at Lookout



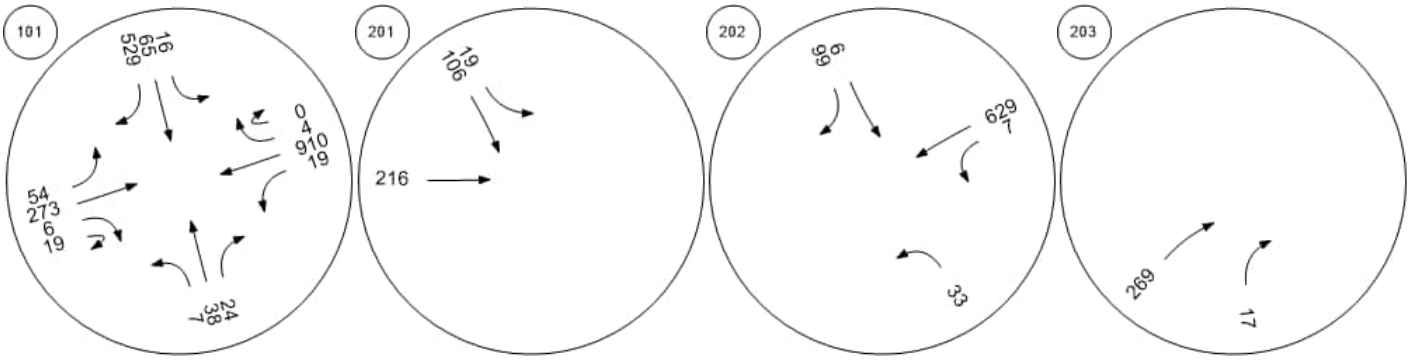
East-West Arterial at Longfell East West Arterial North/Sout Frank Sound Road at East-W Frank Sound Road at East-W



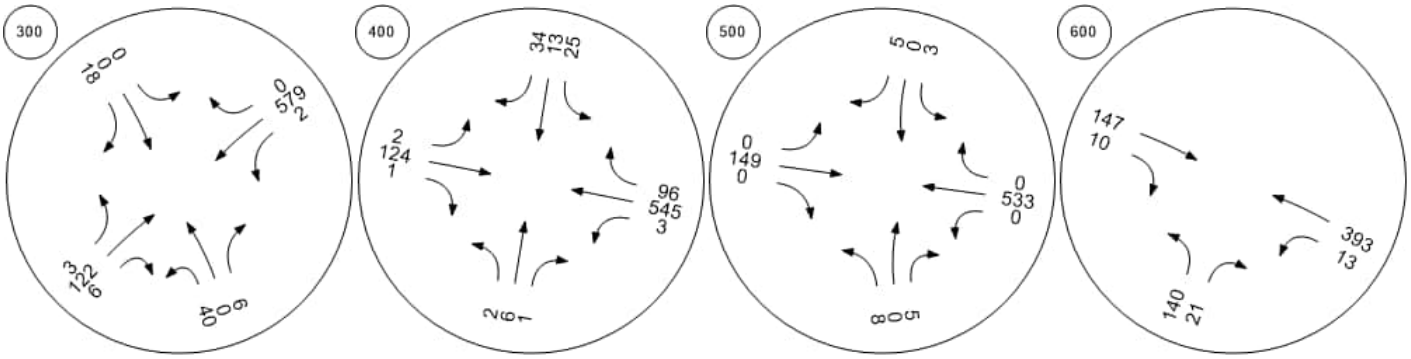
Traffic Volume - Base Volume



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

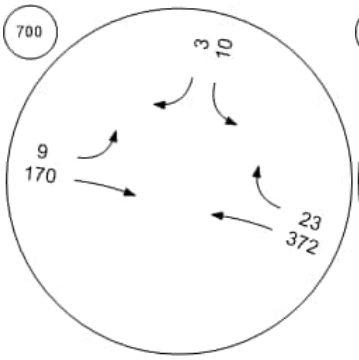


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

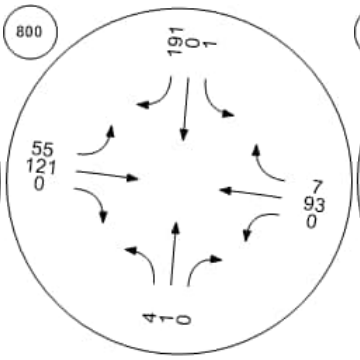


Traffic Volume - Base Volume

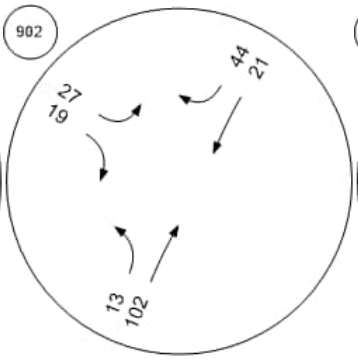
Shamrock Road at Northward



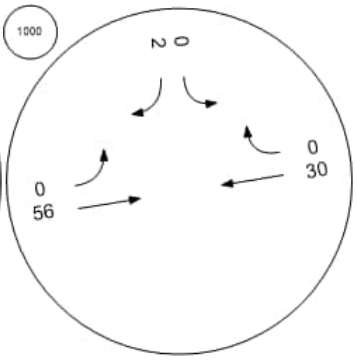
Shamrock Road at Condor R



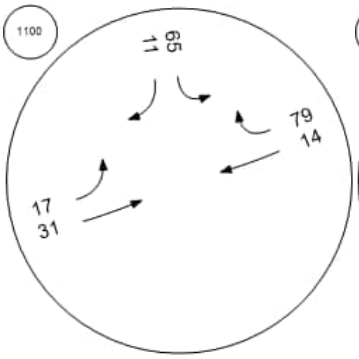
Bodden Town Road at Bodde



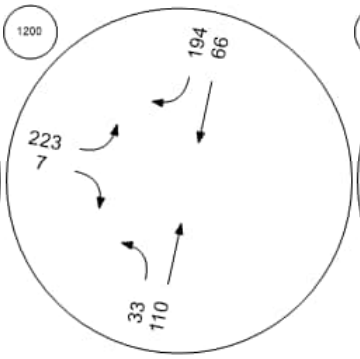
Bodden Town Road at Long



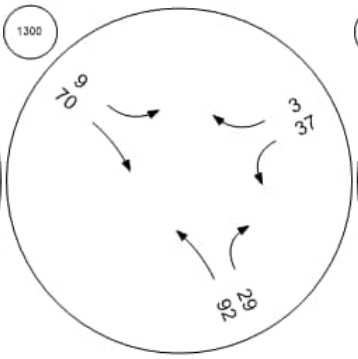
Frank Sound Road at Bodde



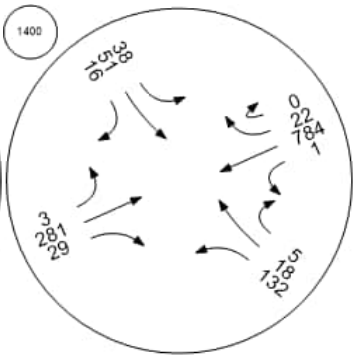
Frank Sound Road at Clifton



Frank Sound Road at North S

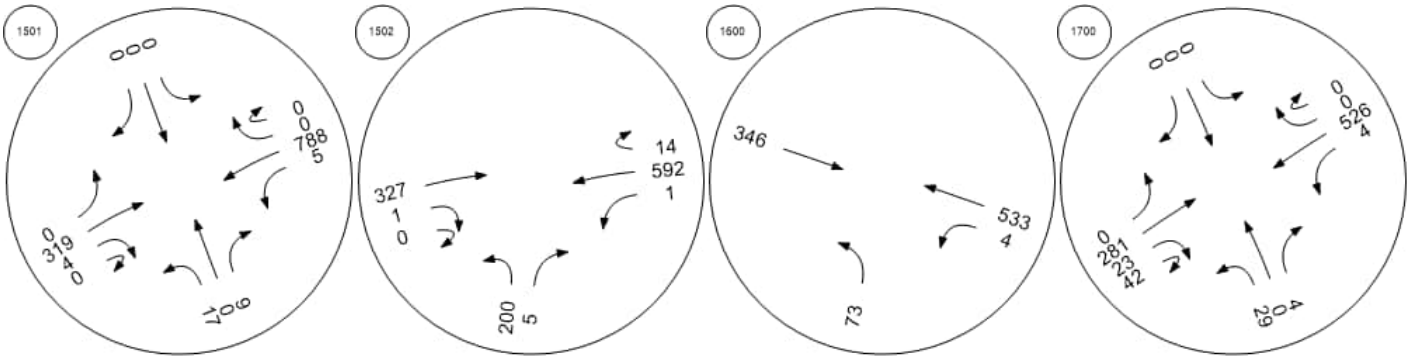


East-West Arterial at Agricola

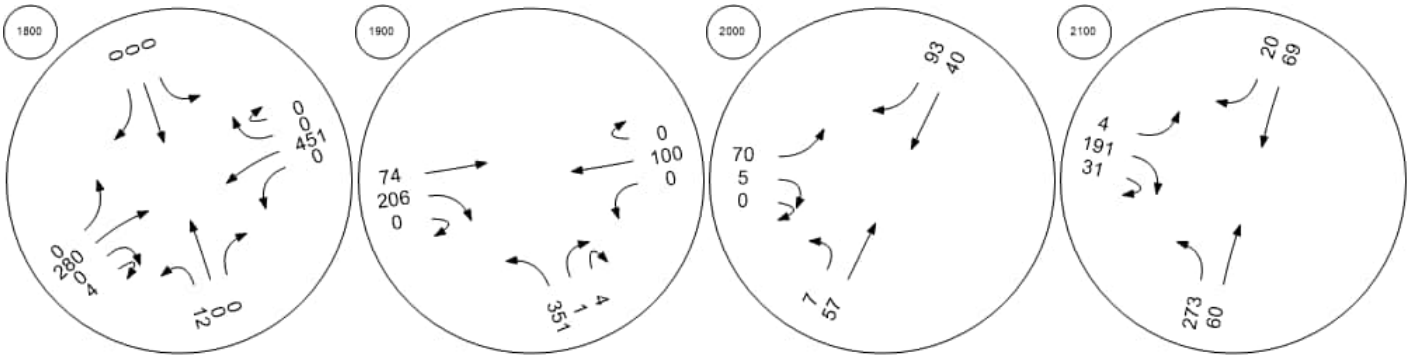


Traffic Volume - Base Volume

East-West Arterial at Will T C East-West Arterial at Will T C East-West Arterial at Northwa East-West Arterial at Lookout



East-West Arterial at Longfell East West Arterial North/Sout Frank Sound Road at East-W Frank Sound Road at East-W



Intersection Level Of Service Report
Intersection 101: East-West Arterial Road at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	13.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name									East-West Arterial				East-West Arterial				
Approach	Northbound				Southbound				Eastbound				Westbound				
Lane Configuration																	
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	U-tu	Left	Thr	Thr	Rig	U-t
Lane Width [ft]	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.	12.	12.	12.	12.
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Entry Pocket Length [ft]	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	200	100	100	100	100
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Speed [mph]	30.00				30.00				40.00				50.00				
Grade [%]	0.00				0.00				0.00				0.00				
Crosswalk	Yes				Yes				Yes				Yes				

Volumes

Name									East-West Arterial				East-West Arterial				
Base Volume Input [veh/h]	26	0	133	19	0	65	0	128	370	937	48	3	47	348	0	12	0
Base Volume Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	0	133	19	0	65	0	128	370	937	48	3	47	348	0	12	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Other Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Total 15-Minute Volume [veh/h]	7	0	33	5	0	16	0	32	93	234	12	1	12	87	0	3	0
Total Analysis Volume [veh/h]	26	0	133	19	0	65	0	128	370	937	48	3	47	348	0	12	0
Pedestrian Volume [ped/h]	0				0				0				0				

Intersection Settings

Number of Conflicting Circulating Lanes	2				2				2				2				
Circulating Flow Rate [veh/h]	491				1007				164				244				
Exiting Flow Rate [veh/h]	160				515				505				956				
Demand Flow Rate [veh/h]	26	0	133	19	0	65	0	128	370	937	48	3	47	348	0	12	0
Adjusted Demand Flow Rate [veh/h]	26	0	133	19	0	65	0	128	370	937	48	3	47	348	0	12	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1350.00	1420.00	1350.00
B (coefficient)	0.00085	0.00085	0.00085	0.00092	0.00085	0.00092
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	178	193	370	988	216	192
Capacity of Entry and Bypass Lanes [veh/h]	936	604	1236	1161	1155	1079
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	936	604	1236	1161	1155	1079
X, volume / capacity	0.19	0.32	0.30	0.85	0.19	0.18

Movement, Approach, & Intersection Results

Lane LOS	A	B	A	C	A	A
95th-Percentile Queue Length [veh]	0.70	1.37	1.27	11.27	0.69	0.64
95th-Percentile Queue Length [ft]	17.49	34.36	31.70	281.67	17.14	16.08
Approach Delay [s/veh]	5.70	10.35	17.48		4.85	
Approach LOS	A	B	C		A	
Intersection Delay [s/veh]	13.45					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	16.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.388

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	17	189	0	0	396	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	17	189	0	0	396	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	5	51	0	0	106	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	18	203	0	0	426	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance		No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.03	0.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	10.86	16.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS				B	C			A				
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.09	1.82	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	2.19	45.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			15.73			0.00			0.00		
Approach LOS	A			C			A			A		
d_I, Intersection Delay [s/veh]	5.37											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	12.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.026

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	31	0	0	0	17	172	0	0	0	12	192	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	31	0	0	0	17	172	0	0	0	12	192	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	0	0	0	5	46	0	0	0	3	52	0
Total Analysis Volume [veh/h]	33	0	0	0	18	185	0	0	0	13	206	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.00	0.00	0.00	0.03	0.26	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.50	0.00	0.00	0.00	12.25	11.99	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	A				B	B				A	A	
95th-Percentile Queue Length [veh/ln]	0.12	0.00	0.00	0.00	1.17	1.17	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.09	0.00	0.00	0.00	29.17	29.17	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.50			12.01			0.00			0.00		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	6.05											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 203: Shamrock Road atHirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	13.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.065

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	28	564	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	28	564	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	8	152	0	0	0
Total Analysis Volume [veh/h]	0	30	606	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.06	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	13.30	0.00	0.00	0.00	0.00
Movement LOS		B	A			
95th-Percentile Queue Length [veh/ln]	0.00	0.21	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	5.17	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.30		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.63					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	15.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.034

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	12	0	2	5	0	12	5	340	29	5	262	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	0	2	5	0	12	5	340	29	5	262	0
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	1	1	0	3	1	85	7	1	66	0
Total Analysis Volume [veh/h]	12	0	2	5	0	12	5	340	30	5	262	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.01	0.01	0.00	0.03	0.00	0.00	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.74	14.84	15.03	10.47	15.09	15.42	0.00	0.00	7.82	0.00	0.00	7.94
Movement LOS	A	B	C	B	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.06	0.06	0.06	0.13	0.13	0.13	0.07	0.07	0.07	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.60	1.60	1.60	3.17	3.17	3.17	1.76	1.76	1.76	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.49			13.96			0.63			0.00		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	0.92											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive

Control Type:	Roundabout	Delay (sec / veh):	5.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	1	0	0	183	16	35	4	340	3	8	231	39
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	0	183	16	35	4	340	3	8	231	39
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	46	4	9	1	85	1	2	58	10
Total Analysis Volume [veh/h]	1	0	0	183	16	35	4	340	3	9	231	39
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1			
Circulating Flow Rate [veh/h]	305			343			39			54			
Exiting Flow Rate [veh/h]	28			43			267			523			
Demand Flow Rate [veh/h]	1	0	0	183	16	35	4	340	3	8	231	39	
Adjusted Demand Flow Rate [veh/h]	1	0	0	183	16	35	4	340	3	9	231	39	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	1	234	347	279
Capacity of Entry and Bypass Lanes [veh/h]	1012	973	1327	1307
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1012	973	1327	1307
X, volume / capacity	0.00	0.24	0.26	0.21

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.00	0.94	1.05	0.81
95th-Percentile Queue Length [ft]	0.07	23.52	26.35	20.25
Approach Delay [s/veh]	3.57	6.07	4.98	4.57
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	5.14			
Intersection LOS	A			

Intersection Level Of Service Report

Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	17.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	1	0	1	0	0	0	11	437	23	50	220	26
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	1	0	0	0	11	437	23	50	220	26
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	3	109	6	13	55	7
Total Analysis Volume [veh/h]	1	0	1	0	0	0	11	437	23	50	220	26
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	9.55	16.73	17.02	10.81	17.00	17.01	0.00	0.00	7.81	0.00	0.00	8.28
Movement LOS	A	C	C	B	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	0.00	0.00	0.00	0.05	0.05	0.05	0.07	0.07	0.07
95th-Percentile Queue Length [ft/ln]	0.35	0.35	0.35	0.00	0.00	0.00	1.34	1.34	1.34	1.78	1.78	1.78
d_A, Approach Delay [s/veh]	13.28			14.94			0.38			0.73		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	0.55											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	18.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.087

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	47	24	353	85	19	248
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	47	24	353	85	19	248
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	7	97	23	5	68
Total Analysis Volume [veh/h]	52	26	388	93	21	273
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.09	0.00	0.07	0.00	0.00
d_M, Delay for Movement [s/veh]	11.05	18.33	0.00	8.04	0.00	0.00
Movement LOS	B	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.55	0.55	0.23	0.23	0.00	0.00
95th-Percentile Queue Length [ft/ln]	13.64	13.64	5.87	5.87	0.00	0.00
d_A, Approach Delay [s/veh]	13.47		1.55		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	2.11					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	13.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.082

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	17	36	12	279	271	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	36	12	279	271	18
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	9	3	72	70	5
Total Analysis Volume [veh/h]	18	37	12	288	279	19
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.08	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	10.62	13.78	0.00	0.00	0.00	7.87
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.35	0.35	0.00	0.00	0.05	0.05
95th-Percentile Queue Length [ft/ln]	8.82	8.82	0.00	0.00	1.14	1.14
d_A, Approach Delay [s/veh]	12.74		0.00		0.50	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.30					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	12.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.124

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	1	0	0	5	0	73	71	148	1	0	156	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	0	5	0	73	71	148	1	0	156	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	1	0	18	18	37	0	0	39	3
Total Analysis Volume [veh/h]	1	0	0	5	0	73	71	148	1	0	156	13
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.12	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	9.03	11.76	11.19	10.06	12.35	12.04	0.00	0.00	7.51	0.00	0.00	7.67
Movement LOS	A	B	B	B	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.45	0.45	0.45	0.00	0.00	0.00	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	0.08	0.08	0.08	11.16	11.16	11.16	0.05	0.05	0.05	0.72	0.72	0.72
d_A, Approach Delay [s/veh]	9.03			11.91			0.03			0.59		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	2.23											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 902: Bodden Town Road at Bodden Town Bypass

Control Type:	Two-way stop	Delay (sec / veh):	11.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.075

Intersection Setup

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	34	44	29	108	85	57
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	44	29	108	85	57
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	12	8	29	23	15
Total Analysis Volume [veh/h]	36	47	31	115	90	61
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.07	0.00	0.00	0.00	0.04
d_M, Delay for Movement [s/veh]	9.53	11.36	0.00	0.00	0.00	7.59
Movement LOS	A	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.38	0.38	0.00	0.00	0.13	0.13
95th-Percentile Queue Length [ft/ln]	9.58	9.58	0.00	0.00	3.29	3.29
d_A, Approach Delay [s/veh]	10.56		0.00		3.07	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	3.53					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Two-way stop	Delay (sec / veh):	9.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	0	3	4	63	113	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	3	4	63	113	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	1	17	31	0
Total Analysis Volume [veh/h]	0	3	4	69	124	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.63	9.53	0.00	0.00	0.00	7.34
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.28	0.28	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.53		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.14					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1100: Frank Sound Road at Bodden Town Road

Control Type:	Two-way stop	Delay (sec / veh):	12.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.074

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	146	42	23	21	61	112
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	146	42	23	21	61	112
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	11	6	6	16	30
Total Analysis Volume [veh/h]	157	45	25	23	66	120
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.07	0.00	0.00	0.00	0.07
d_M, Delay for Movement [s/veh]	9.61	12.08	0.00	0.00	0.00	7.42
Movement LOS	A	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.86	0.86	0.00	0.00	0.24	0.24
95th-Percentile Queue Length [ft/ln]	21.51	21.51	0.00	0.00	6.05	6.05
d_A, Approach Delay [s/veh]	10.16		0.00		4.79	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	6.75					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Two-way stop	Delay (sec / veh):	22.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.192

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd			
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd			
Base Volume Input [veh/h]	19	121	176	255	222	54
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	121	176	255	222	54
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	30	44	64	56	14
Total Analysis Volume [veh/h]	19	121	176	255	222	54
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.18	0.24	0.19
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	8.00	13.11	22.02
Movement LOS	A	A	A	A	B	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.63	0.63	2.18	2.18
95th-Percentile Queue Length [ft/ln]	0.00	0.00	15.86	15.86	54.45	54.45
d_A, Approach Delay [s/veh]	0.00		4.73		14.86	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	7.25					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	11.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.044

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	150	30	34	137	64	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	150	30	34	137	64	23
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	8	10	38	18	6
Total Analysis Volume [veh/h]	169	34	38	154	72	26
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.00	0.00	0.08	0.04
d_M, Delay for Movement [s/veh]	0.00	7.65	0.00	0.00	9.78	11.82
Movement LOS	A	A	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.07	0.07	0.00	0.00	0.43	0.43
95th-Percentile Queue Length [ft/ln]	1.87	1.87	0.00	0.00	10.82	10.82
d_A, Approach Delay [s/veh]	1.28		0.00		10.32	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.58					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	11.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			50.00			50.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	Yes			Yes			Yes			Yes			

Volumes

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Base Volume Input [veh/h]	21	21	1	66	33	6	0	756	200	35	380	53	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	21	1	66	33	6	0	756	200	35	380	53	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	5	5	0	17	8	2	0	189	50	9	95	13	0
Total Analysis Volume [veh/h]	21	21	1	66	33	6	0	756	200	35	380	53	0
Pedestrian Volume [ped/h]	0			0			0			0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1			
Circulating Flow Rate [veh/h]	439			957			75			239			
Exiting Flow Rate [veh/h]	268			74			407			823			
Demand Flow Rate [veh/h]	21	21	1	66	33	6	0	756	200	35	380	53	0
Adjusted Demand Flow Rate [veh/h]	21	21	1	66	33	6	0	756	200	35	380	53	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	43	105	956	468
Capacity of Entry and Bypass Lanes [veh/h]	882	520	1279	1082
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	882	520	1279	1082
X, volume / capacity	0.05	0.20	0.75	0.43

Movement, Approach, & Intersection Results

Lane LOS	A	A	B	A
95th-Percentile Queue Length [veh]	0.15	0.75	7.50	2.22
95th-Percentile Queue Length [ft]	3.84	18.71	187.51	55.60
Approach Delay [s/veh]	4.54	9.68	14.37	8.01
Approach LOS	A	A	B	A
Intersection Delay [s/veh]	11.89			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 1501: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	8.3
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name							East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			30.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name							East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	1	0	7	0	0	0	0	742	82	0	6	466	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	7	0	0	0	0	742	82	0	6	466	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	0	0	2	0	0	0	0	186	21	0	2	117	0	0
Total Analysis Volume [veh/h]	1	0	7	0	0	0	0	742	82	0	6	466	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1					
Circulating Flow Rate [veh/h]	466			831			7				82					
Exiting Flow Rate [veh/h]	88			0			467				749					
Demand Flow Rate [veh/h]	1	0	7	0	0	0	0	742	82	0	6	466	0	0		
Adjusted Demand Flow Rate [veh/h]	1	0	7	0	0	0	0	742	82	0	6	466	0	0		

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	8	0	824	472
Capacity of Entry and Bypass Lanes [veh/h]	858	592	1371	1270
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	858	592	1371	1270
X, volume / capacity	0.01	0.00	0.60	0.37

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.03	0.00	4.26	1.75
95th-Percentile Queue Length [ft]	0.71	0.00	106.50	43.64
Approach Delay [s/veh]	4.28	6.09	9.51	6.36
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	8.34			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 1502: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	7.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name			East-West Arterial			East-West Arterial		
Approach	Northbound		Eastbound			Westbound		
Lane Configuration								
Turning Movement	Left	Right	Thru	Right	U-turn	Left	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00			50.00		
Grade [%]	0.00		0.00			0.00		
Crosswalk	Yes		Yes			Yes		

Volumes

Name			East-West Arterial			East-West Arterial		
Base Volume Input [veh/h]	12	1	722	27	0	2	459	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	1	722	27	0	2	459	28
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	181	7	0	1	115	7
Total Analysis Volume [veh/h]	12	1	722	27	0	2	459	28
Pedestrian Volume [ped/h]	0		0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1	
Circulating Flow Rate [veh/h]	487			29			27	
Exiting Flow Rate [veh/h]	29			471			751	
Demand Flow Rate [veh/h]	12	1	722	27	0	2	459	28
Adjusted Demand Flow Rate [veh/h]	12	1	722	27	0	2	459	28

Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	13	749	489
Capacity of Entry and Bypass Lanes [veh/h]	840	1340	1343
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	840	1340	1343
X, volume / capacity	0.02	0.56	0.36

Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	0.05	3.63	1.69
95th-Percentile Queue Length [ft]	1.18	90.64	42.30
Approach Delay [s/veh]	4.43	8.83	6.03
Approach LOS	A	A	A
Intersection Delay [s/veh]	7.69		
Intersection LOS	A		

Intersection Level Of Service Report
Intersection 1600: East-West Arterial at Northward Rd

Control Type:	Two-way stop	Delay (sec / veh):	11.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.042

Intersection Setup

Name	Northward Rd		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	25	0	752	0	14	465
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	25	0	752	0	14	465
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	0	188	0	4	116
Total Analysis Volume [veh/h]	25	0	752	0	14	465
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.00	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.30	0.00	0.00	0.00	0.00	0.00
Movement LOS	B		A		A	A
95th-Percentile Queue Length [veh/ln]	0.13	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.28	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.30		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.22					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1700: East-West Arterial at Lookout Rd

Control Type:	Roundabout	Delay (sec / veh):	7.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Lookout Rd			Lookout Rd			East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Lookout Rd			Lookout Rd			East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	27	0	10	0	0	0	0	546	99	106	16	408	0	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	0	10	0	0	0	0	546	99	106	16	408	0	1
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	7	0	3	0	0	0	0	137	25	27	4	102	0	0
Total Analysis Volume [veh/h]	27	0	10	0	0	0	0	546	99	106	16	408	0	1
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1			
Circulating Flow Rate [veh/h]	515			762			11				205			
Exiting Flow Rate [veh/h]	115			0			541				557			
Demand Flow Rate [veh/h]	27	0	10	0	0	0	0	546	99	106	16	408	0	1
Adjusted Demand Flow Rate [veh/h]	27	0	10	0	0	0	0	546	99	106	16	408	0	1

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	37	0	751	425
Capacity of Entry and Bypass Lanes [veh/h]	817	635	1365	1120
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	817	635	1365	1120
X, volume / capacity	0.05	0.00	0.55	0.38

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.14	0.00	3.51	1.80
95th-Percentile Queue Length [ft]	3.56	0.00	87.78	44.96
Approach Delay [s/veh]	4.85	5.68	8.57	7.07
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	7.93			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 1800: East-West Arterial at Longfellow Rd

Control Type:	Roundabout	Delay (sec / veh):	5.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Longfellow Rd			Longfellow Rd			East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Longfellow Rd			Longfellow Rd			East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	8	0	0	0	0	0	0	519	21	17	0	381	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	0	0	0	0	0	0	519	21	17	0	381	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	2	0	0	0	0	0	0	130	5	4	0	95	0	0
Total Analysis Volume [veh/h]	8	0	0	0	0	0	0	519	21	17	0	381	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1				
Circulating Flow Rate [veh/h]	398			557			0				38				
Exiting Flow Rate [veh/h]	21			0			406				519				
Demand Flow Rate [veh/h]	8	0	0	0	0	0	0	519	21	17	0	381	0	0	
Adjusted Demand Flow Rate [veh/h]	8	0	0	0	0	0	0	519	21	17	0	381	0	0	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	8	0	557	381
Capacity of Entry and Bypass Lanes [veh/h]	920	782	1380	1328
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	920	782	1380	1328
X, volume / capacity	0.01	0.00	0.40	0.29

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.03	0.00	1.99	1.20
95th-Percentile Queue Length [ft]	0.66	0.00	49.80	29.89
Approach Delay [s/veh]	3.99	4.60	6.38	5.23
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	5.90			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 1900: East West Arterial North/South Spurs

Control Type:	Roundabout	Delay (sec / veh):	5.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	East-West Arterial			East-West Arterial			East-West Arterial		
Approach	Northbound			Eastbound			Westbound		
Lane Configuration									
Turning Movement	Left	Right	U-turn	Thru	Right	U-turn	Left	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			50.00			40.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes		

Volumes

Name	East-West Arterial			East-West Arterial			East-West Arterial		
Base Volume Input [veh/h]	274	2	9	124	396	0	1	107	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	274	2	9	124	396	0	1	107	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	69	1	2	31	99	0	0	27	0
Total Analysis Volume [veh/h]	274	2	9	124	396	0	1	107	0
Pedestrian Volume [ped/h]	0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1		
Circulating Flow Rate [veh/h]	107			11			405		
Exiting Flow Rate [veh/h]	406			381			126		
Demand Flow Rate [veh/h]	274	2	9	124	396	0	1	107	0
Adjusted Demand Flow Rate [veh/h]	274	2	9	124	396	0	1	107	0

Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	285	520	108
Capacity of Entry and Bypass Lanes [veh/h]	1238	1365	914
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1238	1365	914
X, volume / capacity	0.23	0.38	0.12

Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	0.89	1.82	0.40
95th-Percentile Queue Length [ft]	22.28	45.39	10.02
Approach Delay [s/veh]	4.93	6.16	5.06
Approach LOS	A	A	A
Intersection Delay [s/veh]	5.65		
Intersection LOS	A		

Intersection Level Of Service Report
Intersection 2000: Frank Sound Road at East-West Arterial

Control Type:	Roundabout	Delay (sec / veh):	3.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		East-West Arterial		
Approach	Northbound		Southbound		Eastbound		
Lane Configuration							
Turning Movement	Left	Thru	Thru	Right	Left	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		40.00		
Grade [%]	0.00		0.00		0.00		
Crosswalk	Yes		Yes		Yes		

Volumes

Name	Frank Sound Rd		Frank Sound Rd		East-West Arterial		
Base Volume Input [veh/h]	0	87	114	108	126	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	87	114	108	126	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	22	29	27	32	0	0
Total Analysis Volume [veh/h]	0	87	114	108	126	0	0
Pedestrian Volume [ped/h]	0		0		0		

Intersection Settings

Number of Conflicting Circulating Lanes	1		1		1		
Circulating Flow Rate [veh/h]	108		0		87		
Exiting Flow Rate [veh/h]	114		213		108		
Demand Flow Rate [veh/h]	0	87	114	108	126	0	0
Adjusted Demand Flow Rate [veh/h]	0	87	114	108	126	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	87	222	126
Capacity of Entry and Bypass Lanes [veh/h]	1237	1380	1263
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1237	1380	1263
X, volume / capacity	0.07	0.16	0.10

Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	0.23	0.57	0.33
95th-Percentile Queue Length [ft]	5.67	14.32	8.29
Approach Delay [s/veh]	3.48	3.91	3.67
Approach LOS	A	A	A
Intersection Delay [s/veh]	3.76		
Intersection LOS	A		

Intersection Level Of Service Report
Intersection 2100: Frank Sound Road at East-West Arterial

Control Type:	Roundabout	Delay (sec / veh):	5.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		East-West Arterial		
Approach	Northbound		Southbound		Eastbound		
Lane Configuration							
Turning Movement	Left	Thru	Thru	Right	Left	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		40.00		
Grade [%]	0.00		0.00		0.00		
Crosswalk	Yes		Yes		Yes		

Volumes

Name	Frank Sound Rd		Frank Sound Rd		East-West Arterial		
Base Volume Input [veh/h]	235	109	126	15	28	305	64
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	235	109	126	15	28	305	64
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	27	32	4	7	76	16
Total Analysis Volume [veh/h]	235	109	126	15	28	305	64
Pedestrian Volume [ped/h]	0		0		0		

Intersection Settings

Number of Conflicting Circulating Lanes	1		1		1		
Circulating Flow Rate [veh/h]	79		369		109		
Exiting Flow Rate [veh/h]	431		137		314		
Demand Flow Rate [veh/h]	235	109	126	15	28	305	64
Adjusted Demand Flow Rate [veh/h]	235	109	126	15	28	305	64

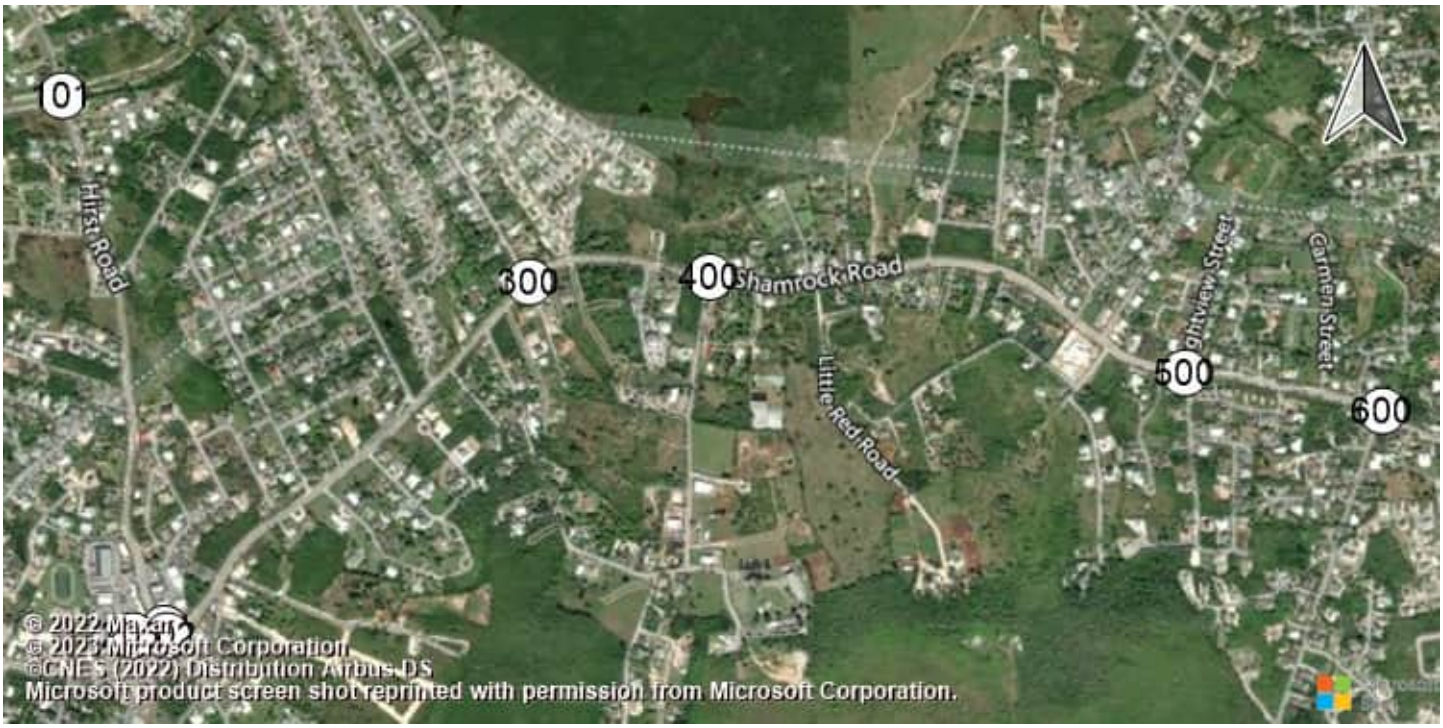
Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	344	141	397
Capacity of Entry and Bypass Lanes [veh/h]	1274	948	1235
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1274	948	1235
X, volume / capacity	0.27	0.15	0.32

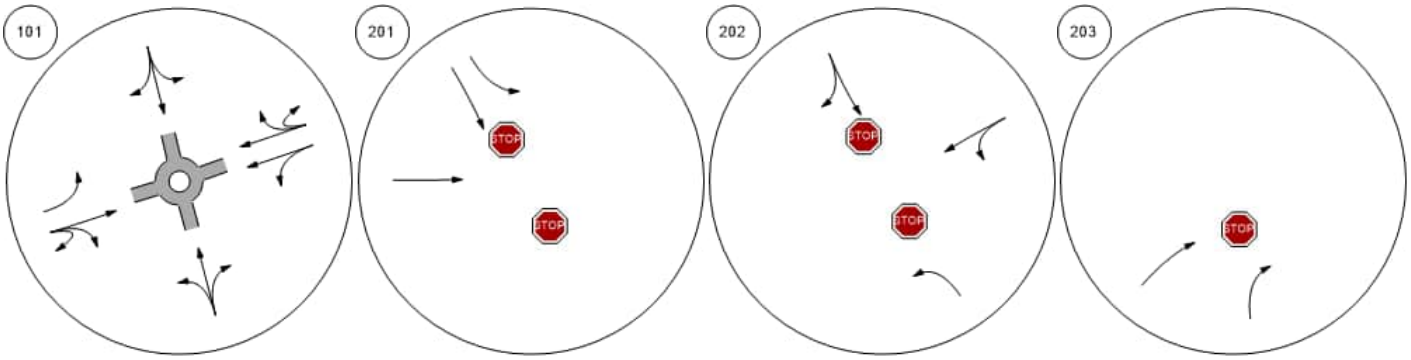
Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	1.10	0.52	1.40
95th-Percentile Queue Length [ft]	27.51	13.05	35.07
Approach Delay [s/veh]	5.22	5.21	5.90
Approach LOS	A	A	A
Intersection Delay [s/veh]	5.52		
Intersection LOS	A		

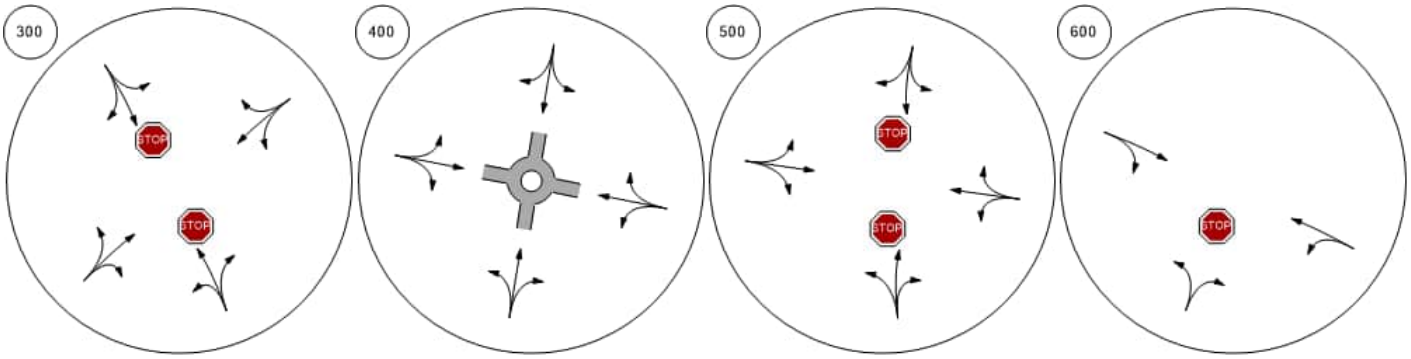
Lane Configuration and Traffic Control



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

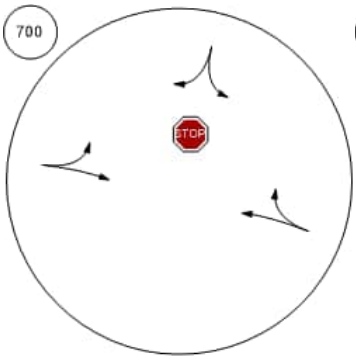


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

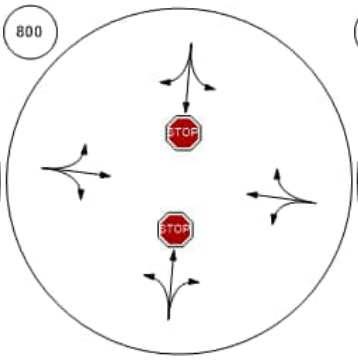


Lane Configuration and Traffic Control

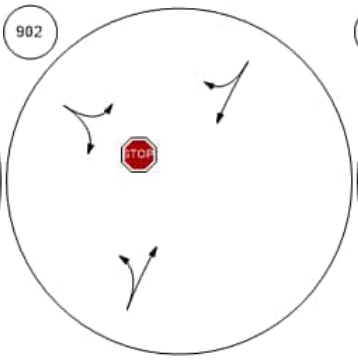
Shamrock Road at Northward



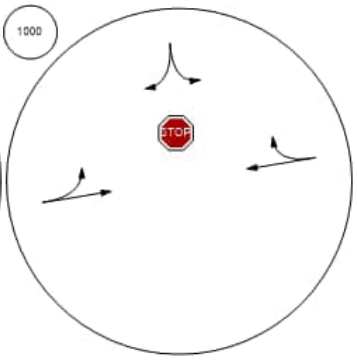
Shamrock Road at Condor R



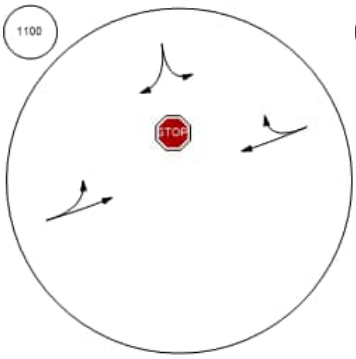
Bodden Town Road at Bodde



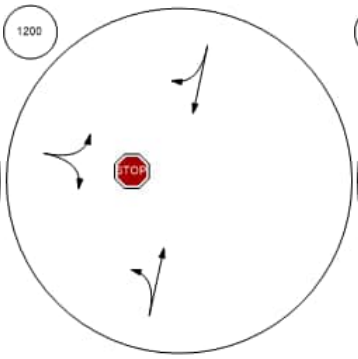
Bodden Town Road at Long



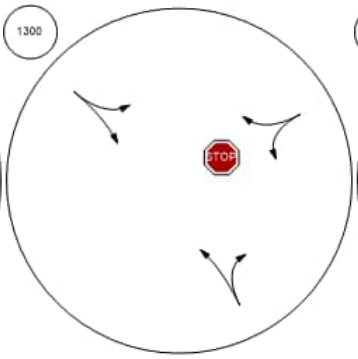
Frank Sound Road at Bodde



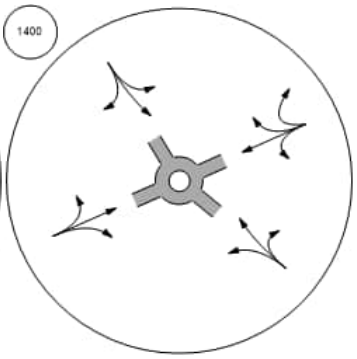
Frank Sound Road at Clifton



Frank Sound Road at North S

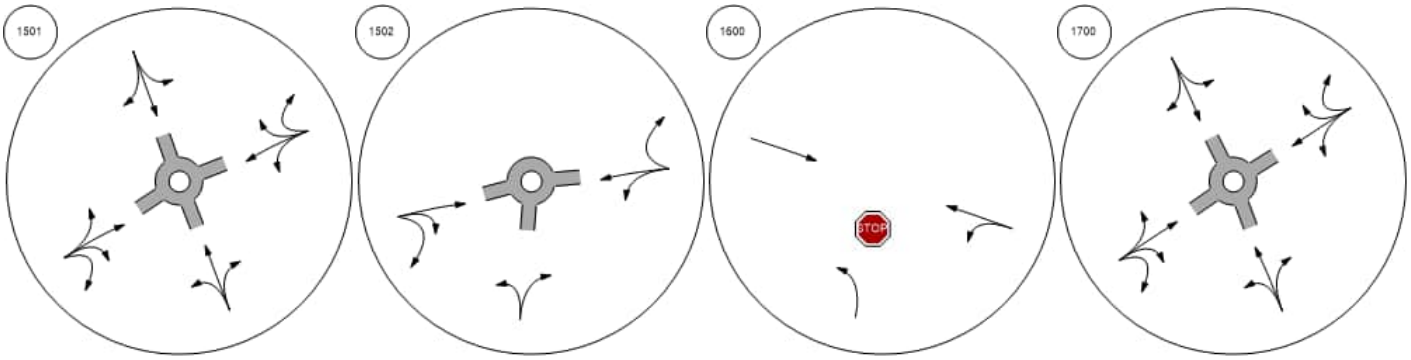


East-West Arterial at Agricola

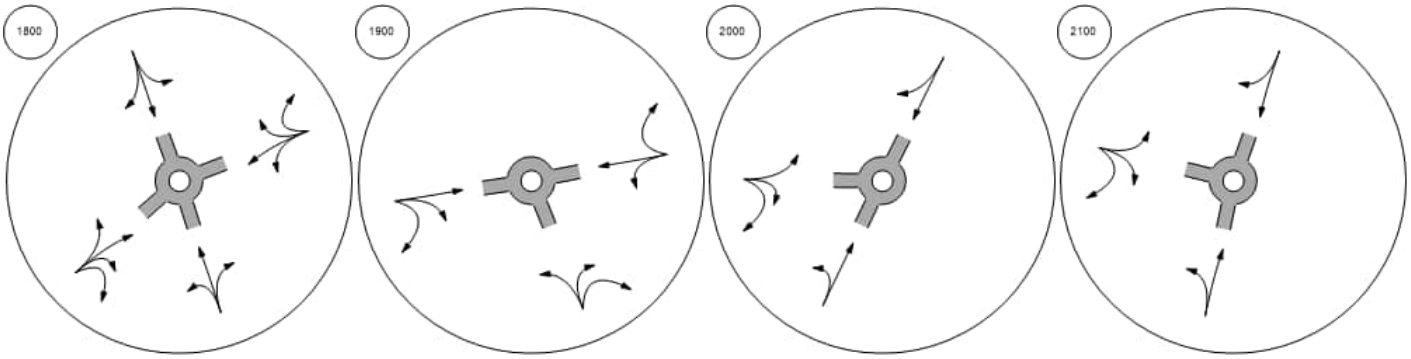


Lane Configuration and Traffic Control

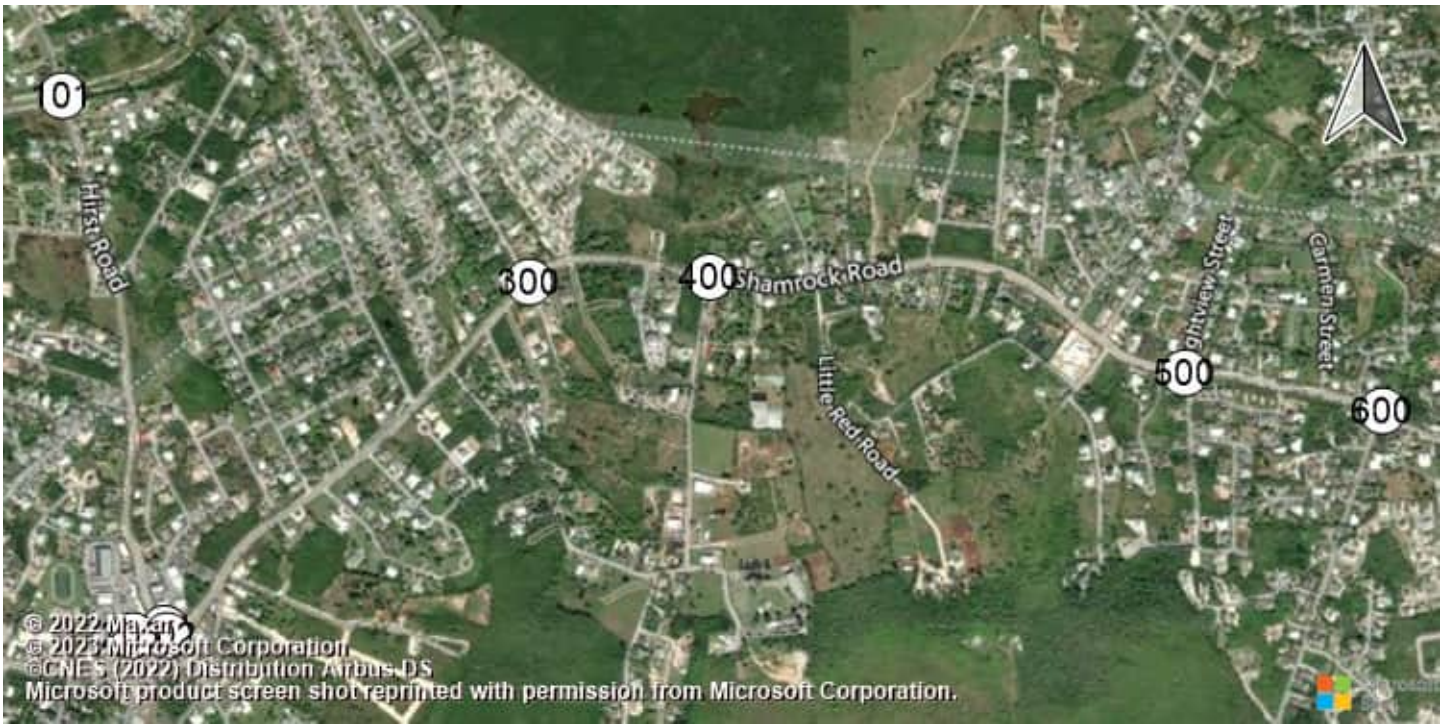
East-West Arterial at Will T C East-West Arterial at Will T C East-West Arterial at Northwa East-West Arterial at Lookout



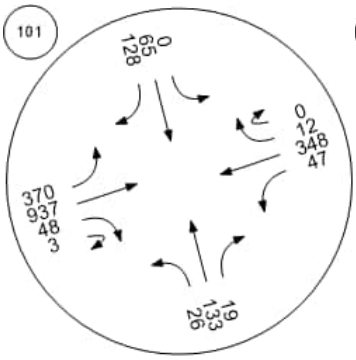
East-West Arterial at Longfell East West Arterial North/Sout Frank Sound Road at East-W Frank Sound Road at East-W



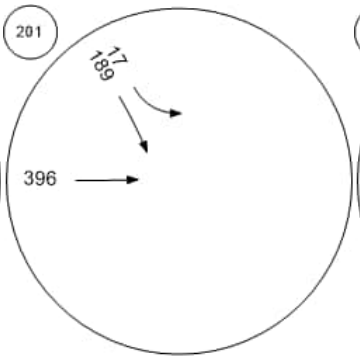
Traffic Volume - Base Volume



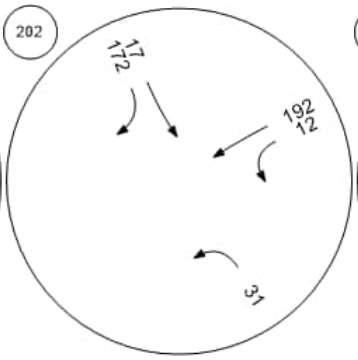
East-West Arterial Road at Hi



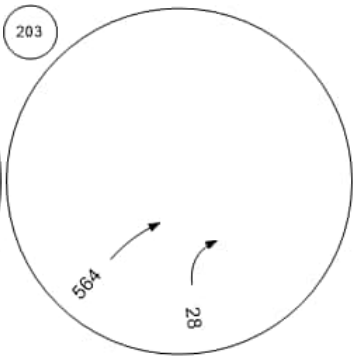
Shamrock Road at Hirst Rd (



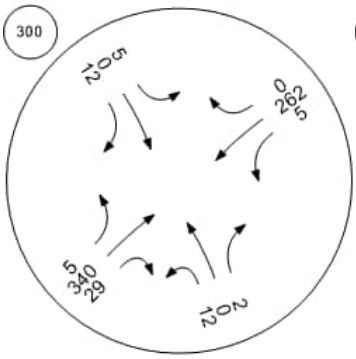
Shamrock Road at Hirst Rd (



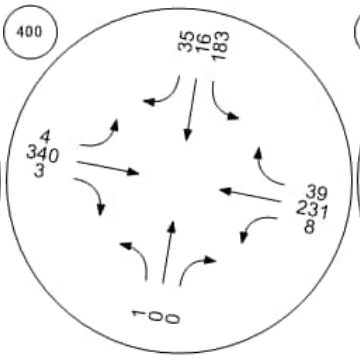
Shamrock Road atHirst Road



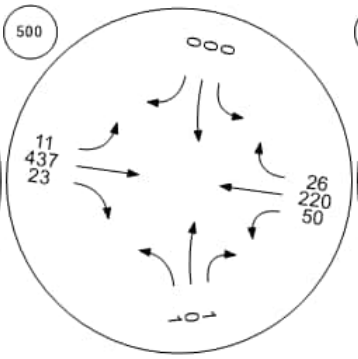
Shamrock Road at Woodland



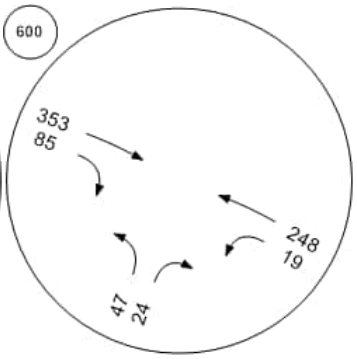
Shamrock Road at Agricola D



Shamrock Road at Brightview

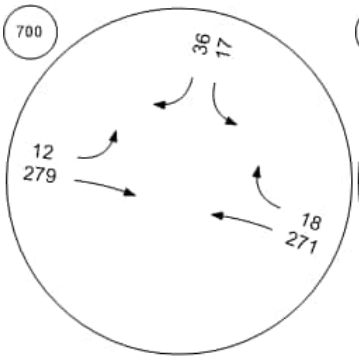


Shamrock Road at Beach Ba

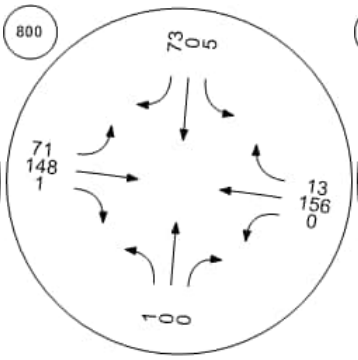


Traffic Volume - Base Volume

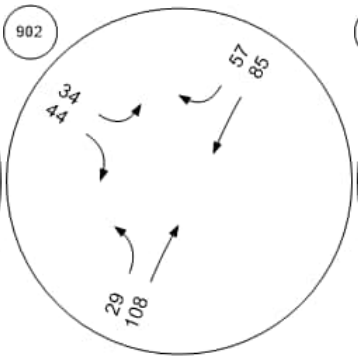
Shamrock Road at Northward



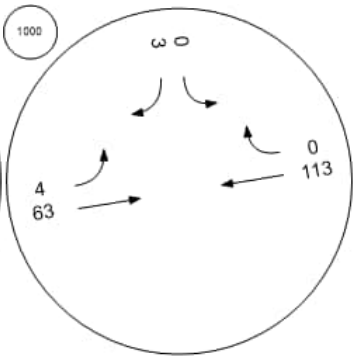
Shamrock Road at Condor R



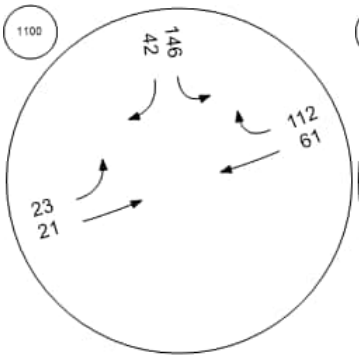
Bodden Town Road at Bodde



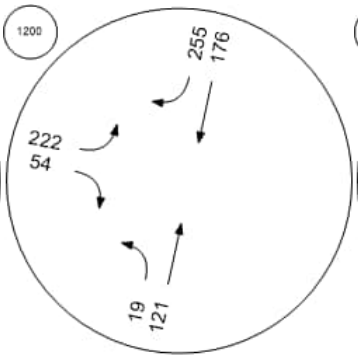
Bodden Town Road at Long



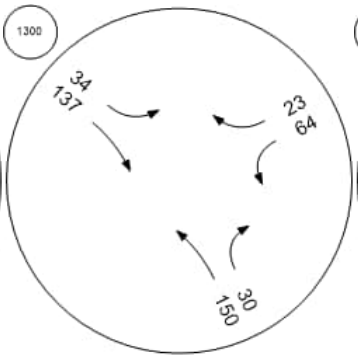
Frank Sound Road at Bodde



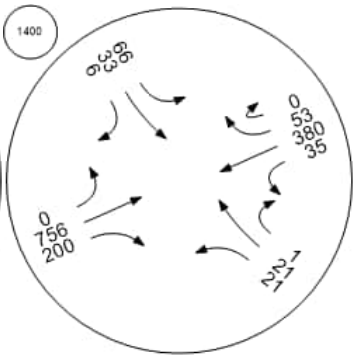
Frank Sound Road at Clifton



Frank Sound Road at North S

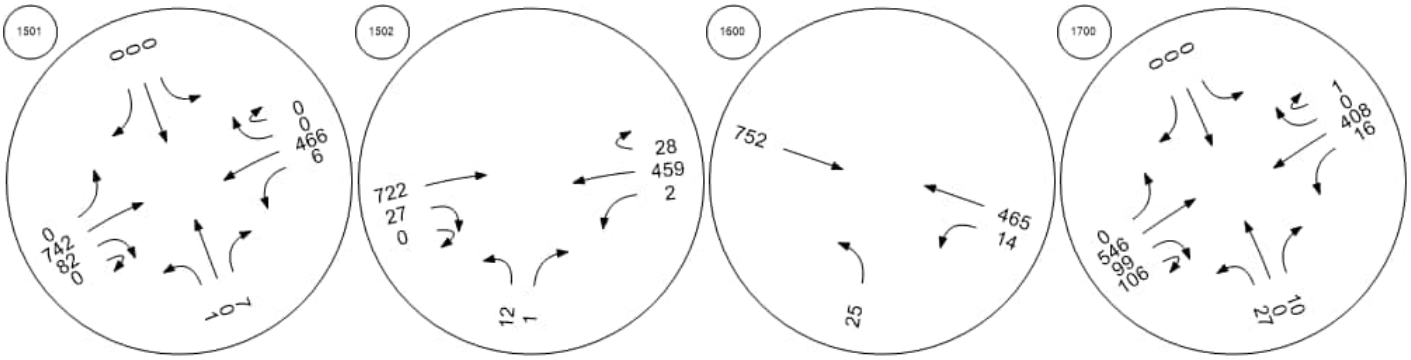


East-West Arterial at Agricola

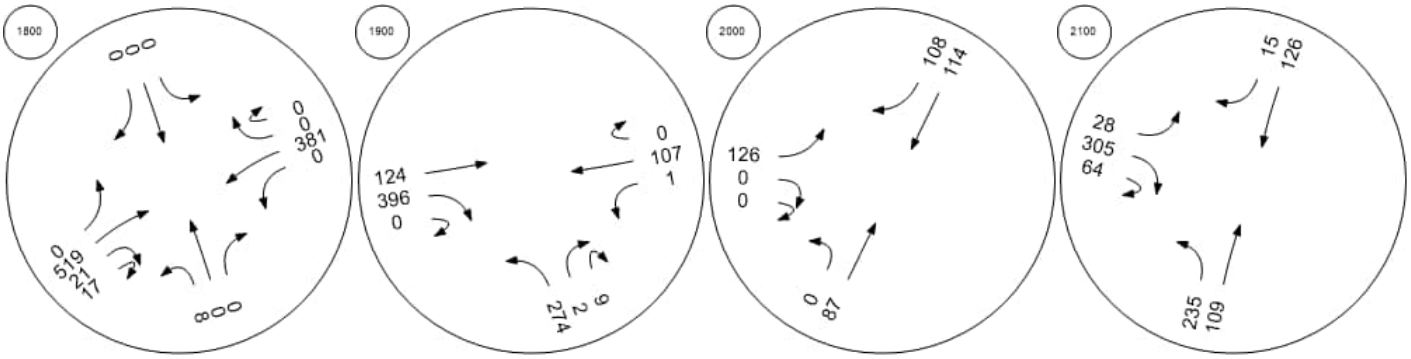


Traffic Volume - Base Volume

East-West Arterial at Will T C East-West Arterial at Will T C East-West Arterial at Northwa East-West Arterial at Lookout



East-West Arterial at Longfell East West Arterial North/Sout Frank Sound Road at East-W Frank Sound Road at East-W



Intersection Level Of Service Report
Intersection 101: East-West Arterial Road at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	11.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name									East-West Arterial				East-West Arterial				
Approach	Northbound				Southbound				Eastbound				Westbound				
Lane Configuration																	
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	U-tu	Left	Thr	Thr	Rig	U-t
Lane Width [ft]	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.	12.	12.	12.	12.
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Entry Pocket Length [ft]	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	200	100	100	100	100
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Speed [mph]	30.00				30.00				40.00				50.00				
Grade [%]	0.00				0.00				0.00				0.00				
Crosswalk	Yes				Yes				Yes				Yes				

Volumes

Name									East-West Arterial				East-West Arterial				
Base Volume Input [veh/h]	8	0	38	30	17	67	0	530	54	281	6	19	20	913	0	4	0
Base Volume Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	0	38	30	17	67	0	530	54	281	6	19	20	913	0	4	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Other Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Total 15-Minute Volume [veh/h]	2	0	10	8	4	17	0	133	14	70	2	5	5	228	0	1	0
Total Analysis Volume [veh/h]	8	0	38	30	17	67	0	530	54	281	6	19	20	913	0	4	0
Pedestrian Volume [ped/h]	0				0				0				0				

Intersection Settings

Number of Conflicting Circulating Lanes	2				2				2				2				
Circulating Flow Rate [veh/h]	1466				336				72				622				
Exiting Flow Rate [veh/h]	93				96				1470				328				
Demand Flow Rate [veh/h]	8	0	38	30	17	67	0	530	54	281	6	19	20	913	0	4	0
Adjusted Demand Flow Rate [veh/h]	8	0	38	30	17	67	0	530	54	281	6	19	20	913	0	4	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1350.00	1420.00	1350.00
B (coefficient)	0.00085	0.00085	0.00085	0.00092	0.00085	0.00092
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	76	614	54	306	497	441
Capacity of Entry and Bypass Lanes [veh/h]	409	1068	1336	1264	837	762
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	409	1068	1336	1264	837	762
X, volume / capacity	0.19	0.58	0.04	0.24	0.59	0.58

Movement, Approach, & Intersection Results

Lane LOS	B	B	A	A	B	B
95th-Percentile Queue Length [veh]	0.67	3.81	0.13	0.95	4.00	3.76
95th-Percentile Queue Length [ft]	16.87	95.21	3.16	23.78	100.04	93.98
Approach Delay [s/veh]	11.75	10.72	4.67		13.60	
Approach LOS	B	B	A		B	
Intersection Delay [s/veh]	11.02					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	11.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.167

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	19	105	0	0	211	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	19	105	0	0	211	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	5	28	0	0	57	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	20	113	0	0	227	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance		No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.02	0.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	9.51	11.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS				A	B			A				
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.08	0.60	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	1.88	14.93	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			11.11			0.00			0.00		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	4.10											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	20.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.315

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	33	0	0	0	6	99	0	0	0	7	633	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	0	0	0	6	99	0	0	0	7	633	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	0	0	0	2	27	0	0	0	2	170	0
Total Analysis Volume [veh/h]	35	0	0	0	6	106	0	0	0	8	681	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.00	0.00	0.00	0.02	0.31	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	13.64	0.00	0.00	0.00	19.88	20.87	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	B				C	C				A	A	
95th-Percentile Queue Length [veh/ln]	0.25	0.00	0.00	0.00	1.41	1.41	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	6.27	0.00	0.00	0.00	35.36	35.36	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.64			20.82			0.00			0.00		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	3.36											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 203: Shamrock Road atHirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	10.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.025

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	17	264	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	17	264	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	5	71	0	0	0
Total Analysis Volume [veh/h]	0	18	284	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	10.20	0.00	0.00	0.00	0.00
Movement LOS		B	A			
95th-Percentile Queue Length [veh/ln]	0.00	0.08	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	1.95	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.20		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.61					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	17.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.062

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	40	0	6	0	0	18	3	117	6	2	584	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	40	0	6	0	0	18	3	117	6	2	584	0
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	0	2	0	0	5	1	29	2	1	146	0
Total Analysis Volume [veh/h]	41	0	6	0	0	19	3	117	6	2	584	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.00	0.02	0.00	0.00	0.06	0.00	0.00	0.01	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	12.79	15.92	16.19	9.60	15.88	17.42	0.00	0.00	8.63	0.00	0.00	7.43
Movement LOS	B	C	C	A	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.32	0.32	0.32	0.20	0.20	0.20	0.02	0.02	0.02	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	8.01	8.01	8.01	4.89	4.89	4.89	0.45	0.45	0.45	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.23			17.42			0.41			0.00		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	1.29											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive

Control Type:	Roundabout	Delay (sec / veh):	6.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	1	7	1	25	13	34	3	119	1	3	550	100
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	7	1	25	13	34	3	119	1	3	550	100
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	2	0	6	3	9	1	30	0	1	138	25
Total Analysis Volume [veh/h]	1	7	1	25	13	34	3	119	1	3	550	100
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	684			121			108			48		
Exiting Flow Rate [veh/h]	17			110			585			145		
Demand Flow Rate [veh/h]	1	7	1	25	13	34	3	119	1	3	550	100
Adjusted Demand Flow Rate [veh/h]	1	7	1	25	13	34	3	119	1	3	550	100

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	9	72	123	653
Capacity of Entry and Bypass Lanes [veh/h]	687	1220	1237	1315
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	687	1220	1237	1315
X, volume / capacity	0.01	0.06	0.10	0.50

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.04	0.19	0.33	2.86
95th-Percentile Queue Length [ft]	1.00	4.70	8.27	71.60
Approach Delay [s/veh]	5.38	3.43	3.73	7.90
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	6.90			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	15.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.014

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	9	0	4	2	0	5	0	139	0	0	534	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	0	4	2	0	5	0	139	0	0	534	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	1	1	0	1	0	35	0	0	134	0
Total Analysis Volume [veh/h]	9	0	4	2	0	5	0	139	0	0	534	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	11.76	14.70	14.93	9.07	14.63	15.05	0.00	0.00	8.45	0.00	0.00	7.47
Movement LOS	B	B	B	A	B	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.08	0.08	0.08	0.05	0.05	0.05	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.09	2.09	2.09	1.22	1.22	1.22	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.73			13.34			0.00			0.00		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	0.37											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	15.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.050

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	140	21	136	10	13	394
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	140	21	136	10	13	394
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	6	37	3	4	108
Total Analysis Volume [veh/h]	154	23	149	11	14	433
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.25	0.05	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	13.35	15.46	0.00	8.23	0.00	0.00
Movement LOS	B	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.25	1.25	0.03	0.03	0.00	0.00
95th-Percentile Queue Length [ft/ln]	31.14	31.14	0.74	0.74	0.00	0.00
d_A, Approach Delay [s/veh]	13.63		0.57		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	3.19					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	13.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.015

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	9	7	9	159	369	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	7	9	159	369	23
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	2	2	41	95	6
Total Analysis Volume [veh/h]	9	7	9	164	380	24
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.02	0.00	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	9.24	12.99	0.00	0.00	0.00	7.59
Movement LOS	A	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.08	0.08	0.00	0.00	0.05	0.05
95th-Percentile Queue Length [ft/ln]	1.96	1.96	0.00	0.00	1.29	1.29
d_A, Approach Delay [s/veh]	10.88		0.00		0.45	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.60					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	11.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.268

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	4	1	0	2	0	191	55	107	0	0	88	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	1	0	2	0	191	55	107	0	0	88	7
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	1	0	48	14	27	0	0	22	2
Total Analysis Volume [veh/h]	4	1	0	2	0	191	55	107	0	0	88	7
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.71	10.64	10.05	10.77	12.27	11.90	0.00	0.00	7.37	0.00	0.00	7.53
Movement LOS	A	B	B	B	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	1.09	1.09	1.09	0.00	0.00	0.00	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.43	0.43	0.43	27.30	27.30	27.30	0.00	0.00	0.00	0.37	0.37	0.37
d_A, Approach Delay [s/veh]	9.10			11.89			0.00			0.55		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	5.26											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 902: Bodden Town Road at Bodden Town Bypass

Control Type:	Two-way stop	Delay (sec / veh):	10.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.026

Intersection Setup

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	24	19	13	88	16	43
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	24	19	13	88	16	43
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	5	3	23	4	11
Total Analysis Volume [veh/h]	26	20	14	94	17	46
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.03	0.00	0.00	0.00	0.03
d_M, Delay for Movement [s/veh]	8.99	9.98	0.00	0.00	0.00	7.48
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.17	0.17	0.00	0.00	0.10	0.10
95th-Percentile Queue Length [ft/ln]	4.23	4.23	0.00	0.00	2.38	2.38
d_A, Approach Delay [s/veh]	9.42		0.00		5.46	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.58					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Two-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.007

Intersection Setup

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	0	6	5	34	18	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	6	5	34	18	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	2	1	9	5	0
Total Analysis Volume [veh/h]	0	7	5	37	20	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.50	8.81	0.00	0.00	0.00	7.28
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.56	0.56	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.81		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.89					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1100: Frank Sound Road at Bodden Town Road

Control Type:	Two-way stop	Delay (sec / veh):	10.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	75	4	7	22	14	80
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	75	4	7	22	14	80
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	1	2	6	4	22
Total Analysis Volume [veh/h]	81	4	8	24	15	86
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.01	0.00	0.00	0.00	0.05
d_M, Delay for Movement [s/veh]	8.73	10.21	0.00	0.00	0.00	7.37
Movement LOS	A	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.27	0.27	0.00	0.00	0.17	0.17
95th-Percentile Queue Length [ft/ln]	6.72	6.72	0.00	0.00	4.25	4.25
d_A, Approach Delay [s/veh]	8.80		0.00		6.28	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	6.34					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Two-way stop	Delay (sec / veh):	15.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd			
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		20.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd			
Base Volume Input [veh/h]	26	110	74	206	232	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	110	74	206	232	4
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	28	19	52	58	1
Total Analysis Volume [veh/h]	26	110	74	206	232	4
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.14	0.25	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	7.87	10.23	15.52
Movement LOS	A	A	A	A	B	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.49	0.49	1.03	1.03
95th-Percentile Queue Length [ft/ln]	0.00	0.00	12.28	12.28	25.86	25.86
d_A, Approach Delay [s/veh]	0.00		5.79		10.32	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	6.22					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	10.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	92	29	9	70	36	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	92	29	9	70	36	3
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	8	3	20	10	1
Total Analysis Volume [veh/h]	103	33	10	79	40	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.00	0.00	0.04	0.00
d_M, Delay for Movement [s/veh]	0.00	7.42	0.00	0.00	8.85	10.16
Movement LOS	A	A	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.07	0.07	0.00	0.00	0.14	0.14
95th-Percentile Queue Length [ft/ln]	1.66	1.66	0.00	0.00	3.52	3.52
d_A, Approach Delay [s/veh]	1.80		0.00		8.94	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.35					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	9.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			50.00			50.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	Yes			Yes			Yes			Yes			

Volumes

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Base Volume Input [veh/h]	136	18	5	39	51	12	3	296	28	1	788	22	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	136	18	5	39	51	12	3	296	28	1	788	22	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	34	5	1	10	13	3	1	74	7	0	197	6	0
Total Analysis Volume [veh/h]	136	18	5	39	51	12	3	296	28	1	788	22	0
Pedestrian Volume [ped/h]	0			0			0			0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1			
Circulating Flow Rate [veh/h]	822			329			45			91			
Exiting Flow Rate [veh/h]	80			43			936			340			
Demand Flow Rate [veh/h]	136	18	5	39	51	12	3	296	28	1	788	22	0
Adjusted Demand Flow Rate [veh/h]	136	18	5	39	51	12	3	296	28	1	788	22	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	159	102	327	811
Capacity of Entry and Bypass Lanes [veh/h]	597	987	1319	1258
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	597	987	1319	1258
X, volume / capacity	0.27	0.10	0.25	0.64

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	B
95th-Percentile Queue Length [veh]	1.07	0.34	0.98	5.00
95th-Percentile Queue Length [ft]	26.72	8.62	24.55	124.98
Approach Delay [s/veh]	9.54	4.59	4.87	11.12
Approach LOS	A	A	A	B
Intersection Delay [s/veh]	9.01			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 1501: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	7.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name							East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			30.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name							East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	20	0	15	0	0	0	0	336	4	0	5	788	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	0	15	0	0	0	0	336	4	0	5	788	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	5	0	4	0	0	0	0	84	1	0	1	197	0	0
Total Analysis Volume [veh/h]	20	0	15	0	0	0	0	336	4	0	5	788	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1				
Circulating Flow Rate [veh/h]	788			355			15				4				
Exiting Flow Rate [veh/h]	9			0			808				351				
Demand Flow Rate [veh/h]	20	0	15	0	0	0	0	336	4	0	5	788	0	0	
Adjusted Demand Flow Rate [veh/h]	20	0	15	0	0	0	0	336	4	0	5	788	0	0	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	35	0	340	793
Capacity of Entry and Bypass Lanes [veh/h]	618	961	1360	1375
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	618	961	1360	1375
X, volume / capacity	0.06	0.00	0.25	0.58

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.18	0.00	0.99	3.88
95th-Percentile Queue Length [ft]	4.49	0.00	24.83	97.11
Approach Delay [s/veh]	6.46	3.75	4.78	9.01
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	7.70			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 1502: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	6.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name			East-West Arterial			East-West Arterial		
Approach	Northbound		Eastbound			Westbound		
Lane Configuration								
Turning Movement	Left	Right	Thru	Right	U-turn	Left	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00			50.00		
Grade [%]	0.00		0.00			0.00		
Crosswalk	Yes		Yes			Yes		

Volumes

Name			East-West Arterial			East-West Arterial		
Base Volume Input [veh/h]	189	5	350	1	0	1	604	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	189	5	350	1	0	1	604	9
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	1	88	0	0	0	151	2
Total Analysis Volume [veh/h]	189	5	350	1	0	1	604	9
Pedestrian Volume [ped/h]	0		0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1		1			1		
Circulating Flow Rate [veh/h]	613		14			1		
Exiting Flow Rate [veh/h]	2		793			364		
Demand Flow Rate [veh/h]	189	5	350	1	0	1	604	9
Adjusted Demand Flow Rate [veh/h]	189	5	350	1	0	1	604	9

Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	194	351	614
Capacity of Entry and Bypass Lanes [veh/h]	739	1361	1379
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	739	1361	1379
X, volume / capacity	0.26	0.26	0.45

Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	1.05	1.03	2.35
95th-Percentile Queue Length [ft]	26.32	25.87	58.78
Approach Delay [s/veh]	7.92	4.85	6.92
Approach LOS	A	A	A
Intersection Delay [s/veh]	6.46		
Intersection LOS	A		

Intersection Level Of Service Report
Intersection 1600: East-West Arterial at Northward Rd

Control Type:	Two-way stop	Delay (sec / veh):	12.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.138

Intersection Setup

Name	Northward Rd		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	75	0	365	0	8	540
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	75	0	365	0	8	540
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	0	91	0	2	135
Total Analysis Volume [veh/h]	75	0	365	0	8	540
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.14	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	12.69	0.00	0.00	0.00	0.00	0.00
Movement LOS	B		A		A	A
95th-Percentile Queue Length [veh/ln]	0.48	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	11.93	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.69		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.96					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1700: East-West Arterial at Lookout Rd

Control Type:	Roundabout	Delay (sec / veh):	5.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Lookout Rd			Lookout Rd			East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Lookout Rd			Lookout Rd			East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	29	0	7	0	0	0	0	307	23	0	5	544	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	0	7	0	0	0	0	307	23	0	5	544	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	7	0	2	0	0	0	0	77	6	0	1	136	0	0
Total Analysis Volume [veh/h]	29	0	7	0	0	0	0	307	23	0	5	544	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1				
Circulating Flow Rate [veh/h]	544			337			7				23				
Exiting Flow Rate [veh/h]	28			0			573				314				
Demand Flow Rate [veh/h]	29	0	7	0	0	0	0	307	23	0	5	544	0	0	
Adjusted Demand Flow Rate [veh/h]	29	0	7	0	0	0	0	307	23	0	5	544	0	0	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	36	0	330	549
Capacity of Entry and Bypass Lanes [veh/h]	793	979	1371	1349
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	793	979	1371	1349
X, volume / capacity	0.05	0.00	0.24	0.41

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.14	0.00	0.94	2.02
95th-Percentile Queue Length [ft]	3.56	0.00	23.62	50.51
Approach Delay [s/veh]	4.99	3.68	4.66	6.53
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	5.80			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 1800: East-West Arterial at Longfellow Rd

Control Type:	Roundabout	Delay (sec / veh):	5.3
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Longfellow Rd			Longfellow Rd			East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Longfellow Rd			Longfellow Rd			East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	13	0	7	0	0	0	0	309	5	0	5	474	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	0	7	0	0	0	0	309	5	0	5	474	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	3	0	2	0	0	0	0	77	1	0	1	119	0	0
Total Analysis Volume [veh/h]	13	0	7	0	0	0	0	309	5	0	5	474	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1				
Circulating Flow Rate [veh/h]	474			321			7				5				
Exiting Flow Rate [veh/h]	10			0			487				316				
Demand Flow Rate [veh/h]	13	0	7	0	0	0	0	309	5	0	5	474	0	0	
Adjusted Demand Flow Rate [veh/h]	13	0	7	0	0	0	0	309	5	0	5	474	0	0	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	20	0	314	479
Capacity of Entry and Bypass Lanes [veh/h]	851	995	1371	1373
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	851	995	1371	1373
X, volume / capacity	0.02	0.00	0.23	0.35

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.07	0.00	0.89	1.58
95th-Percentile Queue Length [ft]	1.80	0.00	22.15	39.62
Approach Delay [s/veh]	4.45	3.62	4.55	5.76
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	5.26			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 1900: East West Arterial

Control Type:	Roundabout	Delay (sec / veh):	5.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name							East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name							East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	0	0	5	0	0	12	1	290	25	0	0	414	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	5	0	0	12	1	290	25	0	0	414	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	0	0	1	0	0	3	0	73	6	0	0	104	0	0
Total Analysis Volume [veh/h]	0	0	5	0	0	12	1	290	25	0	0	414	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1			
Circulating Flow Rate [veh/h]	426			320			5				37			
Exiting Flow Rate [veh/h]	25			1			426				295			
Demand Flow Rate [veh/h]	0	0	5	0	0	12	1	290	25	0	0	414	0	0
Adjusted Demand Flow Rate [veh/h]	0	0	5	0	0	12	1	290	25	0	0	414	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	5	12	316	414
Capacity of Entry and Bypass Lanes [veh/h]	894	996	1373	1329
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	894	996	1373	1329
X, volume / capacity	0.01	0.01	0.23	0.31

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.02	0.04	0.89	1.34
95th-Percentile Queue Length [ft]	0.42	0.91	22.27	33.54
Approach Delay [s/veh]	4.08	3.72	4.55	5.49
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	5.06			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 2000: Frank Sound Road at East-West Arterial

Control Type:	Unknown	Delay (sec / veh):	?
Analysis Method:	?	Level Of Service:	?
Analysis Period:	15 minutes	Volume to Capacity (v/c):	?

Intersection Setup

Name	Frank Sound Rd	Frank Sound Rd
Approach	Northeastbound	Southwestbound
Lane Configuration		
Turning Movement	Thru	Thru
Crosswalk	Yes	Yes

Volumes

Name	Frank Sound Rd	Frank Sound Rd
Base Volume Input [veh/h]	127	133
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Left-Turn on Red Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	127	133
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	33
Total Analysis Volume [veh/h]	127	133
Presence of On-Street Parking	No	No
On-Street Parking Maneuver Rate [/h]	0	0
Local Bus Stopping Rate [/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Level Of Service Report
Intersection 2100: Frank Sound Road at East-West Arterial

Control Type:	Roundabout	Delay (sec / veh):	5.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		East-West Arterial		
Approach	Northbound		Southbound		Eastbound		
Lane Configuration							
Turning Movement	Left	Thru	Thru	Right	Left	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		20.00		50.00		
Grade [%]	0.00		0.00		0.00		
Crosswalk	Yes		Yes		Yes		

Volumes

Name	Frank Sound Rd		Frank Sound Rd		East-West Arterial		
Base Volume Input [veh/h]	289	53	65	125	85	215	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	289	53	65	125	85	215	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	72	13	16	31	21	54	0
Total Analysis Volume [veh/h]	289	53	65	125	85	215	0
Pedestrian Volume [ped/h]	0		0		0		

Intersection Settings

Number of Conflicting Circulating Lanes	1		1		1		
Circulating Flow Rate [veh/h]	125		215		53		
Exiting Flow Rate [veh/h]	280		138		414		
Demand Flow Rate [veh/h]	289	53	65	125	85	215	0
Adjusted Demand Flow Rate [veh/h]	289	53	65	125	85	215	0

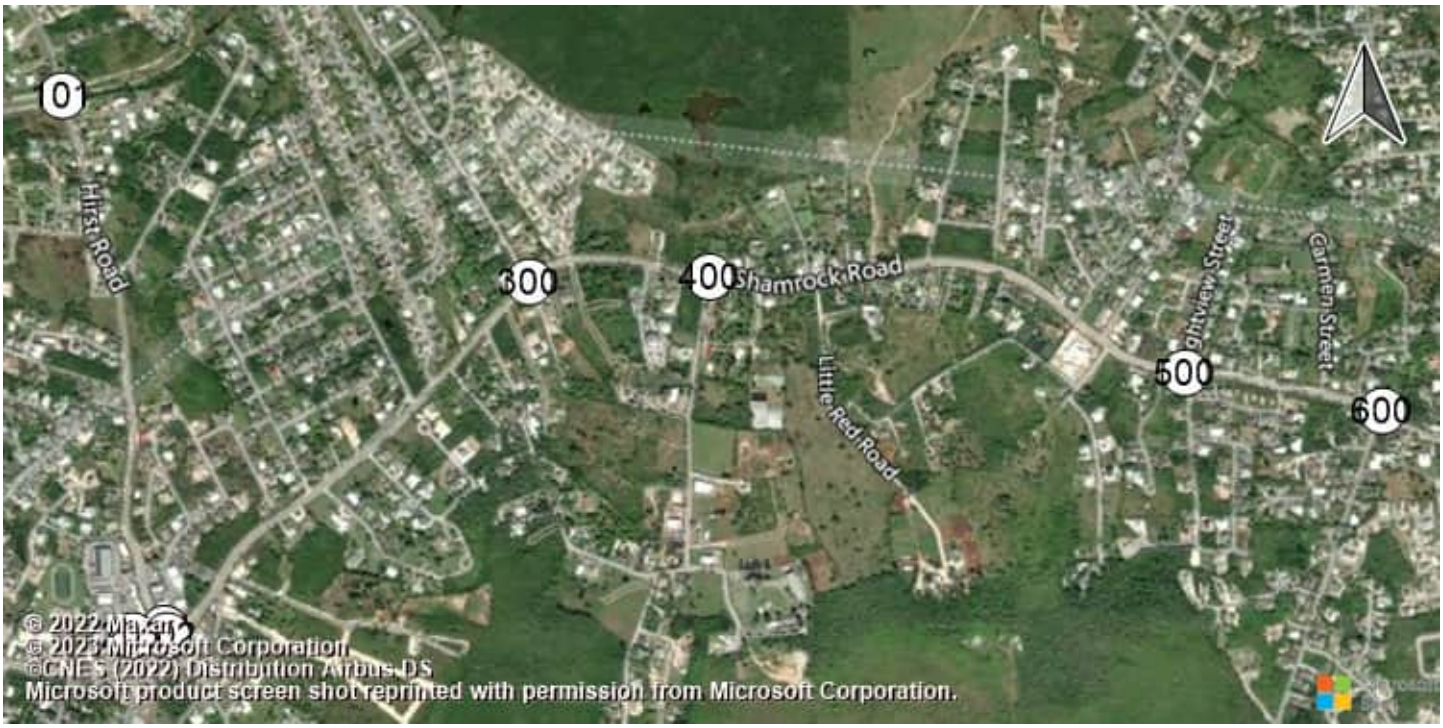
Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	342	190	300
Capacity of Entry and Bypass Lanes [veh/h]	1215	1109	1308
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1215	1109	1308
X, volume / capacity	0.28	0.17	0.23

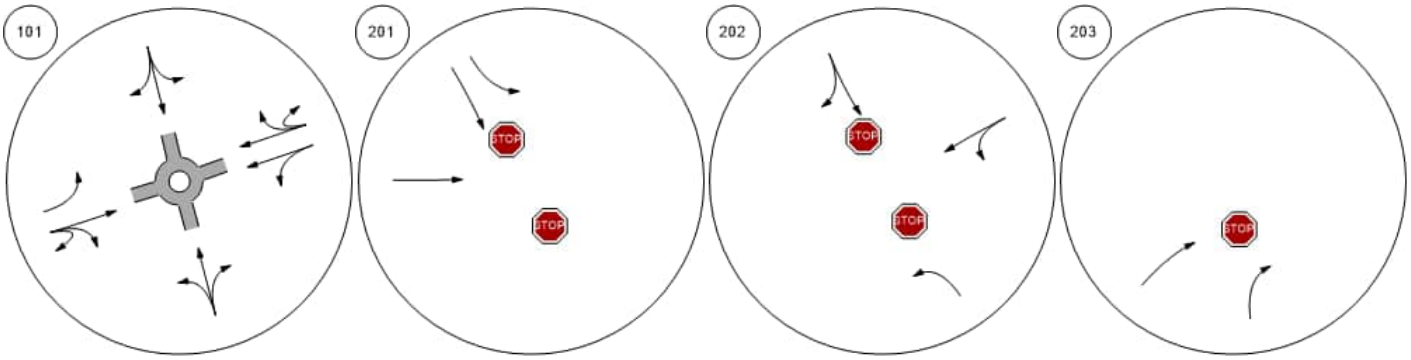
Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	1.16	0.62	0.89
95th-Percentile Queue Length [ft]	29.08	15.44	22.18
Approach Delay [s/veh]	5.53	4.78	4.72
Approach LOS	A	A	A
Intersection Delay [s/veh]	5.06		
Intersection LOS	A		

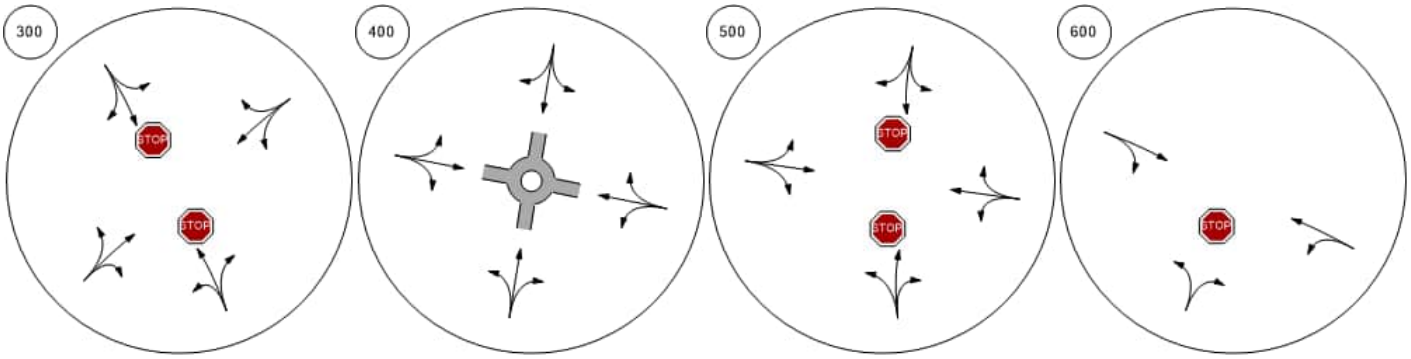
Lane Configuration and Traffic Control



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

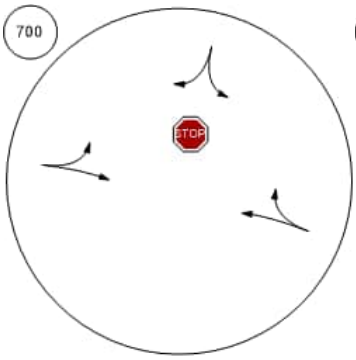


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

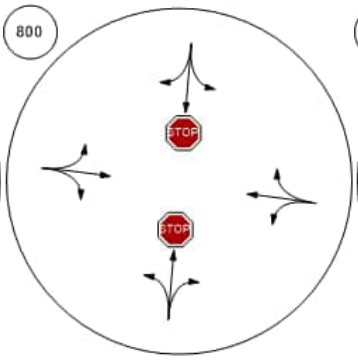


Lane Configuration and Traffic Control

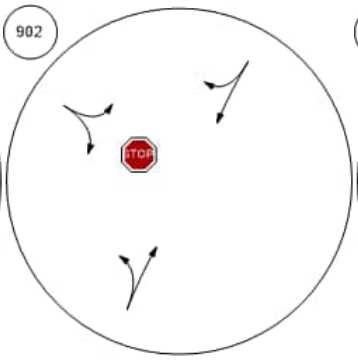
Shamrock Road at Northward



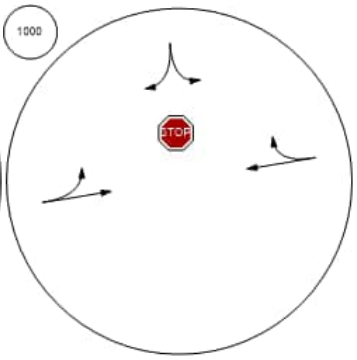
Shamrock Road at Condor R



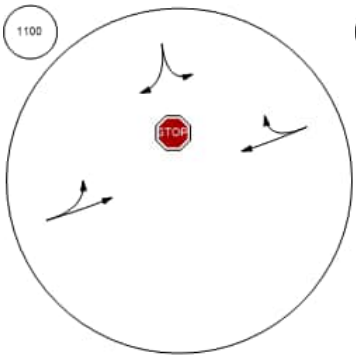
Bodden Town Road at Bodde



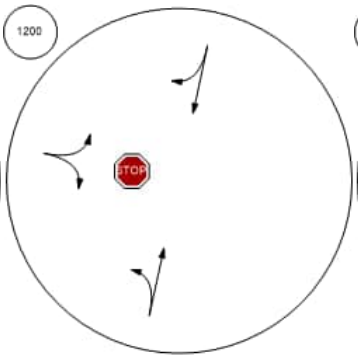
Bodden Town Road at Long



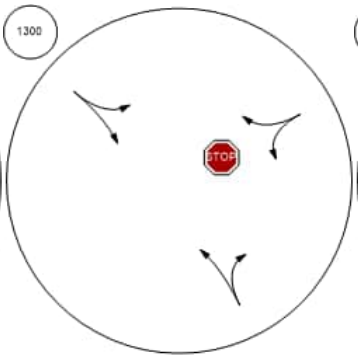
Frank Sound Road at Bodde



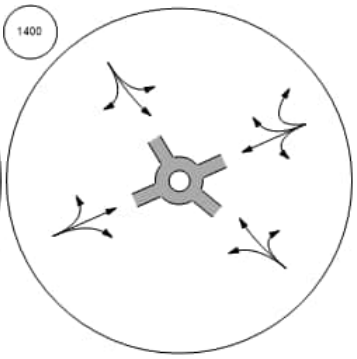
Frank Sound Road at Clifton



Frank Sound Road at North S

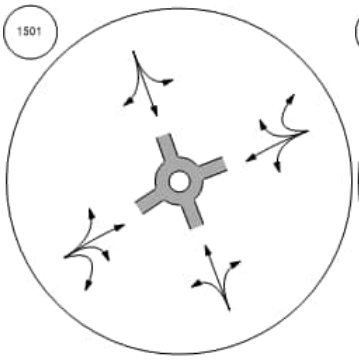


East-West Arterial at Agricola

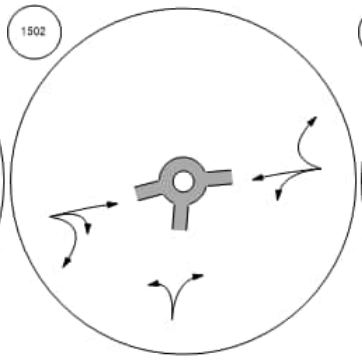


Lane Configuration and Traffic Control

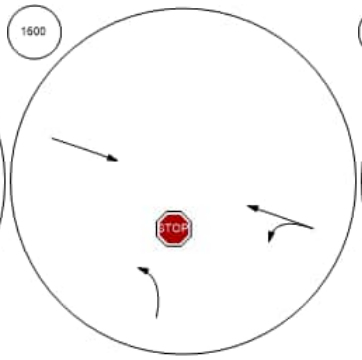
East-West Arterial at Will T C



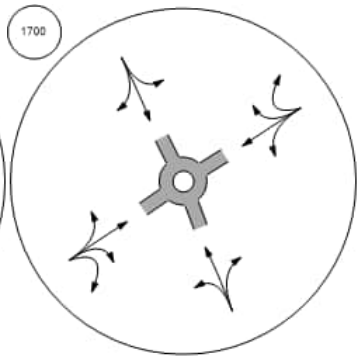
East-West Arterial at Will T C



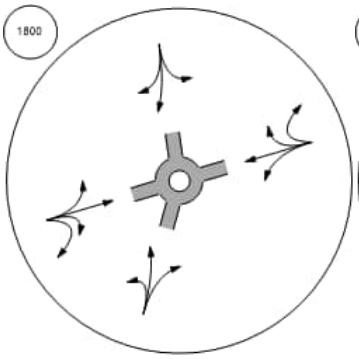
East-West Arterial at Northwa



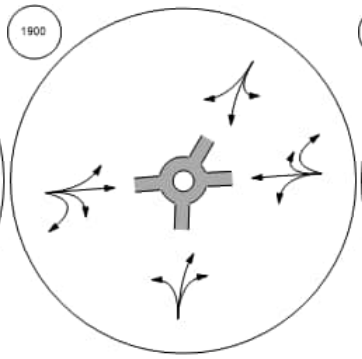
East-West Arterial at Lookout



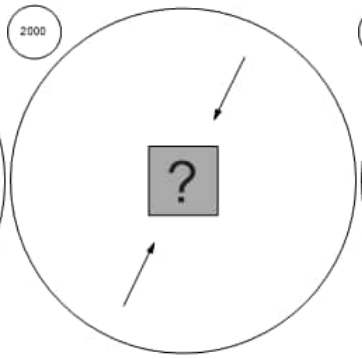
East-West Arterial at Longfell



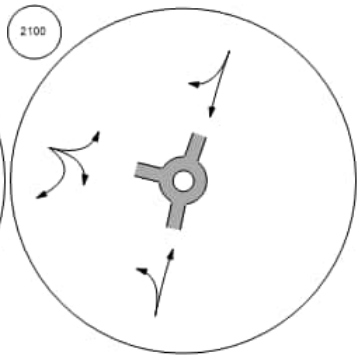
East West Arterial



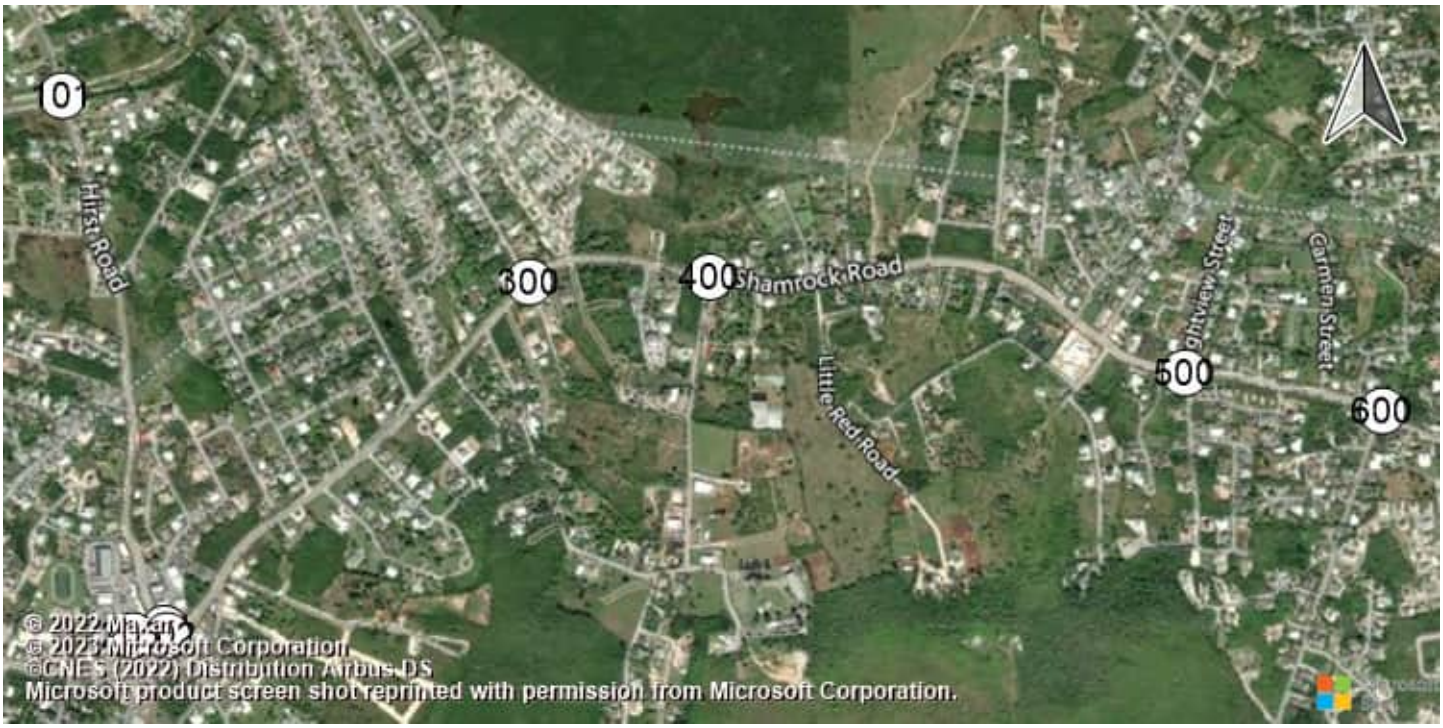
Frank Sound Road at East-W



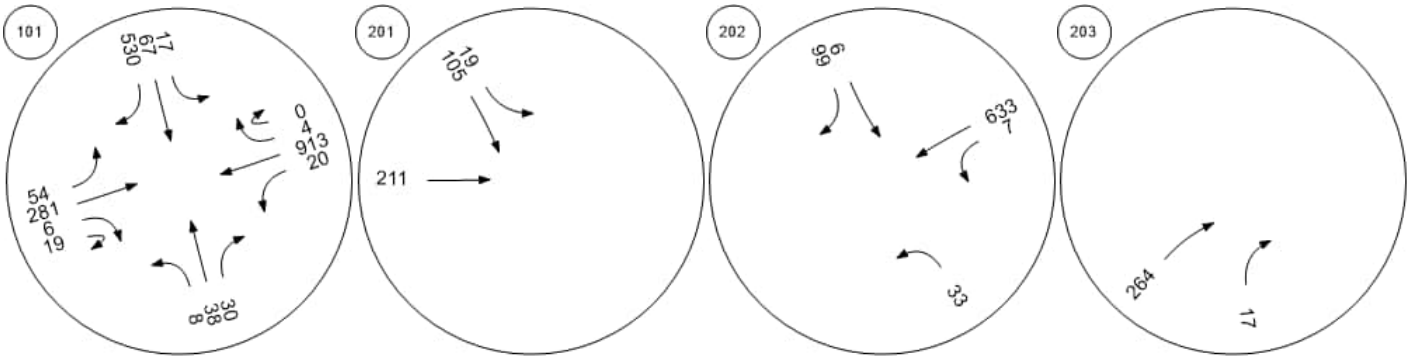
Frank Sound Road at East-W



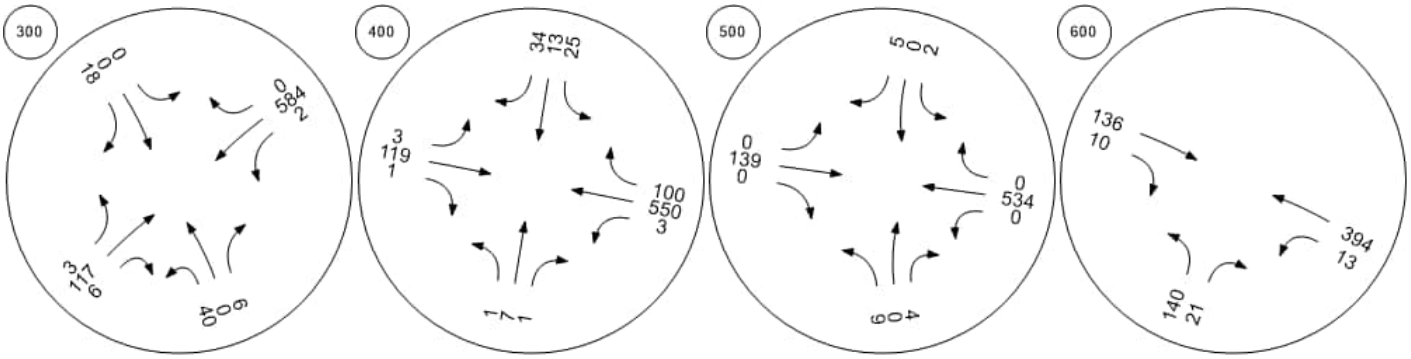
Traffic Volume - Base Volume



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

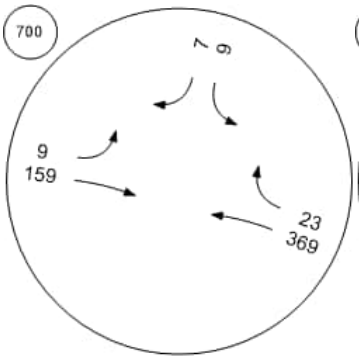


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

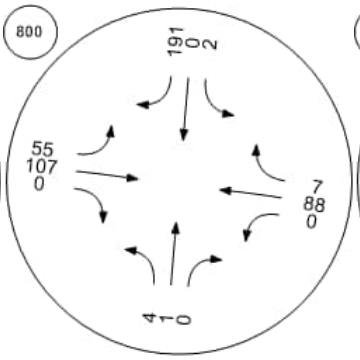


Traffic Volume - Base Volume

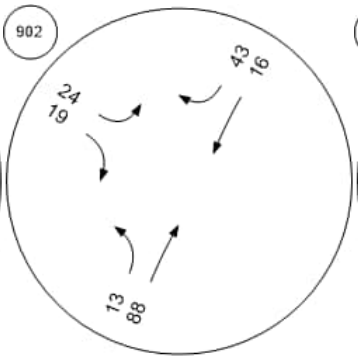
Shamrock Road at Northward



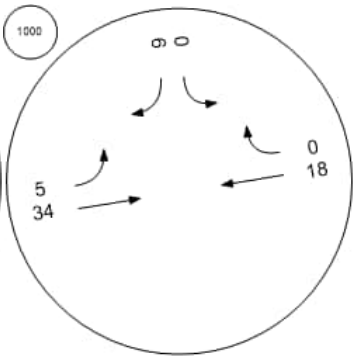
Shamrock Road at Condor R



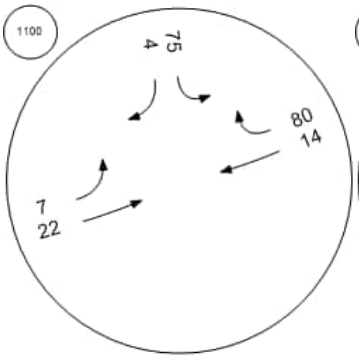
Bodden Town Road at Bodde



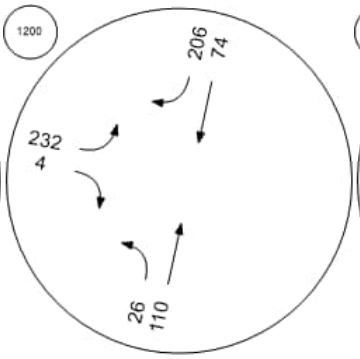
Bodden Town Road at Long



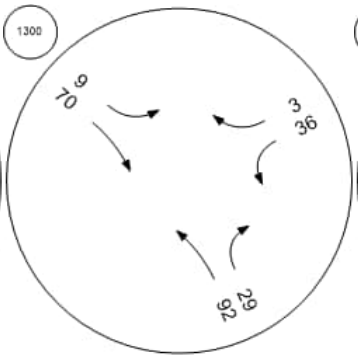
Frank Sound Road at Bodde



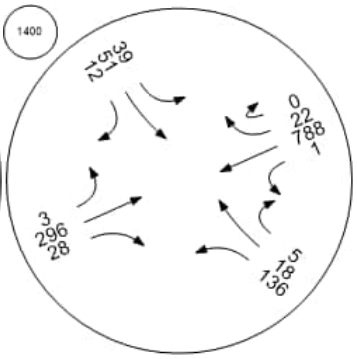
Frank Sound Road at Clifton



Frank Sound Road at North S

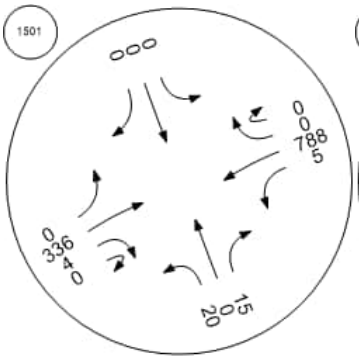


East-West Arterial at Agricola

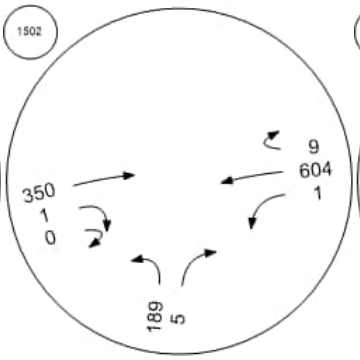


Traffic Volume - Base Volume

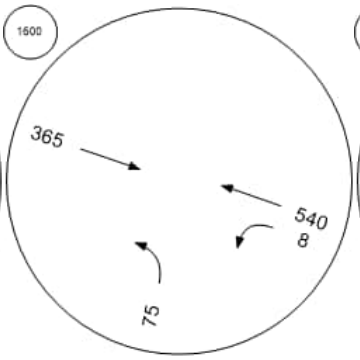
East-West Arterial at Will T C



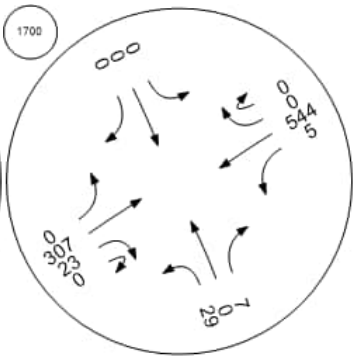
East-West Arterial at Will T C



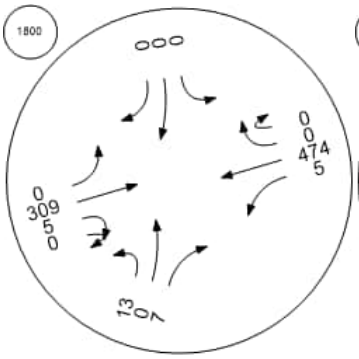
East-West Arterial at Northwa



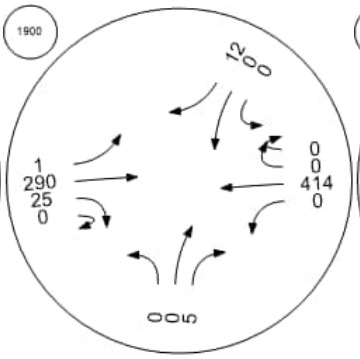
East-West Arterial at Lookout



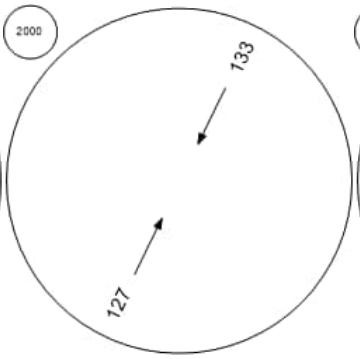
East-West Arterial at Longfell



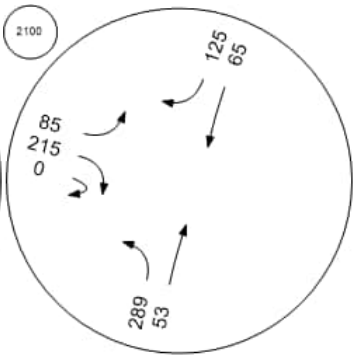
East West Arterial



Frank Sound Road at East-W



Frank Sound Road at East-W



Intersection Level Of Service Report
Intersection 101: East-West Arterial Road at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	14.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name									East-West Arterial				East-West Arterial				
Approach	Northbound				Southbound				Eastbound				Westbound				
Lane Configuration																	
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	U-tu	Left	Thr	Thr	Rig	U-t
Lane Width [ft]	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.	12.	12.	12.	12.
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Entry Pocket Length [ft]	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	200	100	100	100	100
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Speed [mph]	30.00				30.00				40.00				50.00				
Grade [%]	0.00				0.00				0.00				0.00				
Crosswalk	Yes				Yes				Yes				Yes				

Volumes

Name									East-West Arterial				East-West Arterial				
Base Volume Input [veh/h]	26	0	133	21	0	65	0	128	370	962	44	3	51	357	0	13	0
Base Volume Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	0	133	21	0	65	0	128	370	962	44	3	51	357	0	13	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Other Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Total 15-Minute Volume [veh/h]	7	0	33	5	0	16	0	32	93	241	11	1	13	89	0	3	0
Total Analysis Volume [veh/h]	26	0	133	21	0	65	0	128	370	962	44	3	51	357	0	13	0
Pedestrian Volume [ped/h]	0				0				0				0				

Intersection Settings

Number of Conflicting Circulating Lanes	2				2				2				2				
Circulating Flow Rate [veh/h]	501				1030				167				240				
Exiting Flow Rate [veh/h]	160				516				514				983				
Demand Flow Rate [veh/h]	26	0	133	21	0	65	0	128	370	962	44	3	51	357	0	13	0
Adjusted Demand Flow Rate [veh/h]	26	0	133	21	0	65	0	128	370	962	44	3	51	357	0	13	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1350.00	1420.00	1350.00
B (coefficient)	0.00085	0.00085	0.00085	0.00092	0.00085	0.00092
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	180	193	370	1009	224	198
Capacity of Entry and Bypass Lanes [veh/h]	928	592	1233	1158	1158	1083
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	928	592	1233	1158	1158	1083
X, volume / capacity	0.19	0.33	0.30	0.87	0.19	0.18

Movement, Approach, & Intersection Results

Lane LOS	A	B	A	C	A	A
95th-Percentile Queue Length [veh]	0.72	1.41	1.27	12.26	0.71	0.67
95th-Percentile Queue Length [ft]	17.92	35.31	31.81	306.58	17.79	16.67
Approach Delay [s/veh]	5.78	10.63	19.01		4.89	
Approach LOS	A	B	C		A	
Intersection Delay [s/veh]	14.43					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	15.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.381

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	15	189	0	0	383	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	15	189	0	0	383	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	4	51	0	0	103	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	16	203	0	0	412	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop			Stop			Free			Free			
Flared Lane													
Storage Area [veh]	0			0			0			0			
Two-Stage Gap Acceptance				No									
Number of Storage Spaces in Median	0			0			0			0			

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.02	0.38	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	10.73	15.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Movement LOS				B	C			A					
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.08	1.77	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	1.91	44.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
d_A, Approach Delay [s/veh]	0.00			15.47			0.00			0.00			
Approach LOS	A			C			A			A			
d_I, Intersection Delay [s/veh]	5.37												
Intersection LOS	C												

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	12.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.028

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	31	0	0	0	18	171	0	0	0	12	190	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	31	0	0	0	18	171	0	0	0	12	190	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	0	0	0	5	46	0	0	0	3	51	0
Total Analysis Volume [veh/h]	33	0	0	0	19	184	0	0	0	13	204	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.00	0.00	0.00	0.03	0.26	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.49	0.00	0.00	0.00	12.23	11.96	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	A				B	B				A	A	
95th-Percentile Queue Length [veh/ln]	0.12	0.00	0.00	0.00	1.16	1.16	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.08	0.00	0.00	0.00	29.06	29.06	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.49			11.98			0.00			0.00		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	6.06											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 203: Shamrock Road atHirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	13.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.064

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	28	552	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	28	552	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	8	148	0	0	0
Total Analysis Volume [veh/h]	0	30	594	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.06	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	13.16	0.00	0.00	0.00	0.00
Movement LOS		B	A			
95th-Percentile Queue Length [veh/ln]	0.00	0.20	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	5.08	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.16		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.63					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	15.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.033

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	12	0	2	4	0	12	6	325	29	5	260	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	0	2	4	0	12	6	325	29	5	260	0
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	1	1	0	3	2	81	7	1	65	0
Total Analysis Volume [veh/h]	12	0	2	4	0	12	6	325	30	5	260	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.01	0.01	0.00	0.03	0.00	0.00	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.72	14.63	14.76	10.36	14.86	15.14	0.00	0.00	7.81	0.00	0.00	7.90
Movement LOS	A	B	B	B	B	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.06	0.06	0.06	0.12	0.12	0.12	0.07	0.07	0.07	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.59	1.59	1.59	2.98	2.98	2.98	1.76	1.76	1.76	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.44			13.95			0.65			0.00		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	0.92											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive

Control Type:	Roundabout	Delay (sec / veh):	5.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	1	0	0	183	16	35	4	324	3	8	229	39
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	0	183	16	35	4	324	3	8	229	39
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	46	4	9	1	81	1	2	57	10
Total Analysis Volume [veh/h]	1	0	0	183	16	35	4	324	3	9	229	39
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1			
Circulating Flow Rate [veh/h]	303			327			39			54			
Exiting Flow Rate [veh/h]	28			43			265			507			
Demand Flow Rate [veh/h]	1	0	0	183	16	35	4	324	3	8	229	39	
Adjusted Demand Flow Rate [veh/h]	1	0	0	183	16	35	4	324	3	9	229	39	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	1	234	331	277
Capacity of Entry and Bypass Lanes [veh/h]	1014	989	1327	1307
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1014	989	1327	1307
X, volume / capacity	0.00	0.24	0.25	0.21

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.00	0.92	0.99	0.80
95th-Percentile Queue Length [ft]	0.07	23.03	24.75	20.06
Approach Delay [s/veh]	3.56	5.95	4.86	4.56
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	5.06			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	16.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	1	0	1	0	0	0	18	417	35	38	217	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	1	0	0	0	18	417	35	38	217	20
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	5	104	9	10	54	5
Total Analysis Volume [veh/h]	1	0	1	0	0	0	18	417	35	38	217	20
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	9.49	16.63	16.82	10.69	16.75	16.80	0.00	0.00	7.80	0.00	0.00	8.23
Movement LOS	A	C	C	B	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	0.00	0.00	0.00	0.08	0.08	0.08	0.05	0.05	0.05
95th-Percentile Queue Length [ft/ln]	0.34	0.34	0.34	0.00	0.00	0.00	2.04	2.04	2.04	1.34	1.34	1.34
d_A, Approach Delay [s/veh]	13.15			14.75			0.58			0.60		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	0.62											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	17.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.081

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	47	24	333	85	19	227
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	47	24	333	85	19	227
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	7	91	23	5	62
Total Analysis Volume [veh/h]	52	26	366	93	21	249
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.08	0.00	0.07	0.00	0.00
d_M, Delay for Movement [s/veh]	10.77	17.43	0.00	7.97	0.00	0.00
Movement LOS	B	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.51	0.51	0.23	0.23	0.00	0.00
95th-Percentile Queue Length [ft/ln]	12.87	12.87	5.75	5.75	0.00	0.00
d_A, Approach Delay [s/veh]	12.99		1.61		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	2.17					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	13.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.099

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	16	47	12	258	239	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	16	47	12	258	239	18
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	12	3	66	62	5
Total Analysis Volume [veh/h]	16	48	12	266	246	19
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop		Free		Free	
Flared Lane	No					
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance	No					
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.10	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	10.57	13.30	0.00	0.00	0.00	7.82
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.40	0.40	0.00	0.00	0.04	0.04
95th-Percentile Queue Length [ft/ln]	10.09	10.09	0.00	0.00	1.12	1.12
d_A, Approach Delay [s/veh]	12.62		0.00		0.56	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.57					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	11.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.117

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	1	0	0	5	0	74	71	124	1	0	132	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	0	5	0	74	71	124	1	0	132	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	1	0	19	18	31	0	0	33	3
Total Analysis Volume [veh/h]	1	0	0	5	0	74	71	124	1	0	132	13
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.12	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	8.91	11.35	10.75	9.82	11.84	11.49	0.00	0.00	7.46	0.00	0.00	7.61
Movement LOS	A	B	B	A	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.42	0.42	0.42	0.00	0.00	0.00	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	0.08	0.08	0.08	10.45	10.45	10.45	0.05	0.05	0.05	0.71	0.71	0.71
d_A, Approach Delay [s/veh]	8.91			11.39			0.04			0.68		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	2.41											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 902: Bodden Town Road at Bodden Town Bypass

Control Type:	Two-way stop	Delay (sec / veh):	10.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.066

Intersection Setup

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	34	44	29	83	60	43
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	44	29	83	60	43
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	12	8	22	16	11
Total Analysis Volume [veh/h]	36	47	31	88	64	46
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.07	0.00	0.00	0.00	0.03
d_M, Delay for Movement [s/veh]	9.28	10.59	0.00	0.00	0.00	7.51
Movement LOS	A	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.35	0.35	0.00	0.00	0.10	0.10
95th-Percentile Queue Length [ft/ln]	8.65	8.65	0.00	0.00	2.40	2.40
d_A, Approach Delay [s/veh]	10.02		0.00		3.14	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	3.77					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Two-way stop	Delay (sec / veh):	9.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	0	5	3	57	69	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	5	3	57	69	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	1	16	19	0
Total Analysis Volume [veh/h]	0	5	3	63	76	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.61	9.22	0.00	0.00	0.00	7.32
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.44	0.44	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.22		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.31					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1100: Frank Sound Road at Bodden Town Road

Control Type:	Two-way stop	Delay (sec / veh):	11.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.022

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	149	12	23	20	57	118
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	149	12	23	20	57	118
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	40	3	6	5	15	32
Total Analysis Volume [veh/h]	160	13	25	22	61	127
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.02	0.00	0.00	0.00	0.08
d_M, Delay for Movement [s/veh]	9.22	11.79	0.00	0.00	0.00	7.43
Movement LOS	A	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.63	0.63	0.00	0.00	0.26	0.26
95th-Percentile Queue Length [ft/ln]	15.80	15.80	0.00	0.00	6.43	6.43
d_A, Approach Delay [s/veh]	9.41		0.00		5.02	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	6.30					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Two-way stop	Delay (sec / veh):	21.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.089

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd			
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd			
Base Volume Input [veh/h]	18	129	180	261	258	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	129	180	261	258	24
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	32	45	65	65	6
Total Analysis Volume [veh/h]	18	129	180	261	258	24
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.18	0.28	0.09
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	8.03	11.69	21.07
Movement LOS	A	A	A	A	B	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.66	0.66	1.72	1.72
95th-Percentile Queue Length [ft/ln]	0.00	0.00	16.43	16.43	42.92	42.92
d_A, Approach Delay [s/veh]	0.00		4.75		12.49	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	6.46					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	11.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.044

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	150	30	34	137	65	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	150	30	34	137	65	23
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	8	10	38	18	6
Total Analysis Volume [veh/h]	169	34	38	154	73	26
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.00	0.00	0.08	0.04
d_M, Delay for Movement [s/veh]	0.00	7.65	0.00	0.00	9.79	11.83
Movement LOS	A	A	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.07	0.07	0.00	0.00	0.44	0.44
95th-Percentile Queue Length [ft/ln]	1.87	1.87	0.00	0.00	10.93	10.93
d_A, Approach Delay [s/veh]	1.28		0.00		10.33	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.60					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	12.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			50.00			50.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	Yes			Yes			Yes			Yes			

Volumes

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Base Volume Input [veh/h]	21	21	2	66	33	6	0	784	199	36	392	53	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	21	2	66	33	6	0	784	199	36	392	53	1
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	5	5	1	17	8	2	0	196	50	9	98	13	0
Total Analysis Volume [veh/h]	21	21	2	66	33	6	0	784	199	36	392	53	1
Pedestrian Volume [ped/h]	0			0			0			0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1			
Circulating Flow Rate [veh/h]	452			986			77			238			
Exiting Flow Rate [veh/h]	268			74			419			853			
Demand Flow Rate [veh/h]	21	21	2	66	33	6	0	784	199	36	392	53	1
Adjusted Demand Flow Rate [veh/h]	21	21	2	66	33	6	0	784	199	36	392	53	1

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	44	105	983	482
Capacity of Entry and Bypass Lanes [veh/h]	871	505	1276	1083
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	871	505	1276	1083
X, volume / capacity	0.05	0.21	0.77	0.45

Movement, Approach, & Intersection Results

Lane LOS	A	B	C	A
95th-Percentile Queue Length [veh]	0.16	0.78	8.22	2.34
95th-Percentile Queue Length [ft]	3.99	19.40	205.61	58.38
Approach Delay [s/veh]	4.61	10.04	15.41	8.19
Approach LOS	A	B	C	A
Intersection Delay [s/veh]	12.61			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 1501: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	8.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name							East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			30.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name							East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	1	0	9	0	0	0	0	773	80	0	25	480	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	9	0	0	0	0	773	80	0	25	480	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	0	0	2	0	0	0	0	193	20	0	6	120	0	0
Total Analysis Volume [veh/h]	1	0	9	0	0	0	0	773	80	0	25	480	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1					
Circulating Flow Rate [veh/h]	480			862			9				80					
Exiting Flow Rate [veh/h]	105			0			481				782					
Demand Flow Rate [veh/h]	1	0	9	0	0	0	0	773	80	0	25	480	0	0		
Adjusted Demand Flow Rate [veh/h]	1	0	9	0	0	0	0	773	80	0	25	480	0	0		

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	10	0	853	505
Capacity of Entry and Bypass Lanes [veh/h]	846	573	1368	1272
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	846	573	1368	1272
X, volume / capacity	0.01	0.00	0.62	0.40

Movement, Approach, & Intersection Results

Lane LOS	A	A	B	A
95th-Percentile Queue Length [veh]	0.04	0.00	4.64	1.94
95th-Percentile Queue Length [ft]	0.90	0.00	116.00	48.41
Approach Delay [s/veh]	4.37	6.28	10.01	6.67
Approach LOS	A	A	B	A
Intersection Delay [s/veh]	8.74			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 1502: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	7.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name			East-West Arterial			East-West Arterial		
Approach	Northbound		Eastbound			Westbound		
Lane Configuration								
Turning Movement	Left	Right	Thru	Right	U-turn	Left	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00			50.00		
Grade [%]	0.00		0.00			0.00		
Crosswalk	Yes		Yes			Yes		

Volumes

Name			East-West Arterial			East-West Arterial		
Base Volume Input [veh/h]	12	2	756	27	0	3	493	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	2	756	27	0	3	493	3
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	1	189	7	0	1	123	1
Total Analysis Volume [veh/h]	12	2	756	27	0	3	493	3
Pedestrian Volume [ped/h]	0		0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1		1			1		
Circulating Flow Rate [veh/h]	496		5			27		
Exiting Flow Rate [veh/h]	30		505			761		
Demand Flow Rate [veh/h]	12	2	756	27	0	3	493	3
Adjusted Demand Flow Rate [veh/h]	12	2	756	27	0	3	493	3

Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	14	783	499
Capacity of Entry and Bypass Lanes [veh/h]	833	1373	1343
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	833	1373	1343
X, volume / capacity	0.02	0.57	0.37

Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	0.05	3.79	1.75
95th-Percentile Queue Length [ft]	1.28	94.68	43.65
Approach Delay [s/veh]	4.48	8.89	6.12
Approach LOS	A	A	A
Intersection Delay [s/veh]	7.78		
Intersection LOS	A		

Intersection Level Of Service Report
Intersection 1600: East-West Arterial at Northward Rd

Control Type:	Two-way stop	Delay (sec / veh):	11.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.044

Intersection Setup

Name	Northward Rd		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	26	0	761	0	26	473
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	0	761	0	26	473
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	0	190	0	7	118
Total Analysis Volume [veh/h]	26	0	761	0	26	473
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.00	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.44	0.00	0.00	0.00	0.00	0.00
Movement LOS	B		A		A	A
95th-Percentile Queue Length [veh/ln]	0.14	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.48	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.44		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.23					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1700: East-West Arterial at Lookout Rd

Control Type:	Roundabout	Delay (sec / veh):	7.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Lookout Rd			Lookout Rd			East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Lookout Rd			Lookout Rd			East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	27	0	10	0	0	0	0	585	98	0	22	455	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	0	10	0	0	0	0	585	98	0	22	455	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	7	0	3	0	0	0	0	146	25	0	6	114	0	0
Total Analysis Volume [veh/h]	27	0	10	0	0	0	0	585	98	0	22	455	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1				
Circulating Flow Rate [veh/h]	455			693			10				98				
Exiting Flow Rate [veh/h]	120			0			482				595				
Demand Flow Rate [veh/h]	27	0	10	0	0	0	0	585	98	0	22	455	0	0	
Adjusted Demand Flow Rate [veh/h]	27	0	10	0	0	0	0	585	98	0	22	455	0	0	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	37	0	683	477
Capacity of Entry and Bypass Lanes [veh/h]	868	681	1366	1249
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	868	681	1366	1249
X, volume / capacity	0.04	0.00	0.50	0.38

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.13	0.00	2.90	1.82
95th-Percentile Queue Length [ft]	3.34	0.00	72.54	45.50
Approach Delay [s/veh]	4.55	5.29	7.74	6.56
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	7.17			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 1800: East-West Arterial at Longfellow Rd

Control Type:	Roundabout	Delay (sec / veh):	6.3
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Longfellow Rd			Longfellow Rd			East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Longfellow Rd			Longfellow Rd			East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	11	0	3	0	0	0	0	539	55	0	10	432	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	0	3	0	0	0	0	539	55	0	10	432	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	3	0	1	0	0	0	0	135	14	0	3	108	0	0
Total Analysis Volume [veh/h]	11	0	3	0	0	0	0	539	55	0	10	432	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1				
Circulating Flow Rate [veh/h]	432			597			3				55				
Exiting Flow Rate [veh/h]	65			0			443				542				
Demand Flow Rate [veh/h]	11	0	3	0	0	0	0	539	55	0	10	432	0	0	
Adjusted Demand Flow Rate [veh/h]	11	0	3	0	0	0	0	539	55	0	10	432	0	0	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	14	0	594	442
Capacity of Entry and Bypass Lanes [veh/h]	889	751	1376	1305
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	889	751	1376	1305
X, volume / capacity	0.02	0.00	0.43	0.34

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.05	0.00	2.23	1.52
95th-Percentile Queue Length [ft]	1.20	0.00	55.71	37.89
Approach Delay [s/veh]	4.20	4.80	6.75	5.86
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	6.34			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 1900: East West Arterial

Control Type:	Roundabout	Delay (sec / veh):	6.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name							East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name							East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	0	0	8	0	0	3	9	464	70	0	0	392	3	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	8	0	0	3	9	464	70	0	0	392	3	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	0	0	2	0	0	1	2	116	18	0	0	98	1	0
Total Analysis Volume [veh/h]	0	0	8	0	0	3	9	464	70	0	0	392	3	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1			
Circulating Flow Rate [veh/h]	398			542			11				73			
Exiting Flow Rate [veh/h]	70			12			395				472			
Demand Flow Rate [veh/h]	0	0	8	0	0	3	9	464	70	0	0	392	3	0
Adjusted Demand Flow Rate [veh/h]	0	0	8	0	0	3	9	464	70	0	0	392	3	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	8	3	543	395
Capacity of Entry and Bypass Lanes [veh/h]	920	794	1365	1281
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	920	794	1365	1281
X, volume / capacity	0.01	0.00	0.40	0.31

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.03	0.01	1.95	1.32
95th-Percentile Queue Length [ft]	0.66	0.28	48.65	33.04
Approach Delay [s/veh]	3.99	4.57	6.36	5.60
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	6.02			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 2000: Frank Sound Road at East-West Arterial

Control Type:	Unknown	Delay (sec / veh):	?
Analysis Method:	?	Level Of Service:	?
Analysis Period:	15 minutes	Volume to Capacity (v/c):	?

Intersection Setup

Name	Frank Sound Rd	Frank Sound Rd
Approach	Northeastbound	Southwestbound
Lane Configuration		
Turning Movement	Thru	Thru
Crosswalk	Yes	Yes

Volumes

Name	Frank Sound Rd	Frank Sound Rd
Base Volume Input [veh/h]	213	222
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Left-Turn on Red Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	213	222
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	53	56
Total Analysis Volume [veh/h]	213	222
Presence of On-Street Parking	No	No
On-Street Parking Maneuver Rate [/h]	0	0
Local Bus Stopping Rate [/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Level Of Service Report
Intersection 2100: Frank Sound Road at East-West Arterial

Control Type:	Roundabout	Delay (sec / veh):	6.3
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		East-West Arterial		
Approach	Northbound		Southbound		Eastbound		
Lane Configuration							
Turning Movement	Left	Thru	Thru	Right	Left	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		20.00		50.00		
Grade [%]	0.00		0.00		0.00		
Crosswalk	Yes		Yes		Yes		

Volumes

Name	Frank Sound Rd		Frank Sound Rd		East-West Arterial		
Base Volume Input [veh/h]	279	108	124	126	155	318	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	279	108	124	126	155	318	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	70	27	31	32	39	80	0
Total Analysis Volume [veh/h]	279	108	124	126	155	318	0
Pedestrian Volume [ped/h]	0		0		0		

Intersection Settings

Number of Conflicting Circulating Lanes	1		1		1		
Circulating Flow Rate [veh/h]	126		318		108		
Exiting Flow Rate [veh/h]	442		263		405		
Demand Flow Rate [veh/h]	279	108	124	126	155	318	0
Adjusted Demand Flow Rate [veh/h]	279	108	124	126	155	318	0

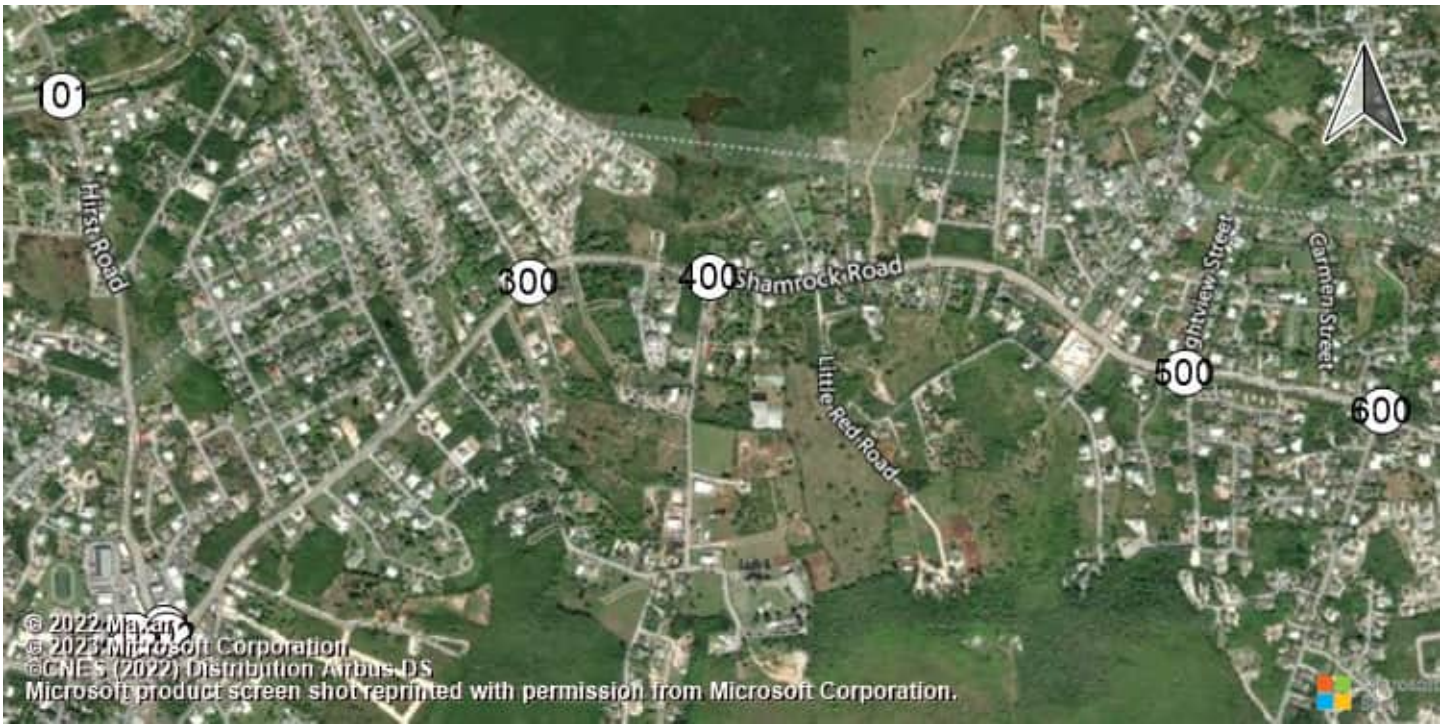
Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	387	250	473
Capacity of Entry and Bypass Lanes [veh/h]	1214	998	1237
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1214	998	1237
X, volume / capacity	0.32	0.25	0.38

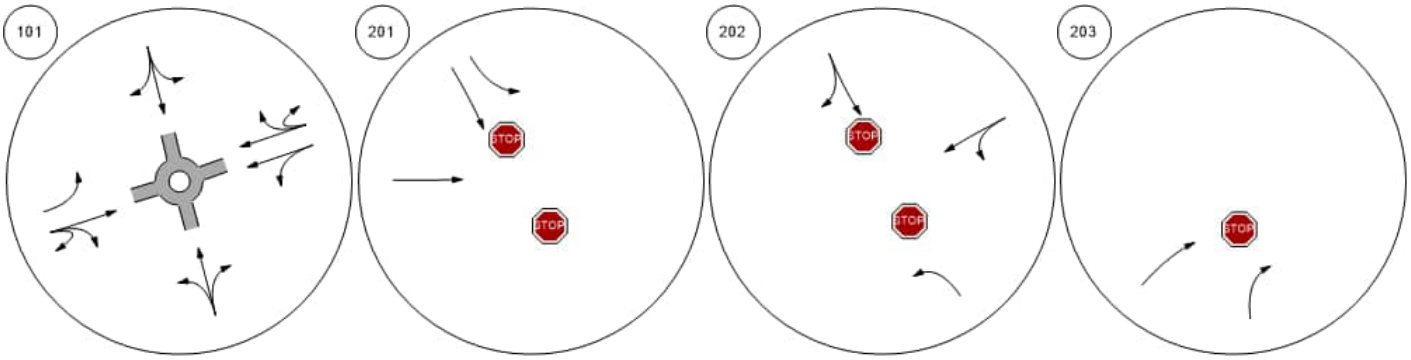
Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	1.39	0.99	1.82
95th-Percentile Queue Length [ft]	34.65	24.81	45.62
Approach Delay [s/veh]	5.94	6.06	6.62
Approach LOS	A	A	A
Intersection Delay [s/veh]	6.26		
Intersection LOS	A		

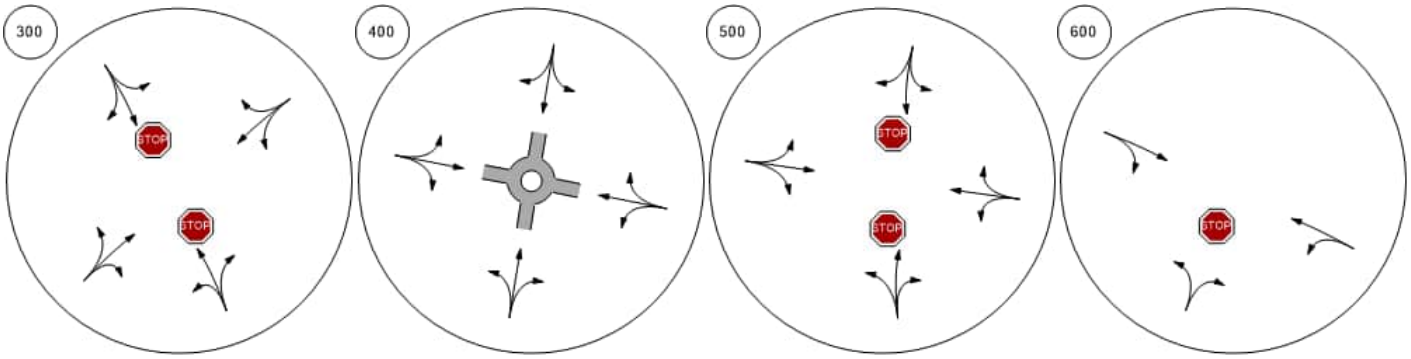
Lane Configuration and Traffic Control



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

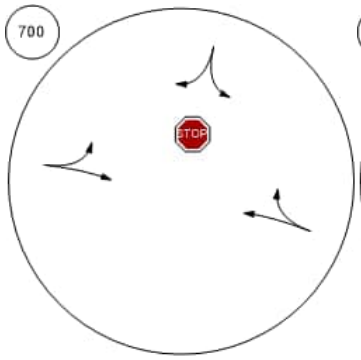


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

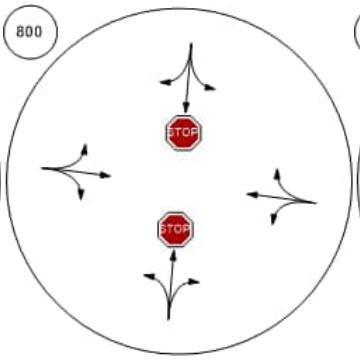


Lane Configuration and Traffic Control

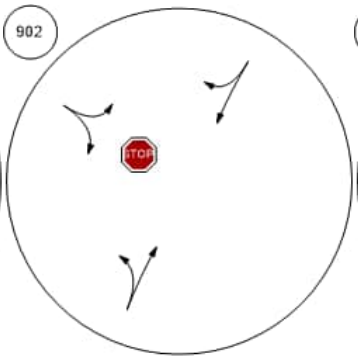
Shamrock Road at Northward



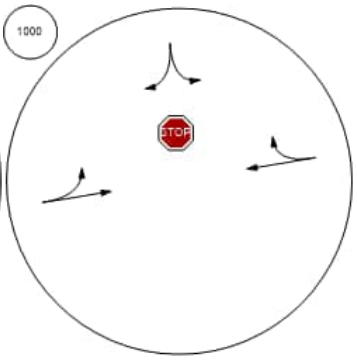
Shamrock Road at Condor R



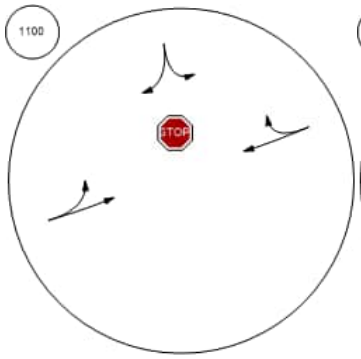
Bodden Town Road at Bodde



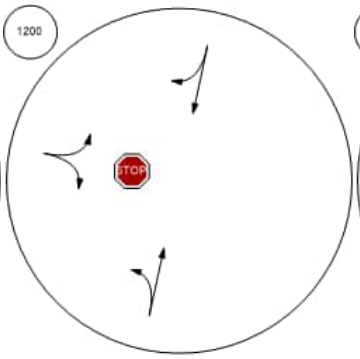
Bodden Town Road at Long



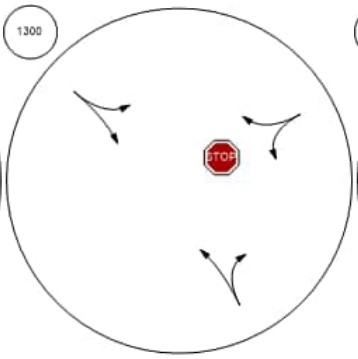
Frank Sound Road at Bodde



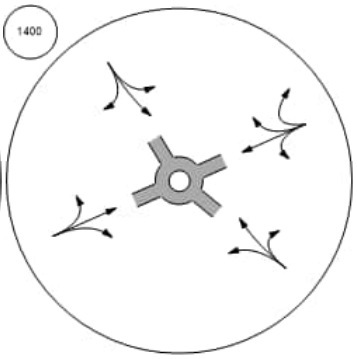
Frank Sound Road at Clifton



Frank Sound Road at North S

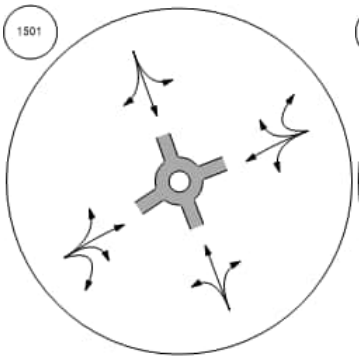


East-West Arterial at Agricola

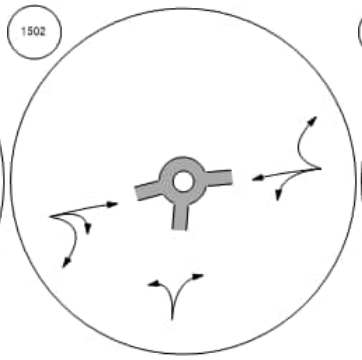


Lane Configuration and Traffic Control

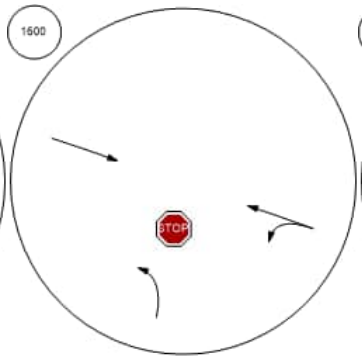
East-West Arterial at Will T C



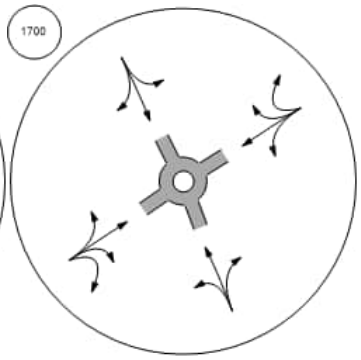
East-West Arterial at Will T C



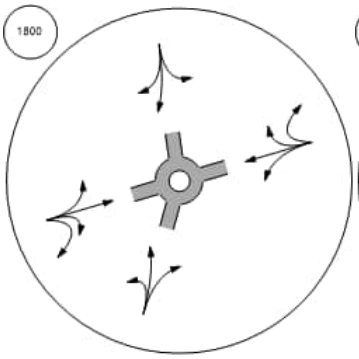
East-West Arterial at Northwa



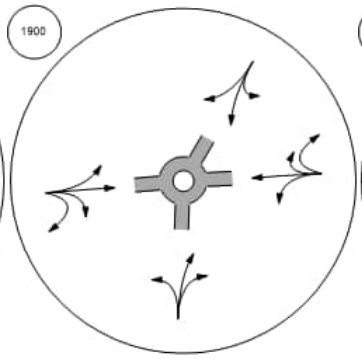
East-West Arterial at Lookout



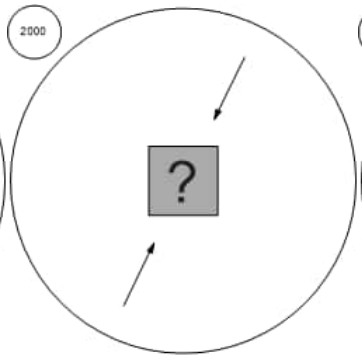
East-West Arterial at Longfell



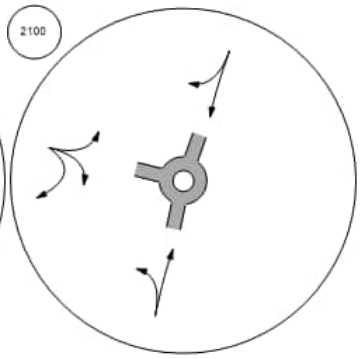
East West Arterial



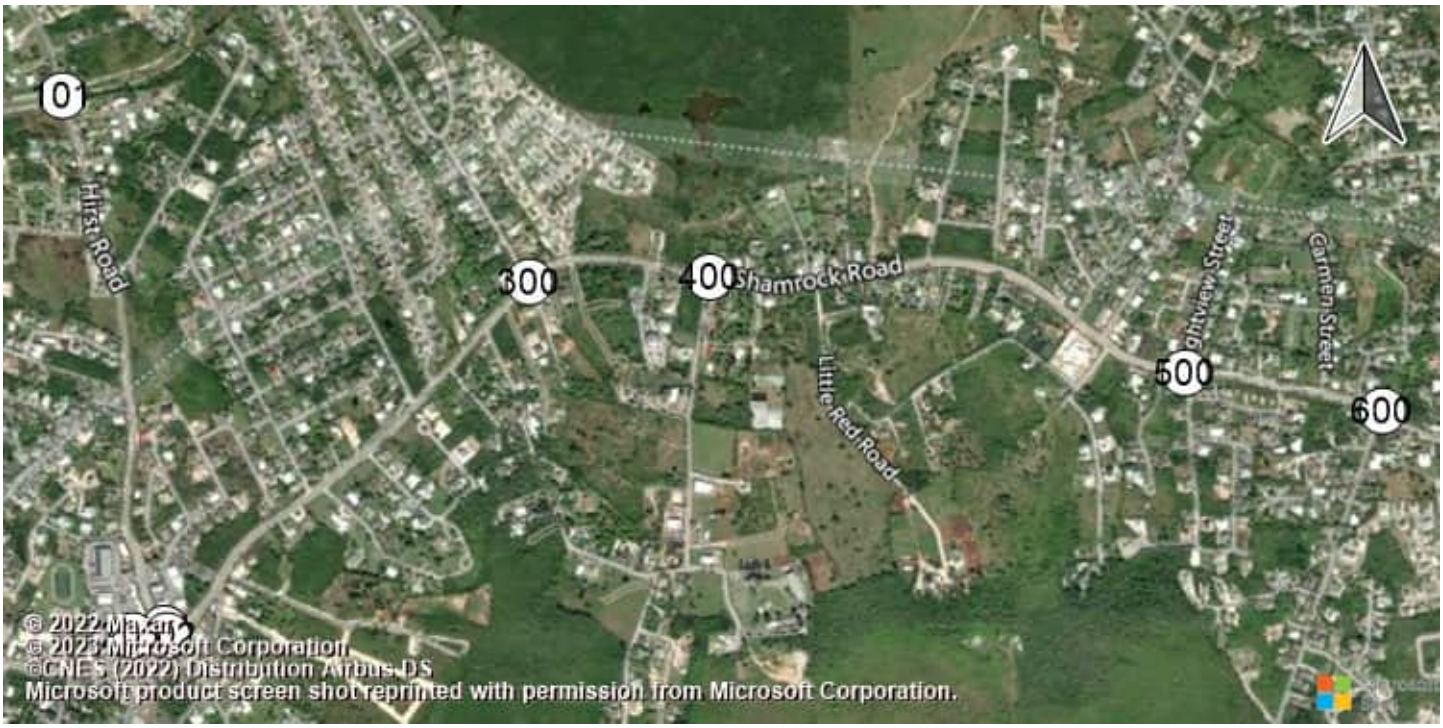
Frank Sound Road at East-W



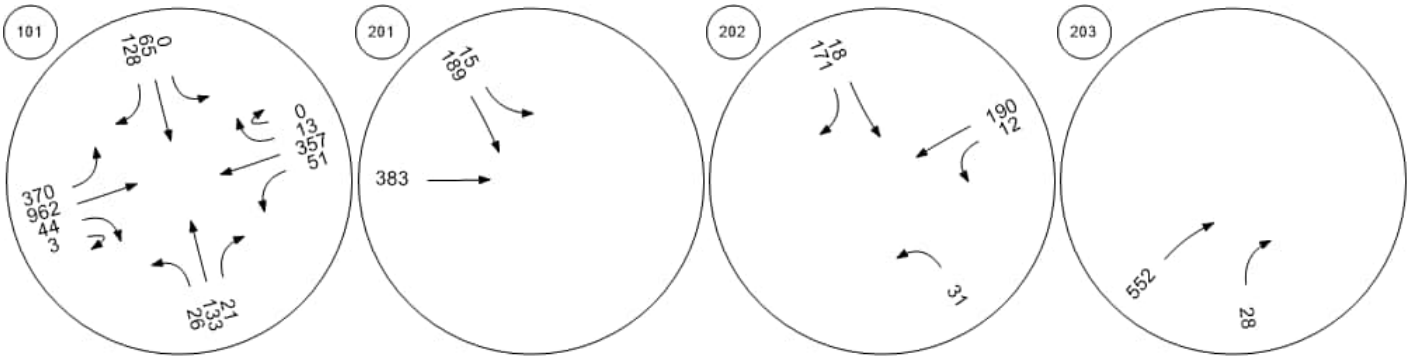
Frank Sound Road at East-W



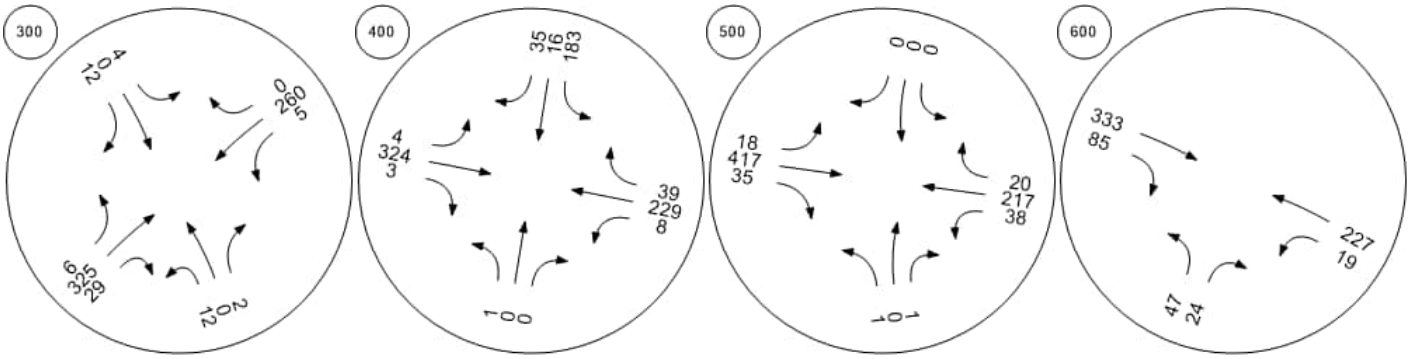
Traffic Volume - Base Volume



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

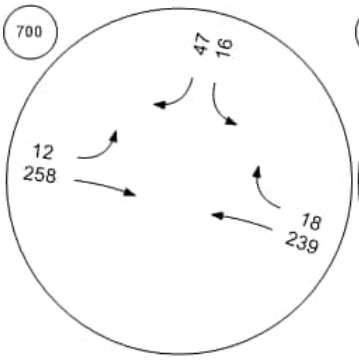


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

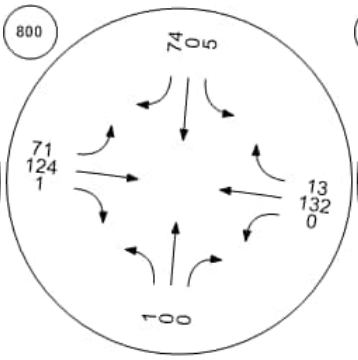


Traffic Volume - Base Volume

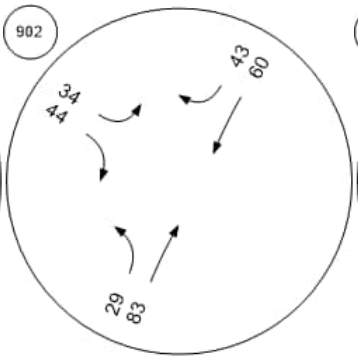
Shamrock Road at Northward



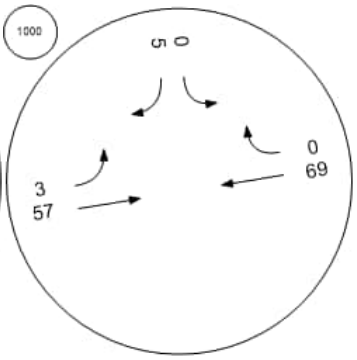
Shamrock Road at Condor R



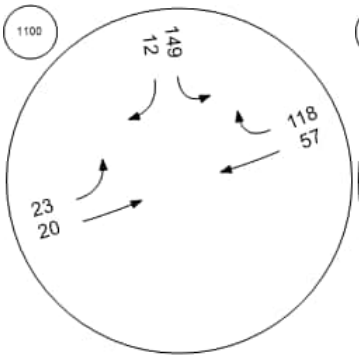
Bodden Town Road at Bodde



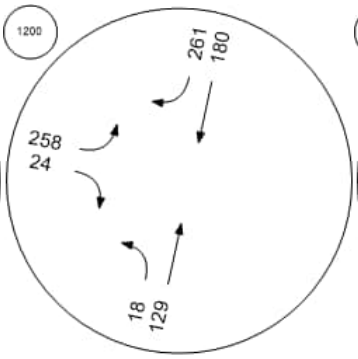
Bodden Town Road at Long



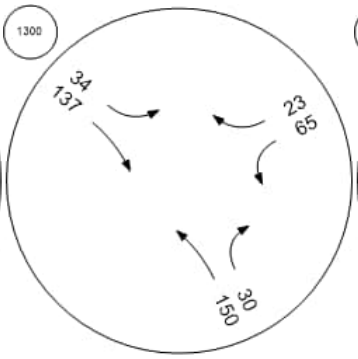
Frank Sound Road at Bodde



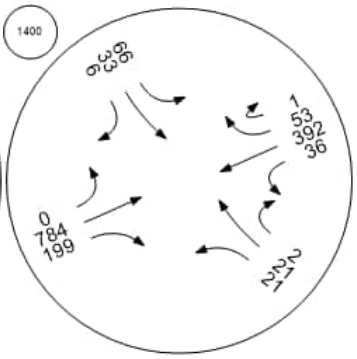
Frank Sound Road at Clifton



Frank Sound Road at North S

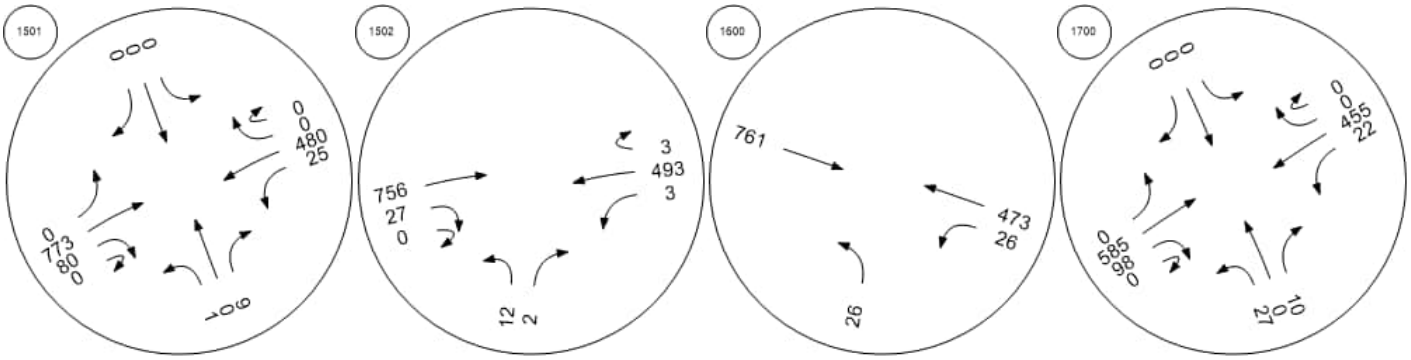


East-West Arterial at Agricola

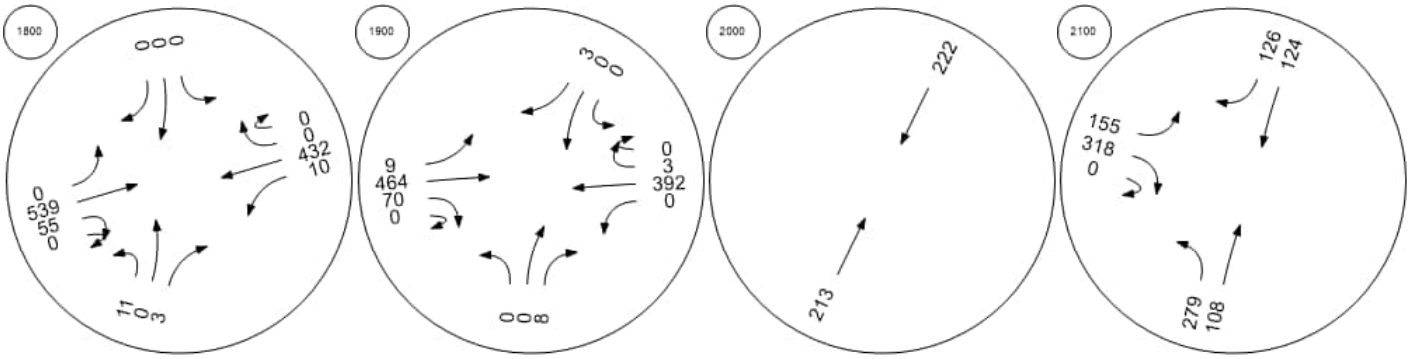


Traffic Volume - Base Volume

East-West Arterial at Will T C East-West Arterial at Will T C East-West Arterial at Northwa East-West Arterial at Lookout



East-West Arterial at Longfell East West Arterial Frank Sound Road at East-W Frank Sound Road at East-W



Intersection Level Of Service Report
Intersection 101: East-West Arterial Road at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	11.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name									East-West Arterial				East-West Arterial				
Approach	Northbound				Southbound				Eastbound				Westbound				
Lane Configuration																	
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	U-tu	Left	Thr	Thr	Rig	U-t
Lane Width [ft]	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.	12.	12.	12.	12.
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Entry Pocket Length [ft]	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	200	100	100	100	100
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Speed [mph]	30.00				30.00				40.00				50.00				
Grade [%]	0.00				0.00				0.00				0.00				
Crosswalk	Yes				Yes				Yes				Yes				

Volumes

Name									East-West Arterial				East-West Arterial				
Base Volume Input [veh/h]	6	0	38	30	16	62	0	537	54	279	6	19	23	906	0	4	0
Base Volume Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	0	38	30	16	62	0	537	54	279	6	19	23	906	0	4	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Other Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Total 15-Minute Volume [veh/h]	2	0	10	8	4	16	0	134	14	70	2	5	6	227	0	1	0
Total Analysis Volume [veh/h]	6	0	38	30	16	62	0	537	54	279	6	19	23	906	0	4	0
Pedestrian Volume [ped/h]	0				0				0				0				

Intersection Settings

Number of Conflicting Circulating Lanes	2				2				2				2				
Circulating Flow Rate [veh/h]	1466				334				72				624				
Exiting Flow Rate [veh/h]	91				96				1468				325				
Demand Flow Rate [veh/h]	6	0	38	30	16	62	0	537	54	279	6	19	23	906	0	4	0
Adjusted Demand Flow Rate [veh/h]	6	0	38	30	16	62	0	537	54	279	6	19	23	906	0	4	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1350.00	1420.00	1350.00
B (coefficient)	0.00085	0.00085	0.00085	0.00092	0.00085	0.00092
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	74	615	54	304	495	439
Capacity of Entry and Bypass Lanes [veh/h]	409	1070	1336	1264	836	761
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	409	1070	1336	1264	836	761
X, volume / capacity	0.18	0.58	0.04	0.24	0.59	0.58

Movement, Approach, & Intersection Results

Lane LOS	B	B	A	A	B	B
95th-Percentile Queue Length [veh]	0.65	3.81	0.13	0.94	3.98	3.74
95th-Percentile Queue Length [ft]	16.34	95.20	3.16	23.58	99.47	93.50
Approach Delay [s/veh]	11.66	10.70	4.66		13.57	
Approach LOS	B	B	A		B	
Intersection Delay [s/veh]	11.00					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	11.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.169

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	19	106	0	0	211	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	19	106	0	0	211	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	5	28	0	0	57	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	20	114	0	0	227	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance		No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.02	0.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	9.51	11.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS				A	B			A				
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.08	0.60	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	1.88	15.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			11.12			0.00			0.00		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	4.13											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	20.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.318

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	32	0	0	0	6	100	0	0	0	7	630	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	32	0	0	0	6	100	0	0	0	7	630	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	0	0	0	2	27	0	0	0	2	169	0
Total Analysis Volume [veh/h]	34	0	0	0	6	108	0	0	0	8	677	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.00	0.00	0.00	0.02	0.32	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	13.57	0.00	0.00	0.00	19.85	20.80	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	B				C	C				A	A	
95th-Percentile Queue Length [veh/ln]	0.24	0.00	0.00	0.00	1.43	1.43	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	6.05	0.00	0.00	0.00	35.82	35.82	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.57			20.75			0.00			0.00		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	3.39											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 203: Shamrock Road atHirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	10.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.025

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	17	264	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	17	264	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	5	71	0	0	0
Total Analysis Volume [veh/h]	0	18	284	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	10.20	0.00	0.00	0.00	0.00
Movement LOS		B	A			
95th-Percentile Queue Length [veh/ln]	0.00	0.08	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	1.95	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.20		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.61					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	17.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.061

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	40	0	6	0	0	18	3	117	6	2	581	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	40	0	6	0	0	18	3	117	6	2	581	0
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	0	2	0	0	5	1	29	2	1	145	0
Total Analysis Volume [veh/h]	41	0	6	0	0	19	3	117	6	2	581	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.00	0.02	0.00	0.00	0.06	0.00	0.00	0.01	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	12.76	15.88	16.13	9.59	15.84	17.35	0.00	0.00	8.62	0.00	0.00	7.43
Movement LOS	B	C	C	A	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.32	0.32	0.32	0.19	0.19	0.19	0.02	0.02	0.02	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	7.97	7.97	7.97	4.86	4.86	4.86	0.45	0.45	0.45	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.19			17.35			0.41			0.00		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	1.29											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive

Control Type:	Roundabout	Delay (sec / veh):	6.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	2	6	1	25	13	34	3	118	1	3	546	108
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	6	1	25	13	34	3	118	1	3	546	108
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	0	6	3	9	1	30	0	1	137	27
Total Analysis Volume [veh/h]	2	6	1	25	13	34	3	118	1	3	546	108
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	688			120			115			48		
Exiting Flow Rate [veh/h]	17			117			582			144		
Demand Flow Rate [veh/h]	2	6	1	25	13	34	3	118	1	3	546	108
Adjusted Demand Flow Rate [veh/h]	2	6	1	25	13	34	3	118	1	3	546	108

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	9	72	122	657
Capacity of Entry and Bypass Lanes [veh/h]	685	1222	1228	1315
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	685	1222	1228	1315
X, volume / capacity	0.01	0.06	0.10	0.50

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.04	0.19	0.33	2.90
95th-Percentile Queue Length [ft]	1.00	4.69	8.26	72.44
Approach Delay [s/veh]	5.40	3.43	3.75	7.95
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	6.95			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	15.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.014

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	9	0	4	3	0	5	0	139	0	0	537	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	0	4	3	0	5	0	139	0	0	537	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	1	1	0	1	0	35	0	0	134	0
Total Analysis Volume [veh/h]	9	0	4	3	0	5	0	139	0	0	537	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	11.78	14.74	15.00	9.07	14.67	15.10	0.00	0.00	8.46	0.00	0.00	7.47
Movement LOS	B	B	B	A	B	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.08	0.08	0.08	0.05	0.05	0.05	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.10	2.10	2.10	1.30	1.30	1.30	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.77			12.84			0.00			0.00		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	0.39											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	15.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.051

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	140	21	136	10	13	397
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	140	21	136	10	13	397
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	6	37	3	4	109
Total Analysis Volume [veh/h]	154	23	149	11	14	436
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.25	0.05	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	13.40	15.52	0.00	8.24	0.00	0.00
Movement LOS	B	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.25	1.25	0.03	0.03	0.00	0.00
95th-Percentile Queue Length [ft/ln]	31.31	31.31	0.74	0.74	0.00	0.00
d_A, Approach Delay [s/veh]	13.68		0.57		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	3.19					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	13.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.007

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	9	3	9	159	376	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	3	9	159	376	23
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	1	2	41	97	6
Total Analysis Volume [veh/h]	9	3	9	164	388	24
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	9.17	13.01	0.00	0.00	0.00	7.59
Movement LOS	A	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.05	0.05	0.00	0.00	0.05	0.05
95th-Percentile Queue Length [ft/ln]	1.28	1.28	0.00	0.00	1.29	1.29
d_A, Approach Delay [s/veh]	10.13		0.00		0.44	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.51					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	12.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.271

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	4	1	0	1	0	191	55	108	0	0	95	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	1	0	1	0	191	55	108	0	0	95	7
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	0	0	48	14	27	0	0	24	2
Total Analysis Volume [veh/h]	4	1	0	1	0	191	55	108	0	0	95	7
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.75	10.69	10.10	10.82	12.37	12.01	0.00	0.00	7.38	0.00	0.00	7.53
Movement LOS	A	B	B	B	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	1.10	1.10	1.10	0.00	0.00	0.00	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.43	0.43	0.43	27.59	27.59	27.59	0.00	0.00	0.00	0.37	0.37	0.37
d_A, Approach Delay [s/veh]	9.14			12.00			0.00			0.52		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	5.20											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 902: Bodden Town Road at Bodden Town Bypass

Control Type:	Two-way stop	Delay (sec / veh):	10.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.027

Intersection Setup

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	26	19	13	89	22	44
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	19	13	89	22	44
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	5	3	24	6	12
Total Analysis Volume [veh/h]	28	20	14	95	23	47
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.03	0.00	0.00	0.00	0.03
d_M, Delay for Movement [s/veh]	9.00	10.05	0.00	0.00	0.00	7.49
Movement LOS	A	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.18	0.18	0.00	0.00	0.10	0.10
95th-Percentile Queue Length [ft/ln]	4.43	4.43	0.00	0.00	2.43	2.43
d_A, Approach Delay [s/veh]	9.44		0.00		5.03	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.55					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	0	2	0	42	27	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2	0	42	27	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	0	12	7	0
Total Analysis Volume [veh/h]	0	2	0	46	30	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.51	8.87	0.00	0.00	0.00	7.29
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.16	0.16	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.87		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.23					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1100: Frank Sound Road at Bodden Town Road

Control Type:	Two-way stop	Delay (sec / veh):	10.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.012

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	74	8	14	22	14	79
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	74	8	14	22	14	79
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	2	4	6	4	21
Total Analysis Volume [veh/h]	80	9	15	24	15	85
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.01	0.00	0.00	0.00	0.05
d_M, Delay for Movement [s/veh]	8.78	10.25	0.00	0.00	0.00	7.37
Movement LOS	A	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.29	0.29	0.00	0.00	0.17	0.17
95th-Percentile Queue Length [ft/ln]	7.27	7.27	0.00	0.00	4.19	4.19
d_A, Approach Delay [s/veh]	8.93		0.00		6.26	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	6.23					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Two-way stop	Delay (sec / veh):	15.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.015

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd			
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		20.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd			
Base Volume Input [veh/h]	29	114	75	202	227	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	114	75	202	227	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	29	19	51	57	2
Total Analysis Volume [veh/h]	29	114	75	202	227	6
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.14	0.24	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	7.88	10.29	15.51
Movement LOS	A	A	A	A	B	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.48	0.48	1.04	1.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	12.08	12.08	26.04	26.04
d_A, Approach Delay [s/veh]	0.00		5.75		10.43	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	6.16					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	10.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	92	29	9	70	36	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	92	29	9	70	36	3
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	8	3	20	10	1
Total Analysis Volume [veh/h]	103	33	10	79	40	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.00	0.00	0.04	0.00
d_M, Delay for Movement [s/veh]	0.00	7.42	0.00	0.00	8.85	10.16
Movement LOS	A	A	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.07	0.07	0.00	0.00	0.14	0.14
95th-Percentile Queue Length [ft/ln]	1.66	1.66	0.00	0.00	3.52	3.52
d_A, Approach Delay [s/veh]	1.80		0.00		8.94	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.35					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	8.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			50.00			50.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	Yes			Yes			Yes			Yes			

Volumes

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Base Volume Input [veh/h]	144	18	5	39	51	10	3	294	28	1	779	22	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	144	18	5	39	51	10	3	294	28	1	779	22	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	36	5	1	10	13	3	1	74	7	0	195	6	0
Total Analysis Volume [veh/h]	144	18	5	39	51	10	3	294	28	1	779	22	0
Pedestrian Volume [ped/h]	0			0			0			0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1			
Circulating Flow Rate [veh/h]	811			327			45			89			
Exiting Flow Rate [veh/h]	80			43			933			338			
Demand Flow Rate [veh/h]	144	18	5	39	51	10	3	294	28	1	779	22	0
Adjusted Demand Flow Rate [veh/h]	144	18	5	39	51	10	3	294	28	1	779	22	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	167	100	325	802
Capacity of Entry and Bypass Lanes [veh/h]	604	989	1319	1261
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	604	989	1319	1261
X, volume / capacity	0.28	0.10	0.25	0.64

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	B
95th-Percentile Queue Length [veh]	1.12	0.34	0.97	4.84
95th-Percentile Queue Length [ft]	28.12	8.41	24.35	121.03
Approach Delay [s/veh]	9.62	4.56	4.86	10.89
Approach LOS	A	A	A	B
Intersection Delay [s/veh]	8.88			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 1501: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	7.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name							East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			30.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name							East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	9	0	14	0	0	0	0	334	4	0	5	790	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	0	14	0	0	0	0	334	4	0	5	790	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	2	0	4	0	0	0	0	84	1	0	1	198	0	0
Total Analysis Volume [veh/h]	9	0	14	0	0	0	0	334	4	0	5	790	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1				
Circulating Flow Rate [veh/h]	790			352			14				4				
Exiting Flow Rate [veh/h]	9			0			799				348				
Demand Flow Rate [veh/h]	9	0	14	0	0	0	0	334	4	0	5	790	0	0	
Adjusted Demand Flow Rate [veh/h]	9	0	14	0	0	0	0	334	4	0	5	790	0	0	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	23	0	338	795
Capacity of Entry and Bypass Lanes [veh/h]	617	964	1361	1375
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	617	964	1361	1375
X, volume / capacity	0.04	0.00	0.25	0.58

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.12	0.00	0.98	3.91
95th-Percentile Queue Length [ft]	2.90	0.00	24.60	97.65
Approach Delay [s/veh]	6.25	3.74	4.76	9.04
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	7.73			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 1502: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	6.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name			East-West Arterial			East-West Arterial		
Approach	Northbound		Eastbound			Westbound		
Lane Configuration								
Turning Movement	Left	Right	Thru	Right	U-turn	Left	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00			50.00		
Grade [%]	0.00		0.00			0.00		
Crosswalk	Yes		Yes			Yes		

Volumes

Name			East-West Arterial			East-West Arterial		
Base Volume Input [veh/h]	198	5	347	1	0	1	597	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	198	5	347	1	0	1	597	16
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	50	1	87	0	0	0	149	4
Total Analysis Volume [veh/h]	198	5	347	1	0	1	597	16
Pedestrian Volume [ped/h]	0		0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1		1			1		
Circulating Flow Rate [veh/h]	613		21			1		
Exiting Flow Rate [veh/h]	2		795			368		
Demand Flow Rate [veh/h]	198	5	347	1	0	1	597	16
Adjusted Demand Flow Rate [veh/h]	198	5	347	1	0	1	597	16

Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	203	348	614
Capacity of Entry and Bypass Lanes [veh/h]	739	1351	1379
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	739	1351	1379
X, volume / capacity	0.27	0.26	0.45

Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	1.12	1.03	2.35
95th-Percentile Queue Length [ft]	27.97	25.82	58.78
Approach Delay [s/veh]	8.09	4.88	6.92
Approach LOS	A	A	A
Intersection Delay [s/veh]	6.51		
Intersection LOS	A		

Intersection Level Of Service Report
Intersection 1600: East-West Arterial at Northward Rd

Control Type:	Two-way stop	Delay (sec / veh):	12.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.138

Intersection Setup

Name	Northward Rd		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	75	0	368	0	4	539
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	75	0	368	0	4	539
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	0	92	0	1	135
Total Analysis Volume [veh/h]	75	0	368	0	4	539
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.14	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	12.66	0.00	0.00	0.00	0.00	0.00
Movement LOS	B		A		A	A
95th-Percentile Queue Length [veh/ln]	0.47	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	11.87	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.66		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.96					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1700: East-West Arterial at Lookout Rd

Control Type:	Roundabout	Delay (sec / veh):	6.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Lookout Rd			Lookout Rd			East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Lookout Rd			Lookout Rd			East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	29	0	4	0	0	0	0	303	23	41	4	531	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	0	4	0	0	0	0	303	23	41	4	531	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	7	0	1	0	0	0	0	76	6	10	1	133	0	0
Total Analysis Volume [veh/h]	29	0	4	0	0	0	0	303	23	41	4	531	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1				
Circulating Flow Rate [veh/h]	572			371			4				64				
Exiting Flow Rate [veh/h]	27			0			601				307				
Demand Flow Rate [veh/h]	29	0	4	0	0	0	0	303	23	41	4	531	0	0	
Adjusted Demand Flow Rate [veh/h]	29	0	4	0	0	0	0	303	23	41	4	531	0	0	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	33	0	367	535
Capacity of Entry and Bypass Lanes [veh/h]	771	946	1375	1293
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	771	946	1375	1293
X, volume / capacity	0.04	0.00	0.27	0.41

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.13	0.00	1.08	2.07
95th-Percentile Queue Length [ft]	3.35	0.00	27.09	51.82
Approach Delay [s/veh]	5.10	3.81	4.91	6.81
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	6.00			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 1800: East-West Arterial at Longfellow Rd

Control Type:	Roundabout	Delay (sec / veh):	5.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Longfellow Rd			Longfellow Rd			East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Longfellow Rd			Longfellow Rd			East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	12	0	0	0	0	0	0	303	0	0	0	463	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	0	0	0	0	0	0	303	0	0	0	463	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	3	0	0	0	0	0	0	76	0	0	0	116	0	0
Total Analysis Volume [veh/h]	12	0	0	0	0	0	0	303	0	0	0	463	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1				
Circulating Flow Rate [veh/h]	463			303			0				0				
Exiting Flow Rate [veh/h]	0			0			475				303				
Demand Flow Rate [veh/h]	12	0	0	0	0	0	0	303	0	0	0	463	0	0	
Adjusted Demand Flow Rate [veh/h]	12	0	0	0	0	0	0	303	0	0	0	463	0	0	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	12	0	303	463
Capacity of Entry and Bypass Lanes [veh/h]	861	1014	1380	1380
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	861	1014	1380	1380
X, volume / capacity	0.01	0.00	0.22	0.34

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.04	0.00	0.84	1.50
95th-Percentile Queue Length [ft]	1.06	0.00	20.97	37.38
Approach Delay [s/veh]	4.31	3.55	4.44	5.60
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	5.13			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 1900: East West Arterial

Control Type:	Roundabout	Delay (sec / veh):	4.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name							East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name							East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	48	0	6	0	0	12	1	278	24	0	0	402	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	48	0	6	0	0	12	1	278	24	0	0	402	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	12	0	2	0	0	3	0	70	6	0	0	101	0	0
Total Analysis Volume [veh/h]	48	0	6	0	0	12	1	278	24	0	0	402	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1			
Circulating Flow Rate [veh/h]	414			308			6				36			
Exiting Flow Rate [veh/h]	24			1			462				284			
Demand Flow Rate [veh/h]	48	0	6	0	0	12	1	278	24	0	0	402	0	0
Adjusted Demand Flow Rate [veh/h]	48	0	6	0	0	12	1	278	24	0	0	402	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	54	12	303	402
Capacity of Entry and Bypass Lanes [veh/h]	905	1008	1372	1331
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	905	1008	1372	1331
X, volume / capacity	0.06	0.01	0.22	0.30

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.19	0.04	0.85	1.28
95th-Percentile Queue Length [ft]	4.75	0.90	21.13	32.12
Approach Delay [s/veh]	4.53	3.67	4.47	5.38
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	4.94			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 2000: Frank Sound Road at East-West Arterial

Control Type:	Unknown	Delay (sec / veh):	?
Analysis Method:	?	Level Of Service:	?
Analysis Period:	15 minutes	Volume to Capacity (v/c):	?

Intersection Setup

Name	Frank Sound Rd	Frank Sound Rd
Approach	Northeastbound	Southwestbound
Lane Configuration		
Turning Movement	Thru	Thru
Crosswalk	Yes	Yes

Volumes

Name	Frank Sound Rd	Frank Sound Rd
Base Volume Input [veh/h]	127	133
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Left-Turn on Red Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	127	133
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	33
Total Analysis Volume [veh/h]	127	133
Presence of On-Street Parking	No	No
On-Street Parking Maneuver Rate [/h]	0	0
Local Bus Stopping Rate [/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Level Of Service Report
Intersection 2100: Frank Sound Road at East-West Arterial

Control Type:	Roundabout	Delay (sec / veh):	5.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		East-West Arterial		
Approach	Northbound		Southbound		Eastbound		
Lane Configuration							
Turning Movement	Left	Thru	Thru	Right	Left	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		20.00		50.00		
Grade [%]	0.00		0.00		0.00		
Crosswalk	Yes		Yes		Yes		

Volumes

Name	Frank Sound Rd		Frank Sound Rd		East-West Arterial		
Base Volume Input [veh/h]	282	59	67	122	79	210	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	282	59	67	122	79	210	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	71	15	17	31	20	53	0
Total Analysis Volume [veh/h]	282	59	67	122	79	210	0
Pedestrian Volume [ped/h]	0		0		0		

Intersection Settings

Number of Conflicting Circulating Lanes	1		1		1		
Circulating Flow Rate [veh/h]	122		210		59		
Exiting Flow Rate [veh/h]	277		138		404		
Demand Flow Rate [veh/h]	282	59	67	122	79	210	0
Adjusted Demand Flow Rate [veh/h]	282	59	67	122	79	210	0

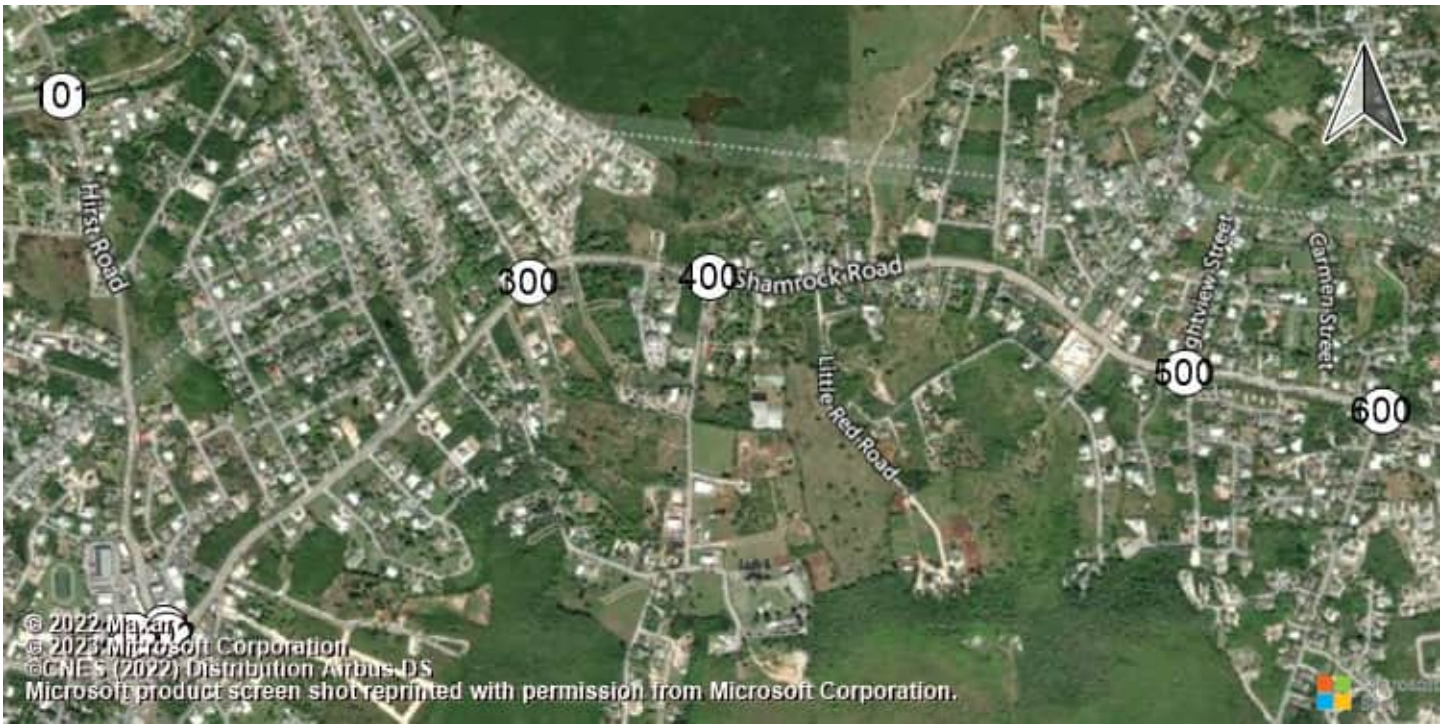
Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	341	189	289
Capacity of Entry and Bypass Lanes [veh/h]	1219	1114	1300
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1219	1114	1300
X, volume / capacity	0.28	0.17	0.22

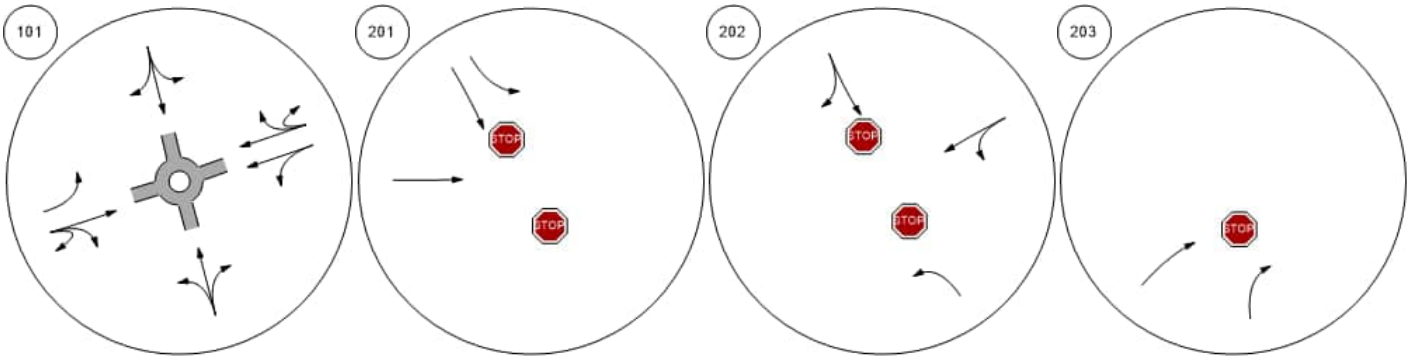
Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	1.15	0.61	0.85
95th-Percentile Queue Length [ft]	28.84	15.25	21.31
Approach Delay [s/veh]	5.50	4.74	4.67
Approach LOS	A	A	A
Intersection Delay [s/veh]	5.03		
Intersection LOS	A		

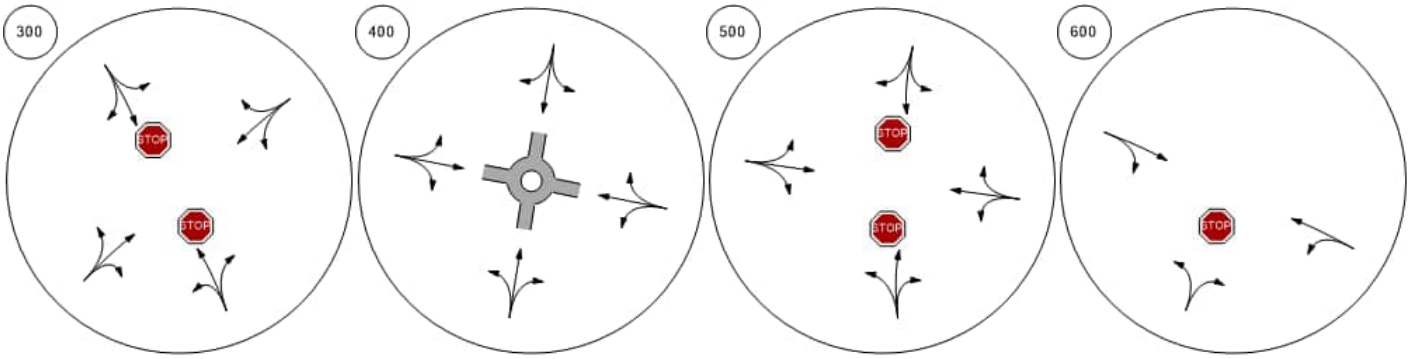
Lane Configuration and Traffic Control



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

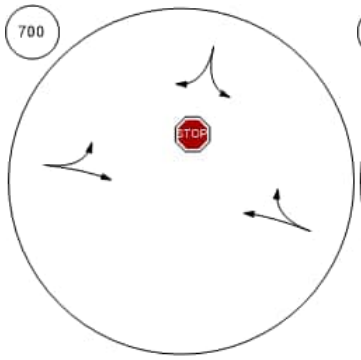


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

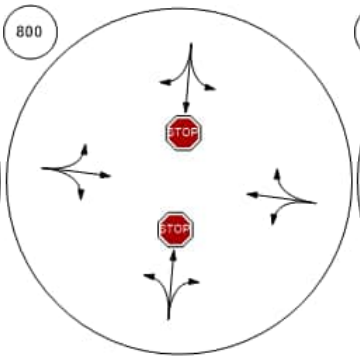


Lane Configuration and Traffic Control

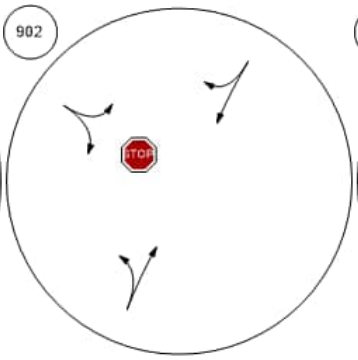
Shamrock Road at Northward



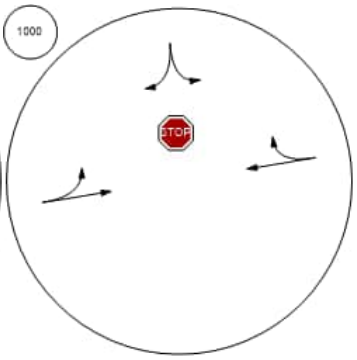
Shamrock Road at Condor R



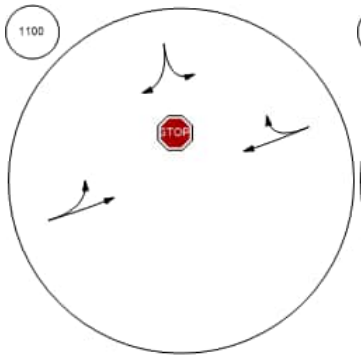
Bodden Town Road at Bodde



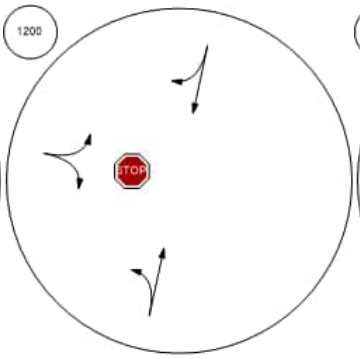
Bodden Town Road at Long



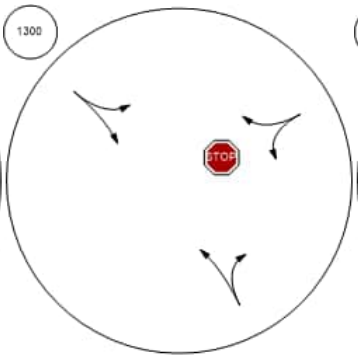
Frank Sound Road at Bodde



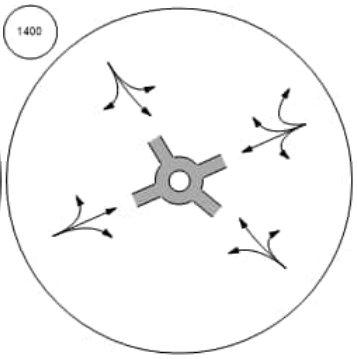
Frank Sound Road at Clifton



Frank Sound Road at North S

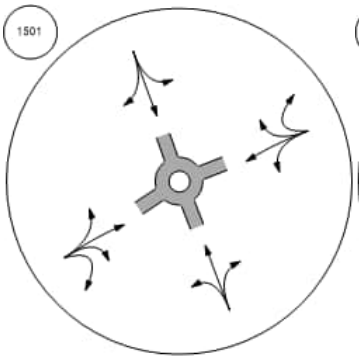


East-West Arterial at Agricola

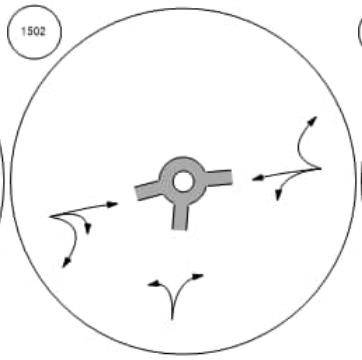


Lane Configuration and Traffic Control

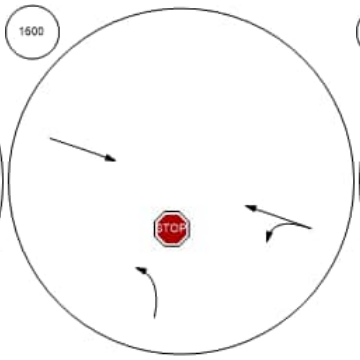
East-West Arterial at Will T C



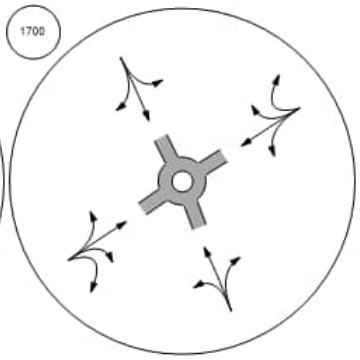
East-West Arterial at Will T C



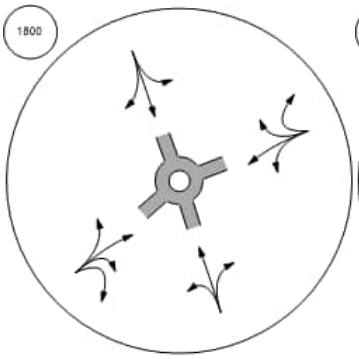
East-West Arterial at Northwa



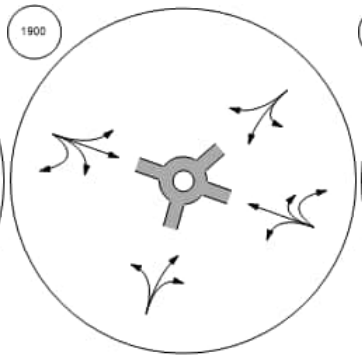
East-West Arterial at Lookout



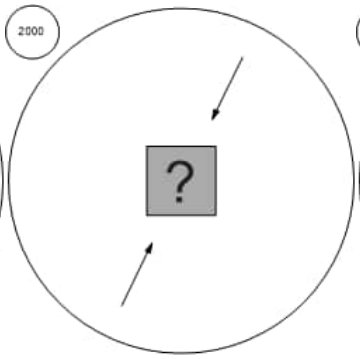
East-West Arterial at Longfell



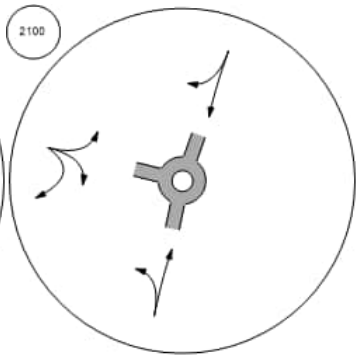
East West Arterial



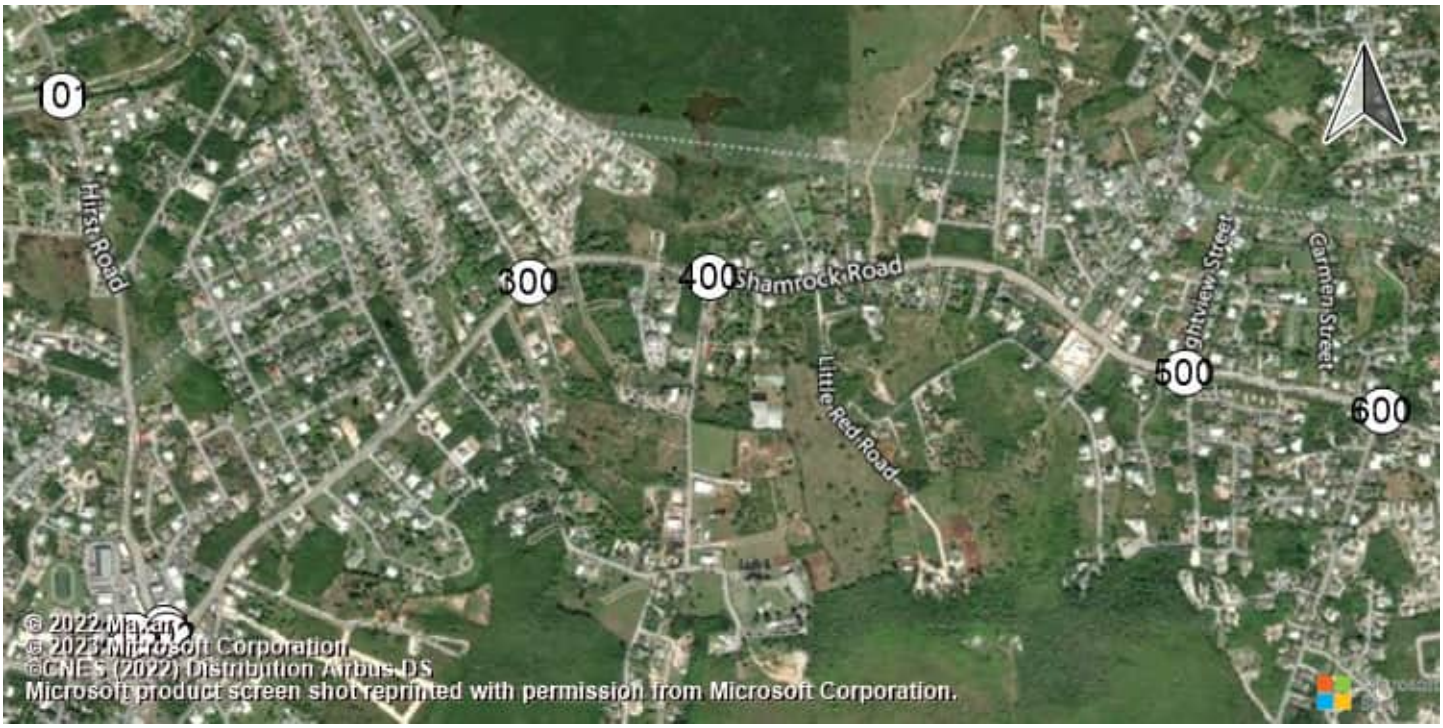
Frank Sound Road at East-W



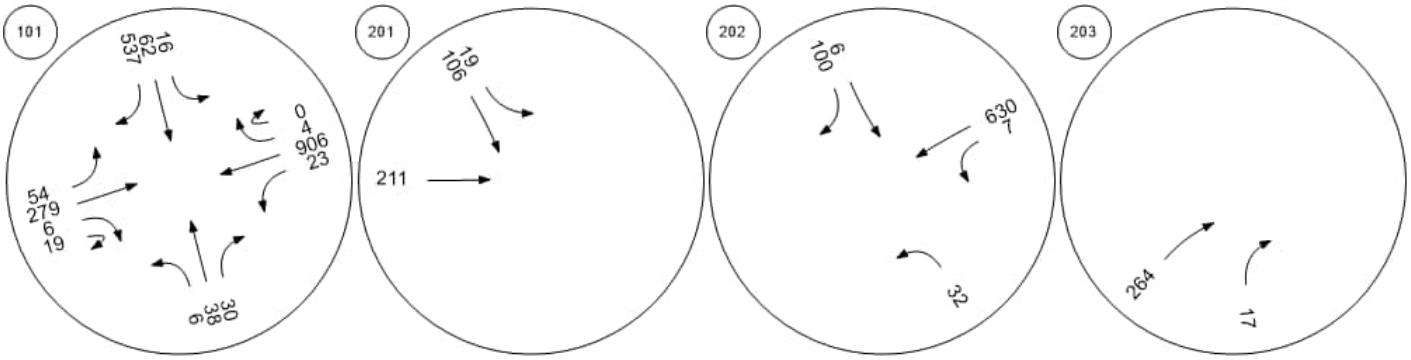
Frank Sound Road at East-W



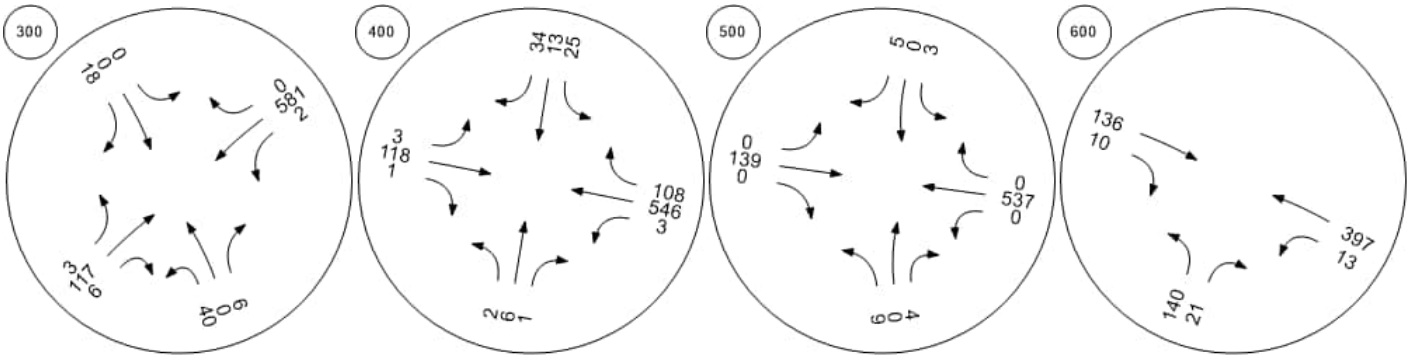
Traffic Volume - Base Volume



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

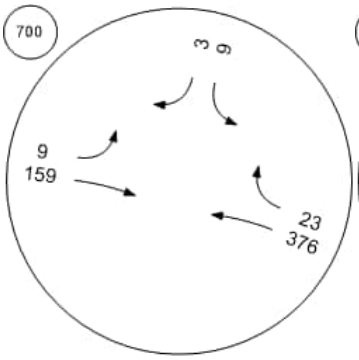


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

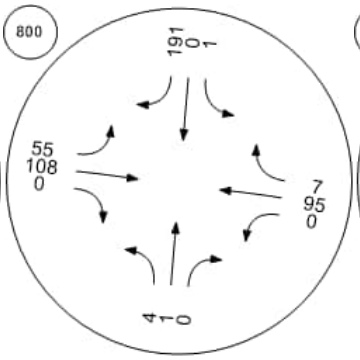


Traffic Volume - Base Volume

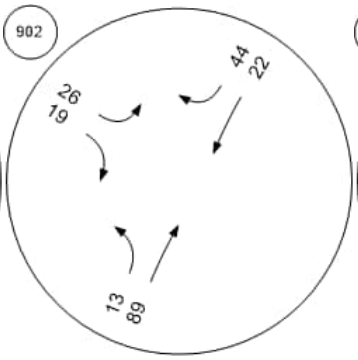
Shamrock Road at Northward



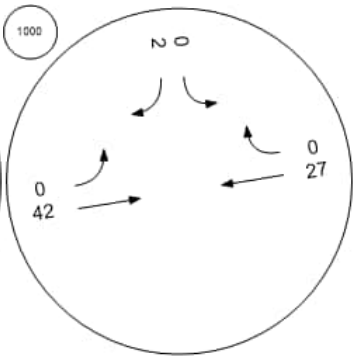
Shamrock Road at Condor R



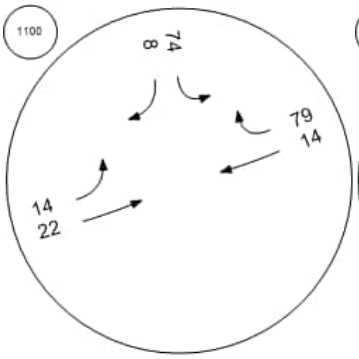
Bodden Town Road at Bodde



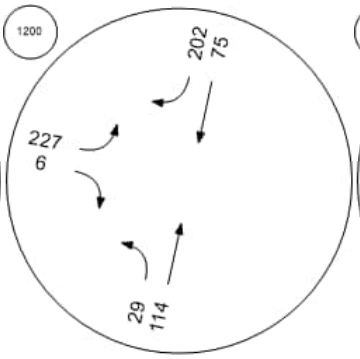
Bodden Town Road at Long



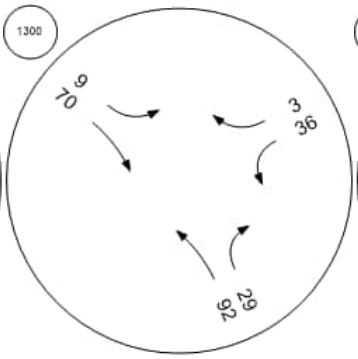
Frank Sound Road at Bodde



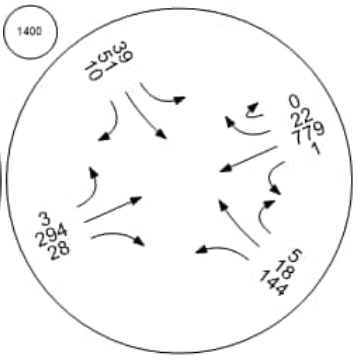
Frank Sound Road at Clifton



Frank Sound Road at North S

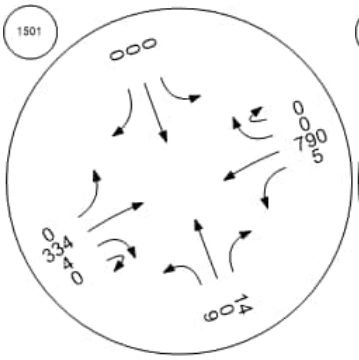


East-West Arterial at Agricola

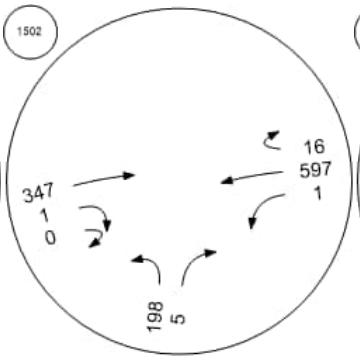


Traffic Volume - Base Volume

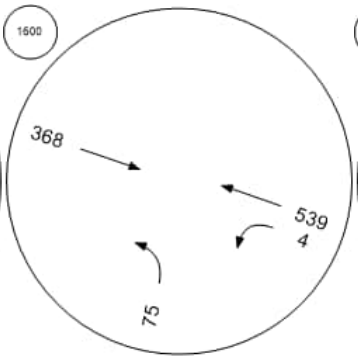
East-West Arterial at Will T C



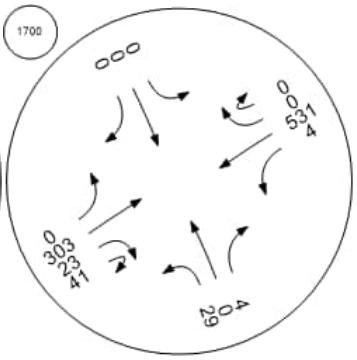
East-West Arterial at Will T C



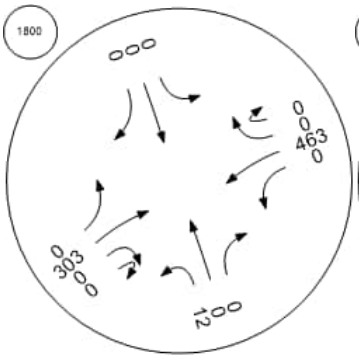
East-West Arterial at Northwa



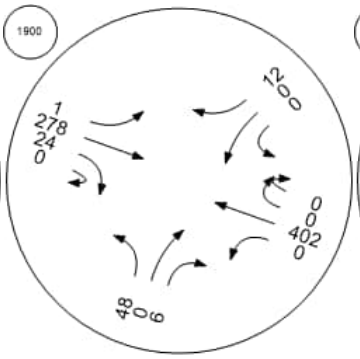
East-West Arterial at Lookout



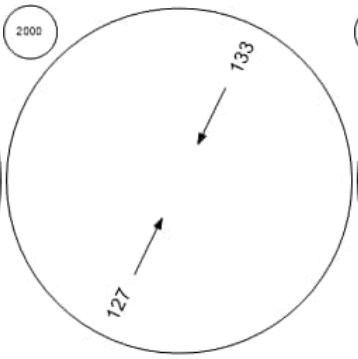
East-West Arterial at Longfell



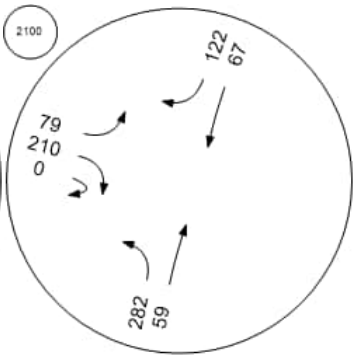
East West Arterial



Frank Sound Road at East-W



Frank Sound Road at East-W



Intersection Level Of Service Report
Intersection 101: East-West Arterial Road at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	13.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name									East-West Arterial				East-West Arterial				
Approach	Northbound				Southbound				Eastbound				Westbound				
Lane Configuration																	
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	U-tu	Left	Thr	Thr	Rig	U-t
Lane Width [ft]	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.	12.	12.	12.	12.
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Entry Pocket Length [ft]	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	200	100	100	100	100
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Speed [mph]	30.00				30.00				40.00				50.00				
Grade [%]	0.00				0.00				0.00				0.00				
Crosswalk	Yes				Yes				Yes				Yes				

Volumes

Name									East-West Arterial				East-West Arterial				
Base Volume Input [veh/h]	26	0	133	21	0	65	0	128	370	943	47	3	50	354	0	13	0
Base Volume Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	0	133	21	0	65	0	128	370	943	47	3	50	354	0	13	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Other Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Total 15-Minute Volume [veh/h]	7	0	33	5	0	16	0	32	93	236	12	1	13	89	0	3	0
Total Analysis Volume [veh/h]	26	0	133	21	0	65	0	128	370	943	47	3	50	354	0	13	0
Pedestrian Volume [ped/h]	0				0				0				0				

Intersection Settings

Number of Conflicting Circulating Lanes	2				2				2				2				
Circulating Flow Rate [veh/h]	498				1014				167				243				
Exiting Flow Rate [veh/h]	162				516				511				964				
Demand Flow Rate [veh/h]	26	0	133	21	0	65	0	128	370	943	47	3	50	354	0	13	0
Adjusted Demand Flow Rate [veh/h]	26	0	133	21	0	65	0	128	370	943	47	3	50	354	0	13	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1350.00	1420.00	1350.00
B (coefficient)	0.00085	0.00085	0.00085	0.00092	0.00085	0.00092
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	180	193	370	993	222	196
Capacity of Entry and Bypass Lanes [veh/h]	930	600	1233	1158	1156	1080
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	930	600	1233	1158	1156	1080
X, volume / capacity	0.19	0.32	0.30	0.86	0.19	0.18

Movement, Approach, & Intersection Results

Lane LOS	A	B	A	C	A	A
95th-Percentile Queue Length [veh]	0.71	1.39	1.27	11.58	0.71	0.66
95th-Percentile Queue Length [ft]	17.87	34.64	31.81	289.40	17.64	16.54
Approach Delay [s/veh]	5.77	10.43	17.97		4.89	
Approach LOS	A	B	C		A	
Intersection Delay [s/veh]	13.74					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	16.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.388

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	16	189	0	0	396	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	16	189	0	0	396	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	4	51	0	0	106	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	17	203	0	0	426	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop			Stop			Free			Free			
Flared Lane													
Storage Area [veh]	0			0			0			0			
Two-Stage Gap Acceptance				No									
Number of Storage Spaces in Median	0			0			0			0			

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.03	0.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	10.85	16.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Movement LOS				B	C			A					
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.08	1.82	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	2.07	45.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
d_A, Approach Delay [s/veh]	0.00			15.75			0.00			0.00			
Approach LOS	A			C			A			A			
d_I, Intersection Delay [s/veh]	5.37												
Intersection LOS	C												

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	12.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.026

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	31	0	0	0	17	172	0	0	0	12	190	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	31	0	0	0	17	172	0	0	0	12	190	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	0	0	0	5	46	0	0	0	3	51	0
Total Analysis Volume [veh/h]	33	0	0	0	18	185	0	0	0	13	204	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.00	0.00	0.00	0.03	0.26	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.49	0.00	0.00	0.00	12.22	11.96	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	A				B	B				A	A	
95th-Percentile Queue Length [veh/ln]	0.12	0.00	0.00	0.00	1.16	1.16	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.08	0.00	0.00	0.00	29.05	29.05	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.49			11.98			0.00			0.00		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	6.06											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 203: Shamrock Road atHirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	13.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.065

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	28	565	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	28	565	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	8	152	0	0	0
Total Analysis Volume [veh/h]	0	30	608	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.06	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	13.33	0.00	0.00	0.00	0.00
Movement LOS		B	A			
95th-Percentile Queue Length [veh/ln]	0.00	0.21	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	5.19	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.33		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.63					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	15.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.033

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	12	0	2	4	0	12	5	340	29	5	260	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	0	2	4	0	12	5	340	29	5	260	0
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	1	1	0	3	1	85	7	1	65	0
Total Analysis Volume [veh/h]	12	0	2	4	0	12	5	340	30	5	260	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.01	0.01	0.00	0.03	0.00	0.00	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.72	14.82	14.98	10.47	15.06	15.38	0.00	0.00	7.81	0.00	0.00	7.94
Movement LOS	A	B	B	B	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.06	0.06	0.06	0.12	0.12	0.12	0.07	0.07	0.07	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.60	1.60	1.60	3.04	3.04	3.04	1.76	1.76	1.76	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.47			14.15			0.62			0.00		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	0.91											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive

Control Type:	Roundabout	Delay (sec / veh):	5.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	1	0	0	192	16	35	4	339	3	8	229	39
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	0	192	16	35	4	339	3	8	229	39
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	48	4	9	1	85	1	2	57	10
Total Analysis Volume [veh/h]	1	0	0	192	16	35	4	339	3	9	229	39
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1			
Circulating Flow Rate [veh/h]	303			342			39			54			
Exiting Flow Rate [veh/h]	28			43			265			531			
Demand Flow Rate [veh/h]	1	0	0	192	16	35	4	339	3	8	229	39	
Adjusted Demand Flow Rate [veh/h]	1	0	0	192	16	35	4	339	3	9	229	39	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	1	243	346	277
Capacity of Entry and Bypass Lanes [veh/h]	1014	974	1327	1307
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1014	974	1327	1307
X, volume / capacity	0.00	0.25	0.26	0.21

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.00	0.99	1.05	0.80
95th-Percentile Queue Length [ft]	0.07	24.68	26.25	20.06
Approach Delay [s/veh]	3.56	6.17	4.97	4.56
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	5.17			
Intersection LOS	A			

Intersection Level Of Service Report

Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	16.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	1	0	1	0	0	0	18	444	21	52	218	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	1	0	0	0	18	444	21	52	218	20
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	5	111	5	13	55	5
Total Analysis Volume [veh/h]	1	0	1	0	0	0	18	444	21	52	218	20
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	9.54	16.59	16.83	10.89	16.81	16.81	0.00	0.00	7.80	0.00	0.00	8.30
Movement LOS	A	C	C	B	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	0.00	0.00	0.00	0.05	0.05	0.05	0.06	0.06	0.06
95th-Percentile Queue Length [ft/ln]	0.34	0.34	0.34	0.00	0.00	0.00	1.23	1.23	1.23	1.38	1.38	1.38
d_A, Approach Delay [s/veh]	13.18			14.84			0.34			0.57		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	0.46											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	18.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.087

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	47	24	360	85	19	242
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	47	24	360	85	19	242
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	7	99	23	5	66
Total Analysis Volume [veh/h]	52	26	396	93	21	266
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.09	0.00	0.07	0.00	0.00
d_M, Delay for Movement [s/veh]	11.00	18.34	0.00	8.02	0.00	0.00
Movement LOS	B	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.54	0.54	0.23	0.23	0.00	0.00
95th-Percentile Queue Length [ft/ln]	13.59	13.59	5.83	5.83	0.00	0.00
d_A, Approach Delay [s/veh]	13.44		1.52		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	2.10					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	13.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.075

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	17	33	12	285	267	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	33	12	285	267	18
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	9	3	73	69	5
Total Analysis Volume [veh/h]	18	34	12	294	275	19
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.08	0.00	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	10.60	13.74	0.00	0.00	0.00	7.89
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.33	0.33	0.00	0.00	0.05	0.05
95th-Percentile Queue Length [ft/ln]	8.25	8.25	0.00	0.00	1.14	1.14
d_A, Approach Delay [s/veh]	12.65		0.00		0.51	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.24					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	12.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.127

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	1	0	0	5	0	74	71	153	1	0	153	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	0	5	0	74	71	153	1	0	153	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	1	0	19	18	38	0	0	38	3
Total Analysis Volume [veh/h]	1	0	0	5	0	74	71	153	1	0	153	13
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.13	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	9.01	11.77	11.21	10.11	12.38	12.08	0.00	0.00	7.50	0.00	0.00	7.68
Movement LOS	A	B	B	B	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.45	0.45	0.45	0.00	0.00	0.00	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	0.08	0.08	0.08	11.37	11.37	11.37	0.05	0.05	0.05	0.73	0.73	0.73
d_A, Approach Delay [s/veh]	9.01			11.95			0.03			0.60		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	2.25											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 902: Bodden Town Road at Bodden Town Bypass

Control Type:	Two-way stop	Delay (sec / veh):	11.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.074

Intersection Setup

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	34	44	29	112	82	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	44	29	112	82	55
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	12	8	30	22	15
Total Analysis Volume [veh/h]	36	47	31	119	87	59
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.07	0.00	0.00	0.00	0.04
d_M, Delay for Movement [s/veh]	9.54	11.33	0.00	0.00	0.00	7.60
Movement LOS	A	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.38	0.38	0.00	0.00	0.13	0.13
95th-Percentile Queue Length [ft/ln]	9.56	9.56	0.00	0.00	3.19	3.19
d_A, Approach Delay [s/veh]	10.55		0.00		3.07	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	3.49					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Two-way stop	Delay (sec / veh):	9.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	0	3	4	59	108	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	3	4	59	108	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	1	16	30	0
Total Analysis Volume [veh/h]	0	3	4	65	119	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.61	9.47	0.00	0.00	0.00	7.33
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.28	0.28	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.47		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.15					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1100: Frank Sound Road at Bodden Town Road

Control Type:	Two-way stop	Delay (sec / veh):	12.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.071

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	148	40	24	21	59	115
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	148	40	24	21	59	115
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	40	11	6	6	16	31
Total Analysis Volume [veh/h]	159	43	26	23	63	124
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.07	0.00	0.00	0.00	0.08
d_M, Delay for Movement [s/veh]	9.60	12.13	0.00	0.00	0.00	7.43
Movement LOS	A	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.86	0.86	0.00	0.00	0.25	0.25
95th-Percentile Queue Length [ft/ln]	21.44	21.44	0.00	0.00	6.27	6.27
d_A, Approach Delay [s/veh]	10.14		0.00		4.93	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	6.78					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Two-way stop	Delay (sec / veh):	22.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.173

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd			
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd			
Base Volume Input [veh/h]	19	127	184	258	233	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	127	184	258	233	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	32	46	65	58	12
Total Analysis Volume [veh/h]	19	127	184	258	233	47
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.18	0.25	0.17
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	8.02	12.94	22.24
Movement LOS	A	A	A	A	B	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.65	0.65	2.13	2.13
95th-Percentile Queue Length [ft/ln]	0.00	0.00	16.18	16.18	53.37	53.37
d_A, Approach Delay [s/veh]	0.00		4.68		14.50	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	7.06					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	11.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.044

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	150	29	34	137	64	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	150	29	34	137	64	23
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	8	10	38	18	6
Total Analysis Volume [veh/h]	169	33	38	154	72	26
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.00	0.00	0.08	0.04
d_M, Delay for Movement [s/veh]	0.00	7.65	0.00	0.00	9.78	11.80
Movement LOS	A	A	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.07	0.07	0.00	0.00	0.43	0.43
95th-Percentile Queue Length [ft/ln]	1.82	1.82	0.00	0.00	10.80	10.80
d_A, Approach Delay [s/veh]	1.25		0.00		10.32	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.57					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	12.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			50.00			50.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	Yes			Yes			Yes			Yes			

Volumes

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Base Volume Input [veh/h]	21	21	2	66	33	6	0	756	208	35	389	53	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	21	2	66	33	6	0	756	208	35	389	53	1
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	5	5	1	17	8	2	0	189	52	9	97	13	0
Total Analysis Volume [veh/h]	21	21	2	66	33	6	0	756	208	35	389	53	1
Pedestrian Volume [ped/h]	0			0			0			0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1			
Circulating Flow Rate [veh/h]	449			967			77			247			
Exiting Flow Rate [veh/h]	276			74			416			825			
Demand Flow Rate [veh/h]	21	21	2	66	33	6	0	756	208	35	389	53	1
Adjusted Demand Flow Rate [veh/h]	21	21	2	66	33	6	0	756	208	35	389	53	1

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	44	105	964	478
Capacity of Entry and Bypass Lanes [veh/h]	873	515	1276	1073
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	873	515	1276	1073
X, volume / capacity	0.05	0.20	0.76	0.45

Movement, Approach, & Intersection Results

Lane LOS	A	A	B	A
95th-Percentile Queue Length [veh]	0.16	0.76	7.74	2.34
95th-Percentile Queue Length [ft]	3.97	18.94	193.48	58.45
Approach Delay [s/veh]	4.59	9.80	14.73	8.25
Approach LOS	A	A	B	A
Intersection Delay [s/veh]	12.18			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 1501: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	8.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name							East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			30.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name							East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	1	0	8	0	0	0	0	743	82	0	11	476	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	8	0	0	0	0	743	82	0	11	476	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	0	0	2	0	0	0	0	186	21	0	3	119	0	0
Total Analysis Volume [veh/h]	1	0	8	0	0	0	0	743	82	0	11	476	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1				
Circulating Flow Rate [veh/h]	476			833			8				82				
Exiting Flow Rate [veh/h]	93			0			477				751				
Demand Flow Rate [veh/h]	1	0	8	0	0	0	0	743	82	0	11	476	0	0	
Adjusted Demand Flow Rate [veh/h]	1	0	8	0	0	0	0	743	82	0	11	476	0	0	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	9	0	825	487
Capacity of Entry and Bypass Lanes [veh/h]	850	591	1369	1270
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	850	591	1369	1270
X, volume / capacity	0.01	0.00	0.60	0.38

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.03	0.00	4.28	1.83
95th-Percentile Queue Length [ft]	0.80	0.00	107.04	45.83
Approach Delay [s/veh]	4.34	6.10	9.55	6.51
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	8.39			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 1502: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	7.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name			East-West Arterial			East-West Arterial		
Approach	Northbound		Eastbound			Westbound		
Lane Configuration								
Turning Movement	Left	Right	Thru	Right	U-turn	Left	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00			50.00		
Grade [%]	0.00		0.00			0.00		
Crosswalk	Yes		Yes			Yes		

Volumes

Name			East-West Arterial			East-West Arterial		
Base Volume Input [veh/h]	12	1	725	27	0	3	474	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	1	725	27	0	3	474	29
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	181	7	0	1	119	7
Total Analysis Volume [veh/h]	12	1	725	27	0	3	474	29
Pedestrian Volume [ped/h]	0		0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1	
Circulating Flow Rate [veh/h]	503			30			27	
Exiting Flow Rate [veh/h]	30			486			755	
Demand Flow Rate [veh/h]	12	1		725	27	0	3	474	29
Adjusted Demand Flow Rate [veh/h]	12	1		725	27	0	3	474	29

Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	13	752	506
Capacity of Entry and Bypass Lanes [veh/h]	827	1339	1343
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	827	1339	1343
X, volume / capacity	0.02	0.56	0.38

Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	0.05	3.66	1.78
95th-Percentile Queue Length [ft]	1.20	91.60	44.61
Approach Delay [s/veh]	4.51	8.89	6.18
Approach LOS	A	A	A
Intersection Delay [s/veh]	7.77		
Intersection LOS	A		

Intersection Level Of Service Report
Intersection 1600: East-West Arterial at Northward Rd

Control Type:	Two-way stop	Delay (sec / veh):	11.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.044

Intersection Setup

Name	Northward Rd		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	26	0	755	0	12	481
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	0	755	0	12	481
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	0	189	0	3	120
Total Analysis Volume [veh/h]	26	0	755	0	12	481
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.00	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.44	0.00	0.00	0.00	0.00	0.00
Movement LOS	B		A		A	A
95th-Percentile Queue Length [veh/ln]	0.14	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.48	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.44		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.23					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1700: East-West Arterial at Lookout Rd

Control Type:	Roundabout	Delay (sec / veh):	8.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Lookout Rd			Lookout Rd			East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Lookout Rd			Lookout Rd			East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	27	0	10	0	0	0	0	550	99	106	17	421	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	0	10	0	0	0	0	550	99	106	17	421	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	7	0	3	0	0	0	0	138	25	27	4	105	0	0
Total Analysis Volume [veh/h]	27	0	10	0	0	0	0	550	99	106	17	421	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1				
Circulating Flow Rate [veh/h]	527			765			10				205				
Exiting Flow Rate [veh/h]	116			0			554				560				
Demand Flow Rate [veh/h]	27	0	10	0	0	0	0	550	99	106	17	421	0	0	
Adjusted Demand Flow Rate [veh/h]	27	0	10	0	0	0	0	550	99	106	17	421	0	0	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	37	0	755	438
Capacity of Entry and Bypass Lanes [veh/h]	807	633	1366	1120
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	807	633	1366	1120
X, volume / capacity	0.05	0.00	0.55	0.39

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.14	0.00	3.54	1.89
95th-Percentile Queue Length [ft]	3.60	0.00	88.57	47.15
Approach Delay [s/veh]	4.91	5.69	8.60	7.22
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	8.00			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 1800: East-West Arterial at Longfellow Rd

Control Type:	Roundabout	Delay (sec / veh):	5.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Longfellow Rd			Longfellow Rd			East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Longfellow Rd			Longfellow Rd			East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	8	0	0	0	0	0	0	531	21	0	0	395	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	0	0	0	0	0	0	531	21	0	0	395	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	2	0	0	0	0	0	0	133	5	0	0	99	0	0
Total Analysis Volume [veh/h]	8	0	0	0	0	0	0	531	21	0	0	395	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1				
Circulating Flow Rate [veh/h]	395			552			0				21				
Exiting Flow Rate [veh/h]	21			0			403				531				
Demand Flow Rate [veh/h]	8	0	0	0	0	0	0	531	21	0	0	395	0	0	
Adjusted Demand Flow Rate [veh/h]	8	0	0	0	0	0	0	531	21	0	0	395	0	0	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	8	0	552	395
Capacity of Entry and Bypass Lanes [veh/h]	923	786	1380	1351
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	923	786	1380	1351
X, volume / capacity	0.01	0.00	0.40	0.29

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.03	0.00	1.96	1.23
95th-Percentile Queue Length [ft]	0.66	0.00	49.07	30.68
Approach Delay [s/veh]	3.98	4.58	6.34	5.23
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	5.86			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 1900: East West Arterial

Control Type:	Roundabout	Delay (sec / veh):	5.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name							East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name							East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	38	0	8	0	0	3	9	455	68	0	0	354	3	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	0	8	0	0	3	9	455	68	0	0	354	3	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	10	0	2	0	0	1	2	114	17	0	0	89	1	0
Total Analysis Volume [veh/h]	38	0	8	0	0	3	9	455	68	0	0	354	3	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1			
Circulating Flow Rate [veh/h]	360			531			11				71			
Exiting Flow Rate [veh/h]	68			12			395				463			
Demand Flow Rate [veh/h]	38	0	8	0	0	3	9	455	68	0	0	354	3	0
Adjusted Demand Flow Rate [veh/h]	38	0	8	0	0	3	9	455	68	0	0	354	3	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	46	3	532	357
Capacity of Entry and Bypass Lanes [veh/h]	956	803	1365	1284
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	956	803	1365	1284
X, volume / capacity	0.05	0.00	0.39	0.28

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.15	0.01	1.88	1.14
95th-Percentile Queue Length [ft]	3.79	0.28	47.07	28.61
Approach Delay [s/veh]	4.20	4.52	6.26	5.27
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	5.78			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 2000: Frank Sound Road at East-West Arterial

Control Type:	Unknown	Delay (sec / veh):	?
Analysis Method:	?	Level Of Service:	?
Analysis Period:	15 minutes	Volume to Capacity (v/c):	?

Intersection Setup

Name	Frank Sound Rd	Frank Sound Rd
Approach	Northeastbound	Southwestbound
Lane Configuration		
Turning Movement	Thru	Thru
Crosswalk	Yes	Yes

Volumes

Name	Frank Sound Rd	Frank Sound Rd
Base Volume Input [veh/h]	211	221
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Left-Turn on Red Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	211	221
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	53	55
Total Analysis Volume [veh/h]	211	221
Presence of On-Street Parking	No	No
On-Street Parking Maneuver Rate [/h]	0	0
Local Bus Stopping Rate [/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Level Of Service Report
Intersection 2100: Frank Sound Road at East-West Arterial

Control Type:	Roundabout	Delay (sec / veh):	6.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		East-West Arterial		
Approach	Northbound		Southbound		Eastbound		
Lane Configuration							
Turning Movement	Left	Thru	Thru	Right	Left	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		50.00		
Grade [%]	0.00		0.00		0.00		
Crosswalk	Yes		Yes		Yes		

Volumes

Name	Frank Sound Rd		Frank Sound Rd		East-West Arterial		
Base Volume Input [veh/h]	251	109	130	118	152	312	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	251	109	130	118	152	312	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	63	27	33	30	38	78	0
Total Analysis Volume [veh/h]	251	109	130	118	152	312	0
Pedestrian Volume [ped/h]	0		0		0		

Intersection Settings

Number of Conflicting Circulating Lanes	1		1		1		
Circulating Flow Rate [veh/h]	118		312		109		
Exiting Flow Rate [veh/h]	442		261		369		
Demand Flow Rate [veh/h]	251	109	130	118	152	312	0
Adjusted Demand Flow Rate [veh/h]	251	109	130	118	152	312	0

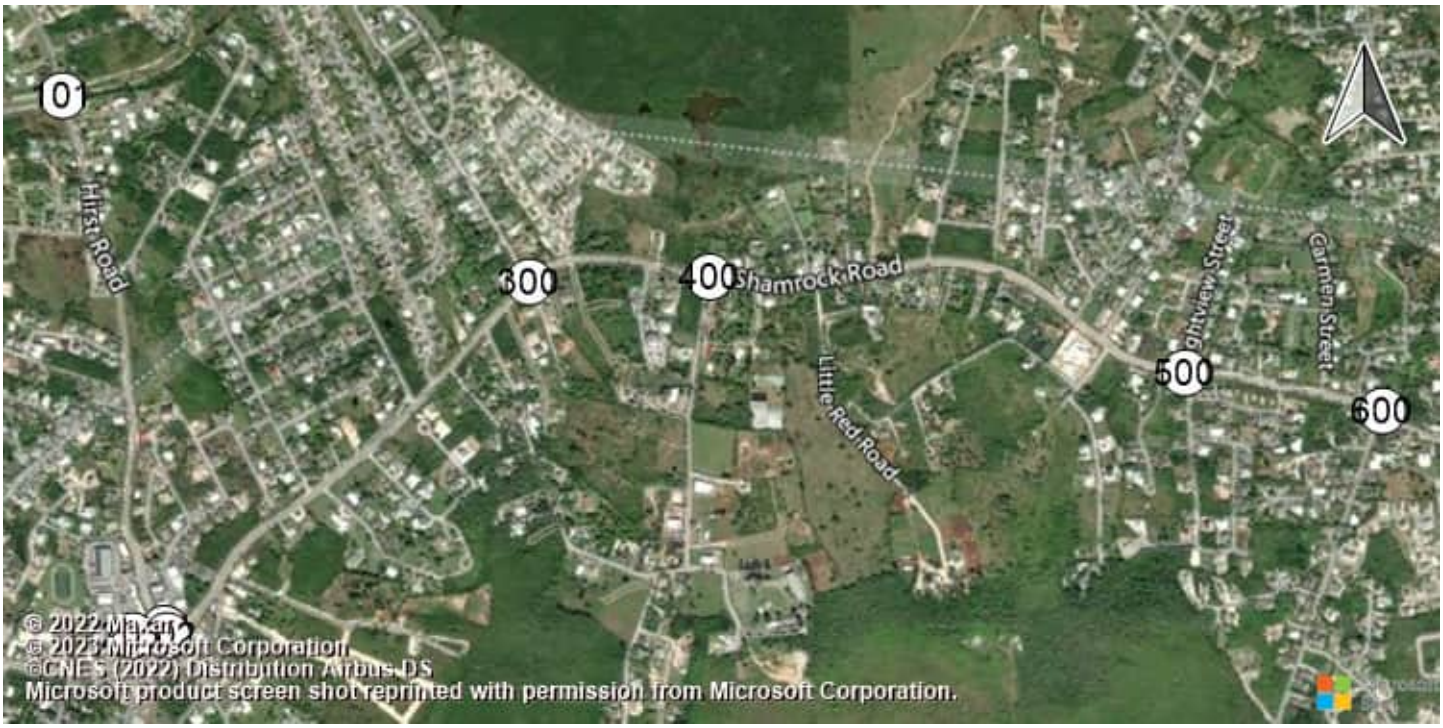
Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	360	248	464
Capacity of Entry and Bypass Lanes [veh/h]	1224	1004	1235
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1224	1004	1235
X, volume / capacity	0.29	0.25	0.38

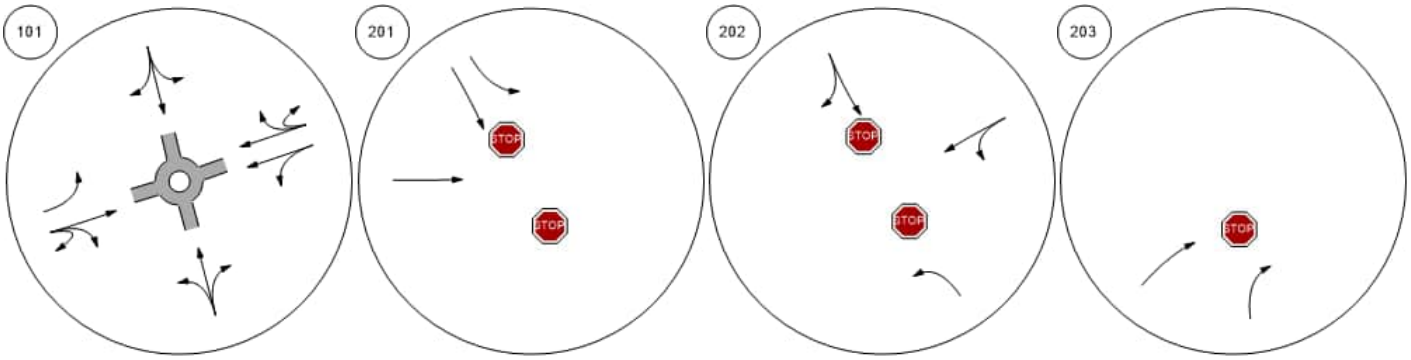
Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	1.24	0.97	1.77
95th-Percentile Queue Length [ft]	30.91	24.36	44.33
Approach Delay [s/veh]	5.64	5.99	6.54
Approach LOS	A	A	A
Intersection Delay [s/veh]	6.11		
Intersection LOS	A		

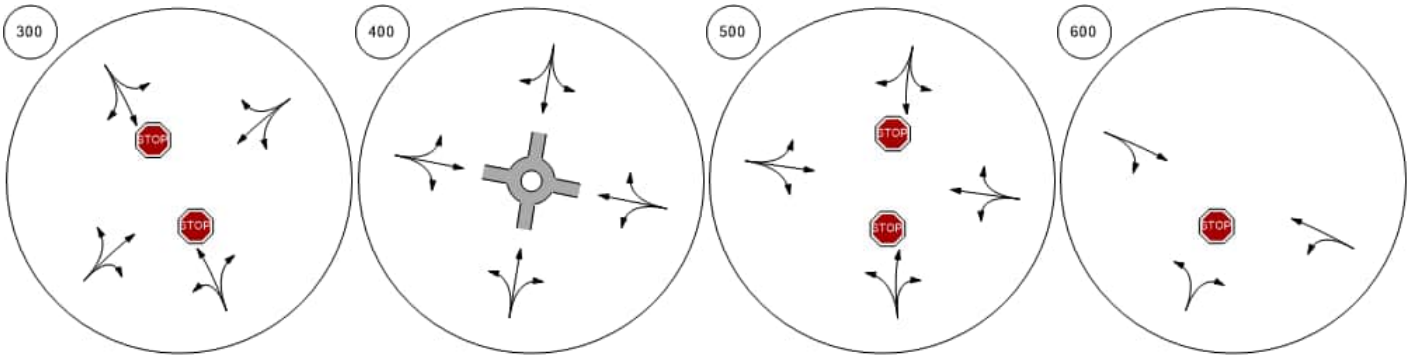
Lane Configuration and Traffic Control



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

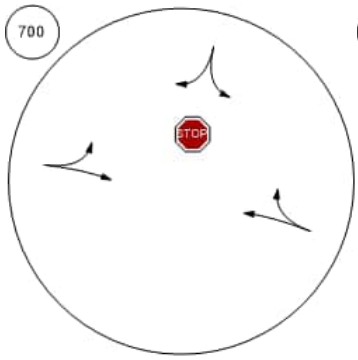


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

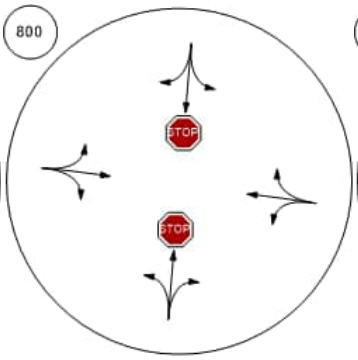


Lane Configuration and Traffic Control

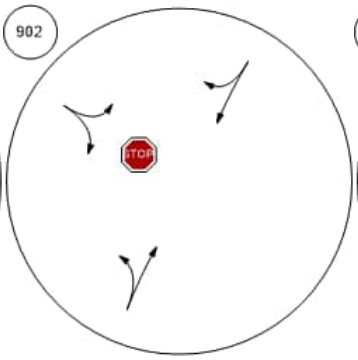
Shamrock Road at Northward



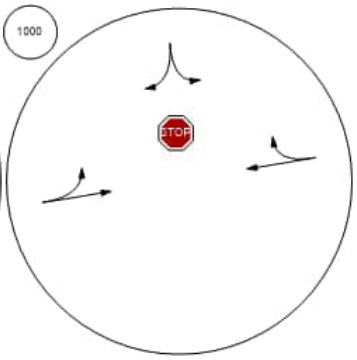
Shamrock Road at Condor R



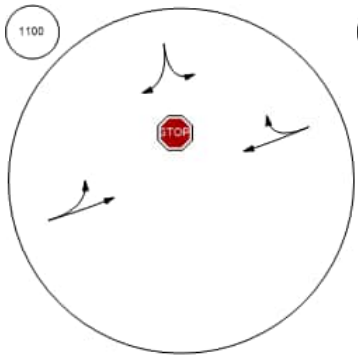
Bodden Town Road at Bodde



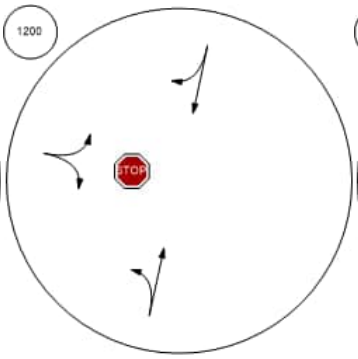
Bodden Town Road at Long



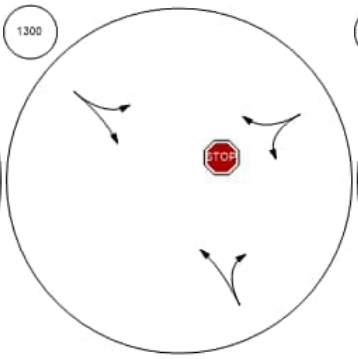
Frank Sound Road at Bodde



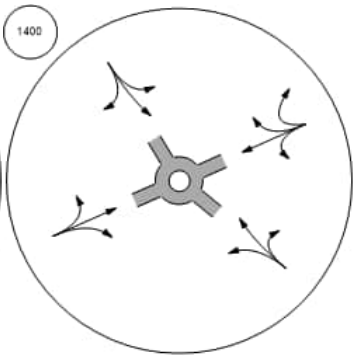
Frank Sound Road at Clifton



Frank Sound Road at North S

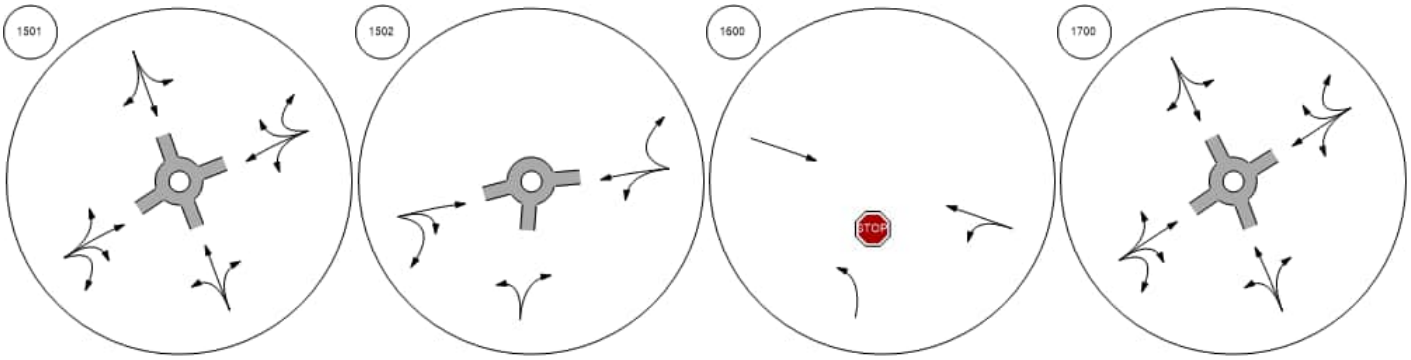


East-West Arterial at Agricola

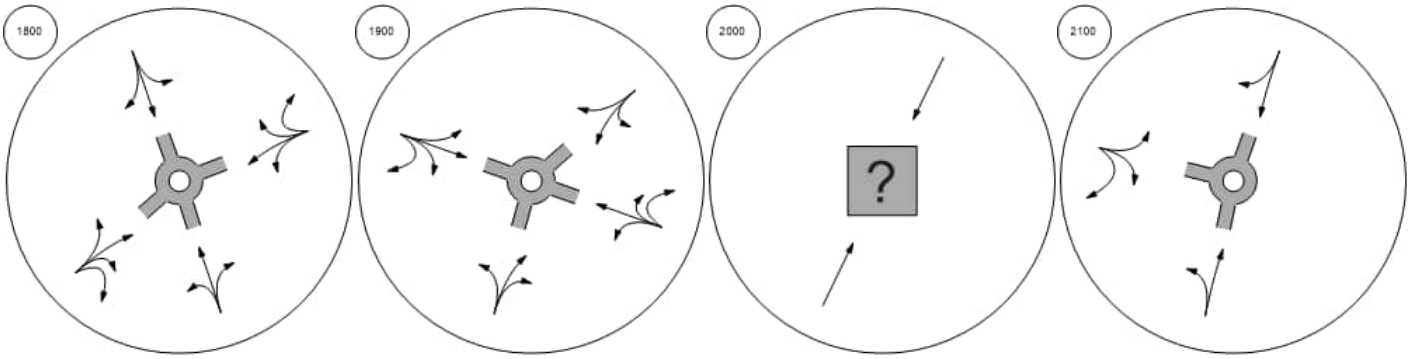


Lane Configuration and Traffic Control

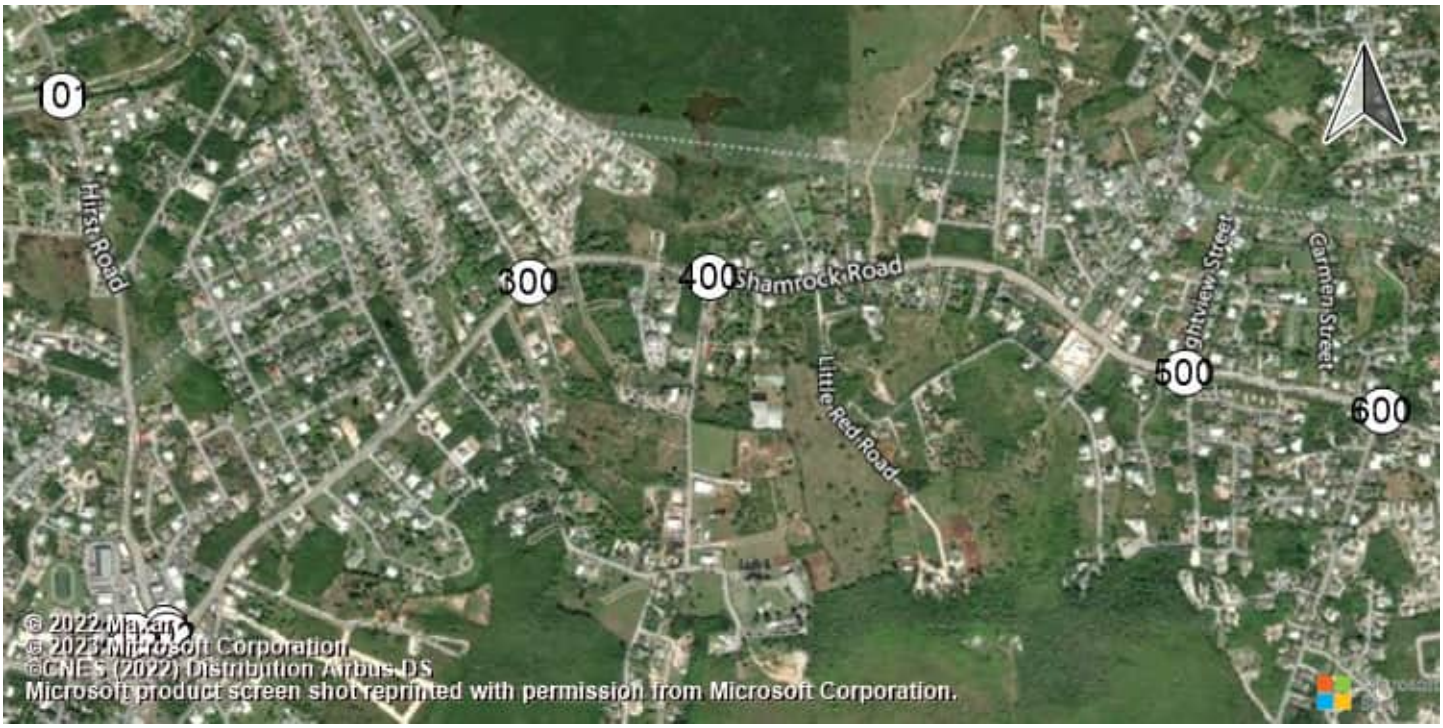
East-West Arterial at Will T C East-West Arterial at Will T C East-West Arterial at Northwa East-West Arterial at Lookout



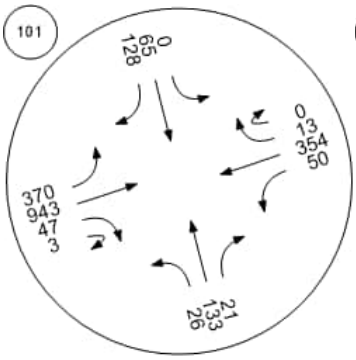
East-West Arterial at Longfell East West Arterial Frank Sound Road at East-W Frank Sound Road at East-W



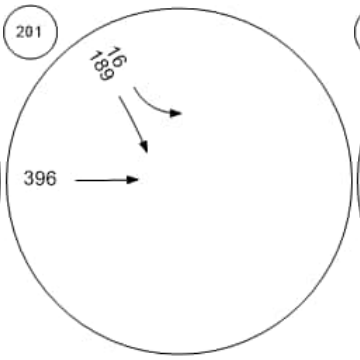
Traffic Volume - Base Volume



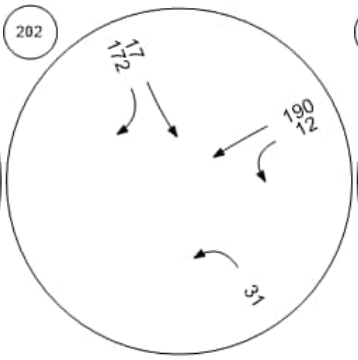
East-West Arterial Road at Hi



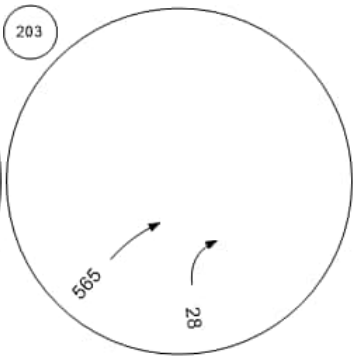
Shamrock Road at Hirst Rd (



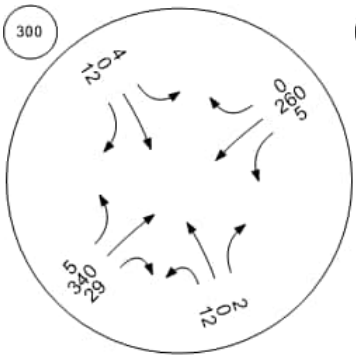
Shamrock Road at Hirst Rd (



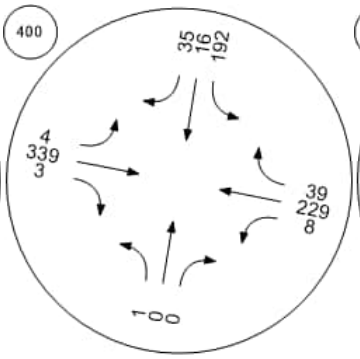
Shamrock Road atHirst Road



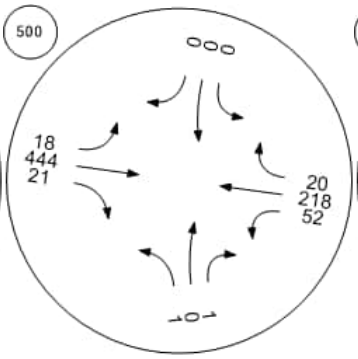
Shamrock Road at Woodland



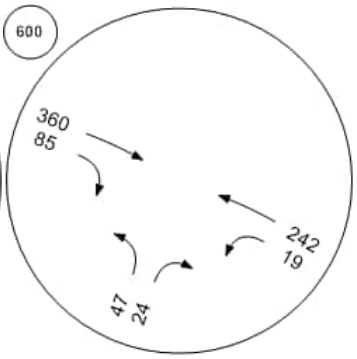
Shamrock Road at Agricola D



Shamrock Road at Brightview

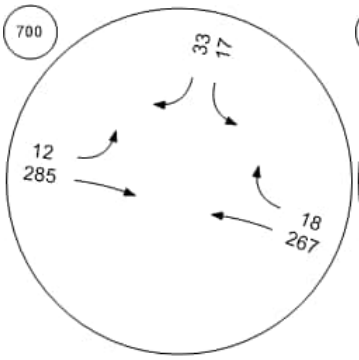


Shamrock Road at Beach Ba

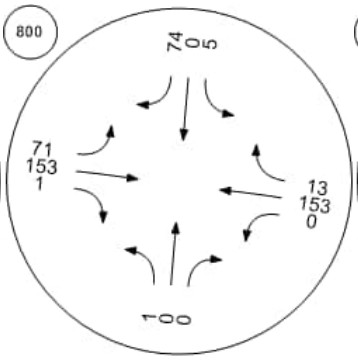


Traffic Volume - Base Volume

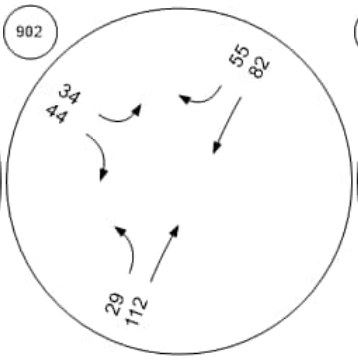
Shamrock Road at Northward



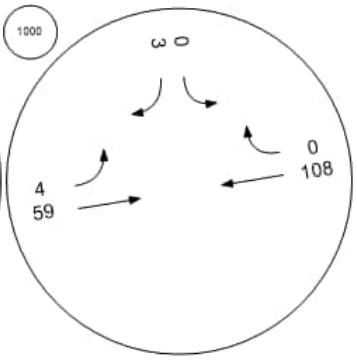
Shamrock Road at Condor R



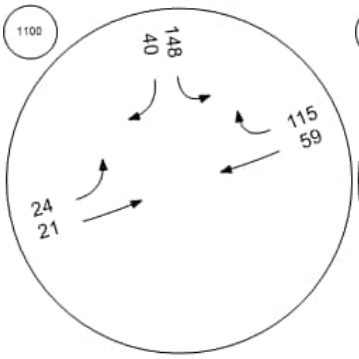
Bodden Town Road at Bodde



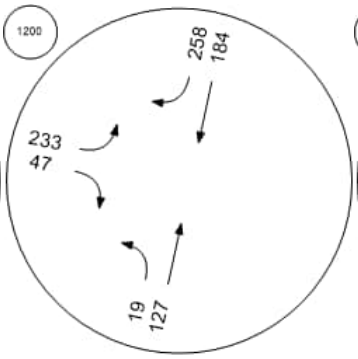
Bodden Town Road at Long



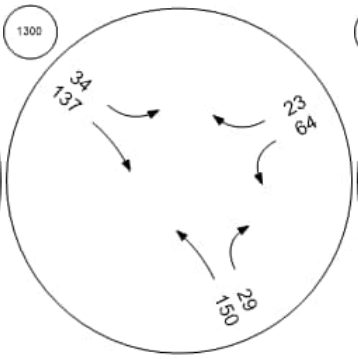
Frank Sound Road at Bodde



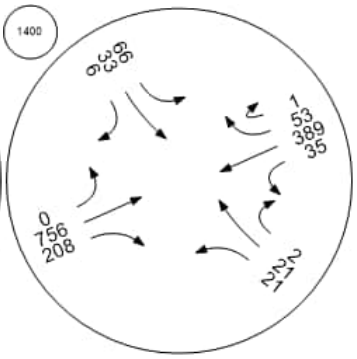
Frank Sound Road at Clifton



Frank Sound Road at North S

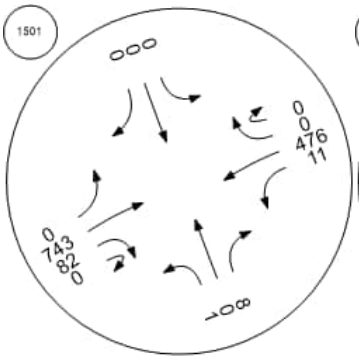


East-West Arterial at Agricola

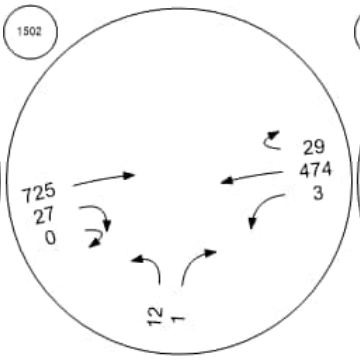


Traffic Volume - Base Volume

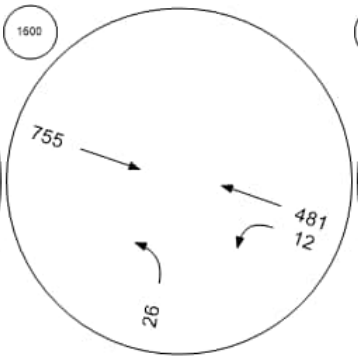
East-West Arterial at Will T C



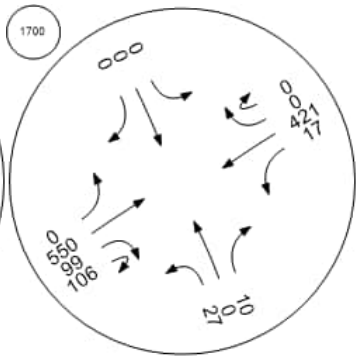
East-West Arterial at Will T C



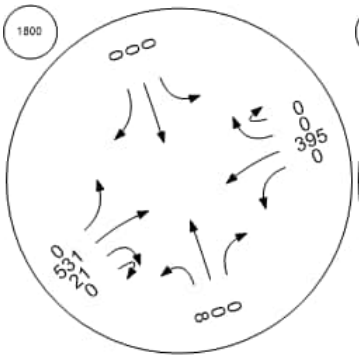
East-West Arterial at Northwa



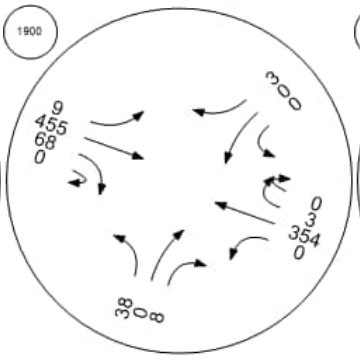
East-West Arterial at Lookout



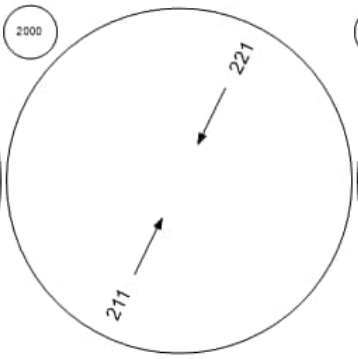
East-West Arterial at Longfell



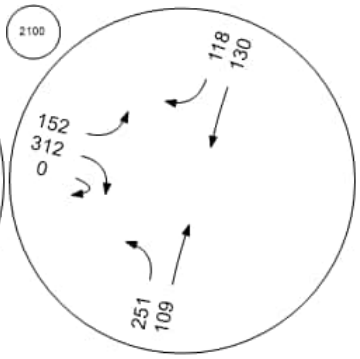
East West Arterial



Frank Sound Road at East-W



Frank Sound Road at East-W



Intersection Level Of Service Report
Intersection 101: East-West Arterial Road at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	10.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name									East-West Arterial				East-West Arterial				
Approach	Northbound				Southbound				Eastbound				Westbound				
Lane Configuration																	
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	U-tu	Left	Thr	Thr	Rig	U-t
Lane Width [ft]	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.	12.	12.	12.	12.
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Entry Pocket Length [ft]	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	200	100	100	100	100
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Speed [mph]	30.00				30.00				40.00				50.00				
Grade [%]	0.00				0.00				0.00				0.00				
Crosswalk	Yes				Yes				Yes				Yes				

Volumes

Name									East-West Arterial				East-West Arterial				
Base Volume Input [veh/h]	7	0	38	19	14	62	0	508	54	263	6	20	13	895	0	4	0
Base Volume Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	0	38	19	14	62	0	508	54	263	6	20	13	895	0	4	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Other Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Total 15-Minute Volume [veh/h]	2	0	10	5	4	16	0	127	14	66	2	5	3	224	0	1	0
Total Analysis Volume [veh/h]	7	0	38	19	14	62	0	508	54	263	6	20	13	895	0	4	0
Pedestrian Volume [ped/h]	0				0				0				0				

Intersection Settings

Number of Conflicting Circulating Lanes	2				2				2				2				
Circulating Flow Rate [veh/h]	1427				308				61				596				
Exiting Flow Rate [veh/h]	81				96				1430				296				
Demand Flow Rate [veh/h]	7	0	38	19	14	62	0	508	54	263	6	20	13	895	0	4	0
Adjusted Demand Flow Rate [veh/h]	7	0	38	19	14	62	0	508	54	263	6	20	13	895	0	4	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1350.00	1420.00	1350.00
B (coefficient)	0.00085	0.00085	0.00085	0.00092	0.00085	0.00092
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	64	584	54	289	484	429
Capacity of Entry and Bypass Lanes [veh/h]	423	1093	1349	1277	856	781
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	423	1093	1349	1277	856	781
X, volume / capacity	0.15	0.53	0.04	0.23	0.56	0.55

Movement, Approach, & Intersection Results

Lane LOS	B	A	A	A	B	B
95th-Percentile Queue Length [veh]	0.53	3.27	0.13	0.87	3.61	3.40
95th-Percentile Queue Length [ft]	13.24	81.85	3.13	21.80	90.37	84.89
Approach Delay [s/veh]	10.80	9.68	4.49		12.58	
Approach LOS	B	A	A		B	
Intersection Delay [s/veh]	10.17					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	11.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.159

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	20	103	0	0	190	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	20	103	0	0	190	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	5	28	0	0	51	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	22	111	0	0	204	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop			Stop			Free			Free			
Flared Lane													
Storage Area [veh]	0			0			0			0			
Two-Stage Gap Acceptance				No									
Number of Storage Spaces in Median	0			0			0			0			

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.03	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	9.39	11.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Movement LOS				A	B			A					
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.08	0.56	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	2.01	14.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
d_A, Approach Delay [s/veh]	0.00			10.86			0.00			0.00			
Approach LOS	A			B			A			A			
d_I, Intersection Delay [s/veh]	4.29												
Intersection LOS	B												

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	20.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.310

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	32	0	0	0	5	98	0	0	0	8	631	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	32	0	0	0	5	98	0	0	0	8	631	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	0	0	0	1	26	0	0	0	2	170	0
Total Analysis Volume [veh/h]	34	0	0	0	5	105	0	0	0	9	678	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.00	0.00	0.00	0.01	0.31	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	13.59	0.00	0.00	0.00	19.65	20.60	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	B				C	C				A	A	
95th-Percentile Queue Length [veh/ln]	0.24	0.00	0.00	0.00	1.37	1.37	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	6.06	0.00	0.00	0.00	34.22	34.22	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.59			20.56			0.00			0.00		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	3.28											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 203: Shamrock Road atHirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	10.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.026

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	18	240	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	18	240	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	5	65	0	0	0
Total Analysis Volume [veh/h]	0	19	258	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	10.03	0.00	0.00	0.00	0.00
Movement LOS		B	A			
95th-Percentile Queue Length [veh/ln]	0.00	0.08	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	1.99	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.03		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.69					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	17.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.060

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	40	0	6	0	0	18	3	97	6	2	583	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	40	0	6	0	0	18	3	97	6	2	583	0
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	0	2	0	0	5	1	24	2	1	146	0
Total Analysis Volume [veh/h]	41	0	6	0	0	19	3	97	6	2	583	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.00	0.02	0.00	0.00	0.06	0.00	0.00	0.01	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	12.77	15.64	15.85	9.45	15.56	16.99	0.00	0.00	8.62	0.00	0.00	7.39
Movement LOS	B	C	C	A	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.32	0.32	0.32	0.19	0.19	0.19	0.02	0.02	0.02	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	7.95	7.95	7.95	4.72	4.72	4.72	0.45	0.45	0.45	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.16			16.99			0.49			0.00		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	1.31											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive

Control Type:	Roundabout	Delay (sec / veh):	6.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	2	6	1	21	13	34	3	99	1	3	549	84
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	6	1	21	13	34	3	99	1	3	549	84
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	0	5	3	9	1	25	0	1	137	21
Total Analysis Volume [veh/h]	2	6	1	21	13	34	3	99	1	3	549	84
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	667			101			91			48		
Exiting Flow Rate [veh/h]	17			93			585			121		
Demand Flow Rate [veh/h]	2	6	1	21	13	34	3	99	1	3	549	84
Adjusted Demand Flow Rate [veh/h]	2	6	1	21	13	34	3	99	1	3	549	84

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	9	68	103	636
Capacity of Entry and Bypass Lanes [veh/h]	699	1245	1258	1315
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	699	1245	1258	1315
X, volume / capacity	0.01	0.05	0.08	0.48

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.04	0.17	0.27	2.73
95th-Percentile Queue Length [ft]	0.98	4.33	6.68	68.16
Approach Delay [s/veh]	5.28	3.33	3.53	7.70
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	6.78			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	15.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	8	0	6	3	0	4	0	132	0	0	568	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	0	6	3	0	4	0	132	0	0	568	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	2	1	0	1	0	33	0	0	142	0
Total Analysis Volume [veh/h]	8	0	6	3	0	4	0	132	0	0	568	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.02	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	12.12	15.11	15.43	9.01	14.95	15.43	0.00	0.00	8.55	0.00	0.00	7.46
Movement LOS	B	C	C	A	B	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.10	0.04	0.04	0.04	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.48	2.48	2.48	1.12	1.12	1.12	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.54			12.68			0.00			0.00		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	0.39											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	16.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.058

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	139	23	131	10	13	430
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	139	23	131	10	13	430
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	6	36	3	4	118
Total Analysis Volume [veh/h]	153	25	144	11	14	473
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.26	0.06	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	14.05	16.23	0.00	8.35	0.00	0.00
Movement LOS	B	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.35	1.35	0.03	0.03	0.00	0.00
95th-Percentile Queue Length [ft/ln]	33.84	33.84	0.77	0.77	0.00	0.00
d_A, Approach Delay [s/veh]	14.35		0.59		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	3.23					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	13.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.007

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	15	3	9	157	410	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	3	9	157	410	16
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	1	2	40	106	4
Total Analysis Volume [veh/h]	15	3	9	162	423	16
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	9.19	13.16	0.00	0.00	0.00	7.57
Movement LOS	A	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.07	0.07	0.00	0.00	0.03	0.03
95th-Percentile Queue Length [ft/ln]	1.82	1.82	0.00	0.00	0.86	0.86
d_A, Approach Delay [s/veh]	9.85		0.00		0.28	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.48					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	11.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.244

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	3	1	1	1	0	190	54	30	0	0	110	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	1	1	1	0	190	54	30	0	0	110	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	0	0	48	14	8	0	0	28	2
Total Analysis Volume [veh/h]	3	1	1	1	0	190	54	30	0	0	110	6
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.24	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.82	10.23	9.62	10.04	11.52	11.11	0.00	0.00	7.41	0.00	0.00	7.37
Movement LOS	A	B	A	B	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	0.96	0.96	0.96	0.00	0.00	0.00	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.44	0.44	0.44	24.00	24.00	24.00	0.00	0.00	0.00	0.30	0.30	0.30
d_A, Approach Delay [s/veh]	9.26			11.10			0.00			0.38		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	5.58											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 901: Lookout Road at Bodden Town Bypass

Control Type:	Roundabout	Delay (sec / veh):	5.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name				Lookout Rd			An/Bo				An/Bo			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			35.00			30.00				35.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name				Lookout Rd			An/Bo				An/Bo			
Base Volume Input [veh/h]	1	3	4	247	0	31	2	109	0	0	0	49	473	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	3	4	247	0	31	2	109	0	0	0	49	473	7
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	0	1	1	62	0	8	1	27	0	0	0	12	118	2
Total Analysis Volume [veh/h]	1	3	4	247	0	31	2	109	0	0	0	49	473	7
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1			
Circulating Flow Rate [veh/h]	560			120			487				31			
Exiting Flow Rate [veh/h]	0			478			81				367			
Demand Flow Rate [veh/h]	1	3	4	247	0	31	2	109	0	0	0	49	473	7
Adjusted Demand Flow Rate [veh/h]	1	3	4	247	0	31	2	109	0	0	0	49	473	7

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	8	278	111	529
Capacity of Entry and Bypass Lanes [veh/h]	780	1222	840	1338
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	780	1222	840	1338
X, volume / capacity	0.01	0.23	0.13	0.40

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.03	0.88	0.45	1.93
95th-Percentile Queue Length [ft]	0.78	21.95	11.37	48.18
Approach Delay [s/veh]	4.72	4.95	5.60	6.42
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	5.87			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 902: Bodden Town Road at Bodden Town Bypass

Control Type:	Roundabout	Delay (sec / veh):	5.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Bodden Town Bypass			Bodden Town Rd			Bodden Town Rd		
Approach	Southbound			Eastbound			Westbound		
Lane Configuration									
Turning Movement	Left	Right	U-turn	Left	Thru	U-turn	Thru	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			30.00			35.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes		

Volumes

Name	Bodden Town Bypass			Bodden Town Rd			Bodden Town Rd		
Base Volume Input [veh/h]	360	18	3	20	13	0	47	506	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	360	18	3	20	13	0	47	506	6
Peak Hour Factor	0.9400	0.9400	1.0000	0.9400	0.9400	1.0000	0.9400	0.9400	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	96	5	1	5	3	0	13	135	2
Total Analysis Volume [veh/h]	383	19	3	21	14	0	50	538	6
Pedestrian Volume [ped/h]	0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			2		
Circulating Flow Rate [veh/h]	20			547			22		
Exiting Flow Rate [veh/h]	562			69			403		
Demand Flow Rate [veh/h]	360	18	3	20	13	0	47	506	6
Adjusted Demand Flow Rate [veh/h]	383	19	3	21	14	0	50	538	6

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1350.00
B (coefficient)	0.00085	0.00085	0.00085	0.00092
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	405	35	50	544
Capacity of Entry and Bypass Lanes [veh/h]	1397	892	1394	1323
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1397	892	1394	1323
X, volume / capacity	0.29	0.04	0.04	0.41

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	1.21	0.12	0.11	2.05
95th-Percentile Queue Length [ft]	30.35	3.06	2.79	51.30
Approach Delay [s/veh]	5.08	4.40	6.34	
Approach LOS	A	A	A	
Intersection Delay [s/veh]	5.78			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Roundabout	Delay (sec / veh):	3.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Longfellow Dr		Bodden Town Rd			Bodden Town Rd		
Approach	Southbound		Eastbound			Westbound		
Lane Configuration								
Turning Movement	Left	Right	Left	Thru	U-turn	Thru	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00			45.00		
Grade [%]	0.00		0.00			0.00		
Crosswalk	Yes		Yes			Yes		

Volumes

Name	Longfellow Dr		Bodden Town Rd			Bodden Town Rd		
Base Volume Input [veh/h]	14	0	1	301	0	463	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	0	1	301	0	463	0	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	1.0000	0.9100	0.9100	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	0	0	83	0	127	0	0
Total Analysis Volume [veh/h]	15	0	1	331	0	509	0	0
Pedestrian Volume [ped/h]	0		0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	2		1			1		
Circulating Flow Rate [veh/h]	331		0			0		
Exiting Flow Rate [veh/h]	1		509			346		
Demand Flow Rate [veh/h]	14	0	1	301	0	463	0	0
Adjusted Demand Flow Rate [veh/h]	15	0	1	331	0	509	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	15	176	157	270	240
Capacity of Entry and Bypass Lanes [veh/h]	1072	1420	1420	1420	1420
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1072	1420	1420	1420	1420
X, volume / capacity	0.01	0.12	0.11	0.19	0.17

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.04	0.42	0.37	0.70	0.61
95th-Percentile Queue Length [ft]	1.06	10.58	9.24	17.50	15.13
Approach Delay [s/veh]	3.48	3.46		3.99	
Approach LOS	A	A		A	
Intersection Delay [s/veh]	3.78				
Intersection LOS	A				

Intersection Level Of Service Report
Intersection 1100: Frank Sound Road at Bodden Town Road

Control Type:	Roundabout	Delay (sec / veh):	4.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd			Sea View Rd	
Approach	Southbound		Eastbound			Westbound	
Lane Configuration							
Turning Movement	Left	Right	Left	Thru	U-turn	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		45.00			50.00	
Grade [%]	0.00		0.00			0.00	
Crosswalk	Yes		Yes			Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd			Sea View Rd	
Base Volume Input [veh/h]	10	313	185	87	0	84	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	313	185	87	0	84	11
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	1.0000	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	84	50	23	0	23	3
Total Analysis Volume [veh/h]	11	337	199	94	0	90	12
Pedestrian Volume [ped/h]	0		0			0	

Intersection Settings

Number of Conflicting Circulating Lanes	2		1			1	
Circulating Flow Rate [veh/h]	94		12			337	
Exiting Flow Rate [veh/h]	211		427			105	
Demand Flow Rate [veh/h]	10	313	185	87	0	84	11
Adjusted Demand Flow Rate [veh/h]	11	337	199	94	0	90	12

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1380.00
B (coefficient)	0.00085	0.00091	0.00091	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	348	199	94	102
Capacity of Entry and Bypass Lanes [veh/h]	1311	1405	1405	979
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1311	1405	1405	979
X, volume / capacity	0.27	0.14	0.07	0.10

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	1.07	0.49	0.21	0.35
95th-Percentile Queue Length [ft]	26.86	12.34	5.37	8.70
Approach Delay [s/veh]	5.06	3.50		4.63
Approach LOS	A	A		A
Intersection Delay [s/veh]	4.39			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Two-way stop	Delay (sec / veh):	14.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.301

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd			
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		20.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd			
Base Volume Input [veh/h]	141	76	118	74	50	170
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	141	76	118	74	50	170
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	19	30	19	13	43
Total Analysis Volume [veh/h]	141	76	118	74	50	170
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.05	0.06	0.30
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	7.79	12.16	14.56
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.17	0.17	1.61	1.61
95th-Percentile Queue Length [ft/ln]	0.00	0.00	4.30	4.30	40.19	40.19
d_A, Approach Delay [s/veh]	0.00		3.00		14.02	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	5.82					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	10.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	86	27	10	64	35	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	86	27	10	64	35	4
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	8	3	18	10	1
Total Analysis Volume [veh/h]	97	30	11	72	39	4
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.00	0.00	0.04	0.01
d_M, Delay for Movement [s/veh]	0.00	7.41	0.00	0.00	8.82	10.03
Movement LOS	A	A	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.06	0.06	0.00	0.00	0.14	0.14
95th-Percentile Queue Length [ft/ln]	1.50	1.50	0.00	0.00	3.52	3.52
d_A, Approach Delay [s/veh]	1.75		0.00		8.93	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.40					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	8.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			50.00			50.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	Yes			Yes			Yes			Yes			

Volumes

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Base Volume Input [veh/h]	123	16	1	37	48	44	3	269	25	1	746	23	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	123	16	1	37	48	44	3	269	25	1	746	23	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	31	4	0	9	12	11	1	67	6	0	187	6	0
Total Analysis Volume [veh/h]	123	16	1	37	48	44	3	269	25	1	746	23	0
Pedestrian Volume [ped/h]	0			0			0			0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1			
Circulating Flow Rate [veh/h]	813			295			40			117			
Exiting Flow Rate [veh/h]	74			42			913			307			
Demand Flow Rate [veh/h]	123	16	1	37	48	44	3	269	25	1	746	23	0
Adjusted Demand Flow Rate [veh/h]	123	16	1	37	48	44	3	269	25	1	746	23	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	140	129	297	770
Capacity of Entry and Bypass Lanes [veh/h]	603	1022	1325	1225
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	603	1022	1325	1225
X, volume / capacity	0.23	0.13	0.22	0.63

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	B
95th-Percentile Queue Length [veh]	0.89	0.43	0.86	4.69
95th-Percentile Queue Length [ft]	22.37	10.80	21.53	117.31
Approach Delay [s/veh]	8.94	4.66	4.62	10.92
Approach LOS	A	A	A	B
Intersection Delay [s/veh]	8.71			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 1501: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	7.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name							East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			30.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name							East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	27	0	1	0	0	0	0	303	4	0	0	740	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	0	1	0	0	0	0	303	4	0	0	740	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	7	0	0	0	0	0	0	76	1	0	0	185	0	0
Total Analysis Volume [veh/h]	27	0	1	0	0	0	0	303	4	0	0	740	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1				
Circulating Flow Rate [veh/h]	740			308			1				4				
Exiting Flow Rate [veh/h]	4			0			767				304				
Demand Flow Rate [veh/h]	27	0	1	0	0	0	0	303	4	0	0	740	0	0	
Adjusted Demand Flow Rate [veh/h]	27	0	1	0	0	0	0	303	4	0	0	740	0	0	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	28	0	307	740
Capacity of Entry and Bypass Lanes [veh/h]	649	1008	1379	1375
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	649	1008	1379	1375
X, volume / capacity	0.04	0.00	0.22	0.54

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.14	0.00	0.85	3.36
95th-Percentile Queue Length [ft]	3.38	0.00	21.35	83.93
Approach Delay [s/veh]	6.02	3.57	4.47	8.32
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	7.16			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 1502: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	6.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name			East-West Arterial			East-West Arterial		
Approach	Northbound		Eastbound			Westbound		
Lane Configuration								
Turning Movement	Left	Right	Thru	Right	U-turn	Left	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00			50.00		
Grade [%]	0.00		0.00			0.00		
Crosswalk	Yes		Yes			Yes		

Volumes

Name			East-West Arterial			East-West Arterial		
Base Volume Input [veh/h]	222	4	304	1	0	1	518	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	222	4	304	1	0	1	518	15
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	56	1	76	0	0	0	130	4
Total Analysis Volume [veh/h]	222	4	304	1	0	1	518	15
Pedestrian Volume [ped/h]	0		0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1		1			1		
Circulating Flow Rate [veh/h]	533		19			1		
Exiting Flow Rate [veh/h]	2		740			323		
Demand Flow Rate [veh/h]	222	4	304	1	0	1	518	15
Adjusted Demand Flow Rate [veh/h]	222	4	304	1	0	1	518	15

Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	226	305	534
Capacity of Entry and Bypass Lanes [veh/h]	802	1354	1379
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	802	1354	1379
X, volume / capacity	0.28	0.23	0.39

Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	1.16	0.87	1.86
95th-Percentile Queue Length [ft]	29.00	21.67	46.60
Approach Delay [s/veh]	7.66	4.56	6.19
Approach LOS	A	A	A
Intersection Delay [s/veh]	6.03		
Intersection LOS	A		

Intersection Level Of Service Report
Intersection 1600: East-West Arterial at Northward Rd

Control Type:	Two-way stop	Delay (sec / veh):	11.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.121

Intersection Setup

Name	Northward Rd		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	73	0	322	0	5	461
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	73	0	322	0	5	461
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	0	81	0	1	115
Total Analysis Volume [veh/h]	73	0	322	0	5	461
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.79	0.00	0.00	0.00	0.00	0.00
Movement LOS	B		A		A	A
95th-Percentile Queue Length [veh/ln]	0.41	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	10.27	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.79		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.00					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1700: East-West Arterial at Lookout Rd

Control Type:	Roundabout	Delay (sec / veh):	5.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Lookout Rd		East-West Arterial			Lookout Rd	
Approach	Southbound		Eastbound			Westbound	
Lane Configuration							
Turning Movement	Left	Right	Left	Thru	U-turn	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		35.00			35.00	
Grade [%]	0.00		0.00			0.00	
Crosswalk	Yes		Yes			Yes	

Volumes

Name	Lookout Rd		East-West Arterial			Lookout Rd	
Base Volume Input [veh/h]	0	0	0	258	64	487	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	258	64	487	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	65	16	122	0
Total Analysis Volume [veh/h]	0	0	0	258	64	487	0
Pedestrian Volume [ped/h]	0		0			0	

Intersection Settings

Number of Conflicting Circulating Lanes	1		1			1		
Circulating Flow Rate [veh/h]	322		0			64		
Exiting Flow Rate [veh/h]	0		551			258		
Demand Flow Rate [veh/h]	0	0	0	258	64	487	0	
Adjusted Demand Flow Rate [veh/h]	0	0	0	258	64	487	0	

Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	0	322	487
Capacity of Entry and Bypass Lanes [veh/h]	994	1380	1293
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	994	1380	1293
X, volume / capacity	0.00	0.23	0.38

Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	0.00	0.91	1.78
95th-Percentile Queue Length [ft]	0.00	22.67	44.54
Approach Delay [s/veh]	3.62	4.57	6.34
Approach LOS	A	A	A
Intersection Delay [s/veh]	5.64		
Intersection LOS	A		

Intersection Level Of Service Report
Intersection 2000: Frank Sound Road at East-West Arterial

Control Type:	Unknown	Delay (sec / veh):	?
Analysis Method:	?	Level Of Service:	?
Analysis Period:	15 minutes	Volume to Capacity (v/c):	?

Intersection Setup

Name	Frank Sound Rd	Frank Sound Rd
Approach	Northeastbound	Southwestbound
Lane Configuration		
Turning Movement	Thru	Thru
Crosswalk	Yes	Yes

Volumes

Name	Frank Sound Rd	Frank Sound Rd
Base Volume Input [veh/h]	118	124
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Left-Turn on Red Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	118	124
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	31
Total Analysis Volume [veh/h]	118	124
Presence of On-Street Parking	No	No
On-Street Parking Maneuver Rate [/h]	0	0
Local Bus Stopping Rate [/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Level Of Service Report
Intersection 2100: Frank Sound Road at East-West Arterial

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd			
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		20.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd			
Base Volume Input [veh/h]	125	0	0	192	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	125	0	0	192	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	0	0	48	0	0
Total Analysis Volume [veh/h]	125	0	0	192	0	0
Pedestrian Volume [ped/h]	0		0		0	

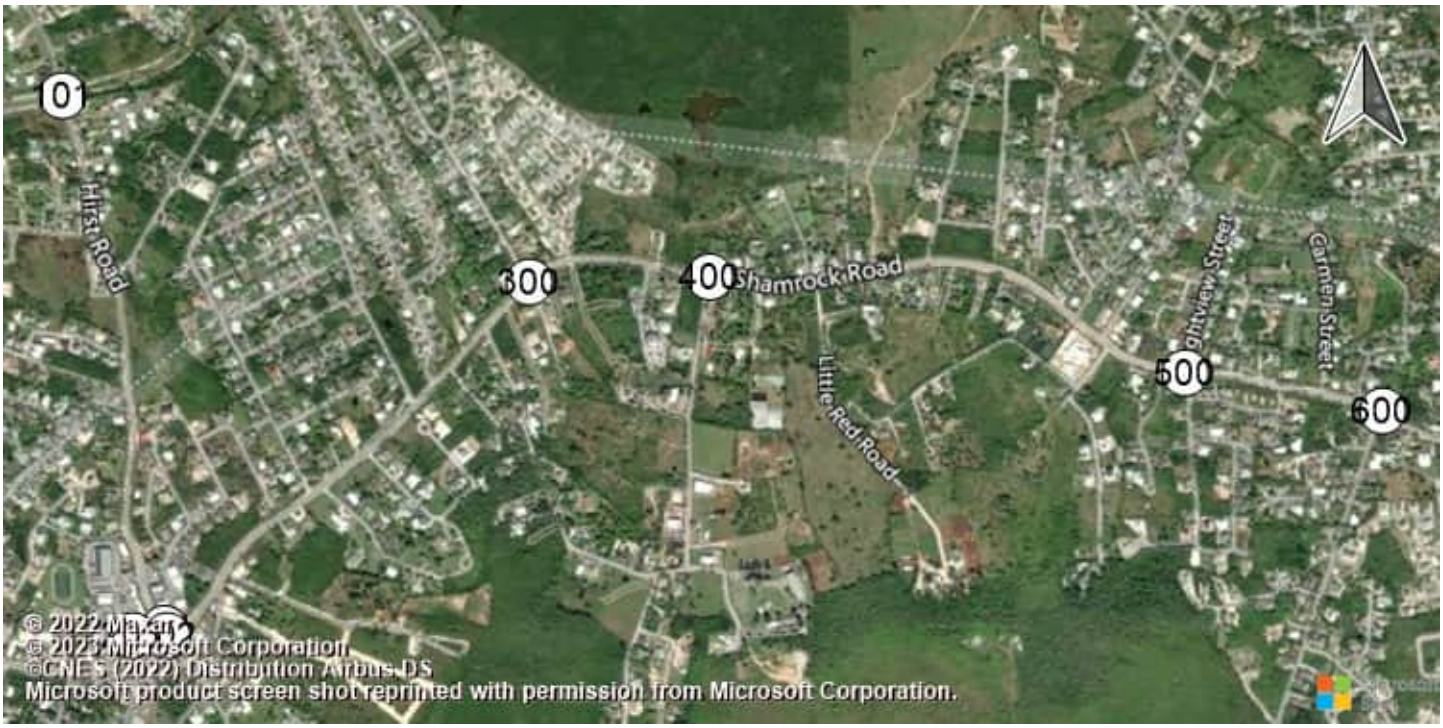
Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

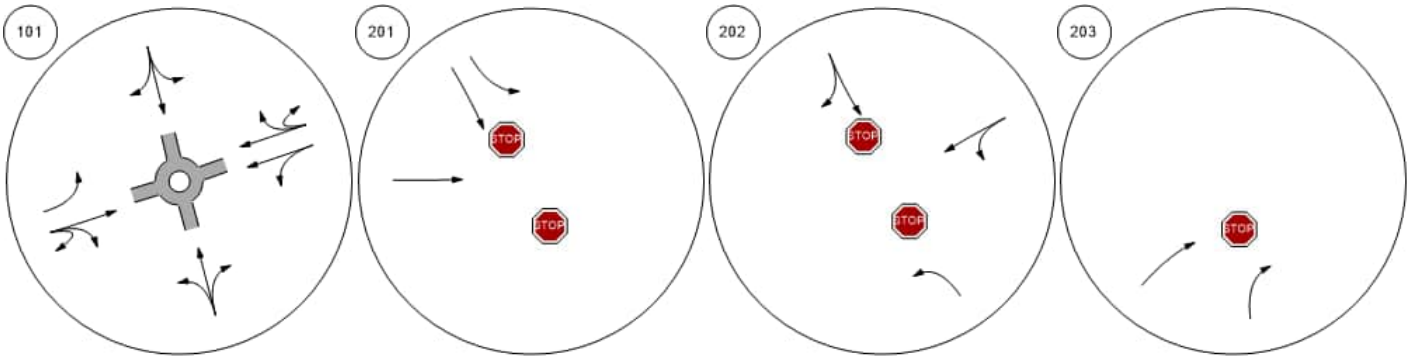
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	7.58	0.00	0.00	9.21	10.29
Movement LOS	A	A	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		9.75	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

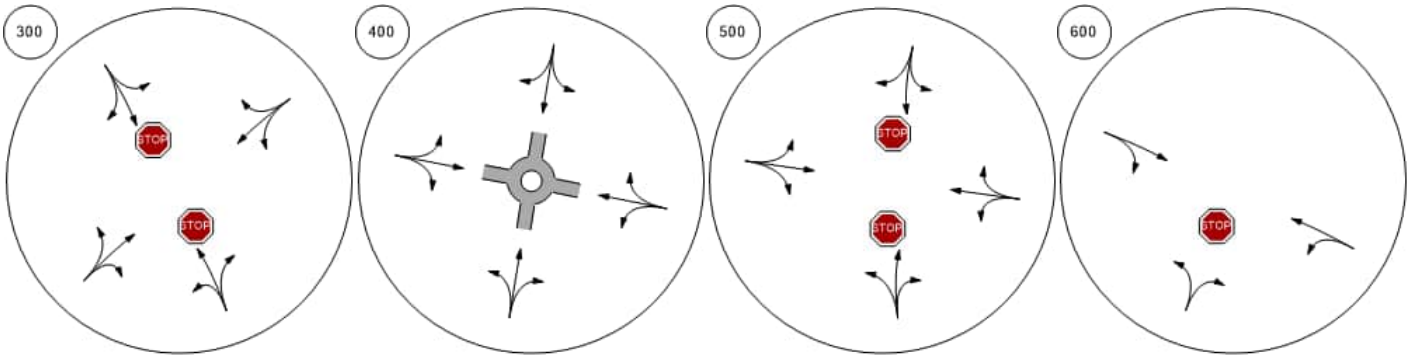
Lane Configuration and Traffic Control



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

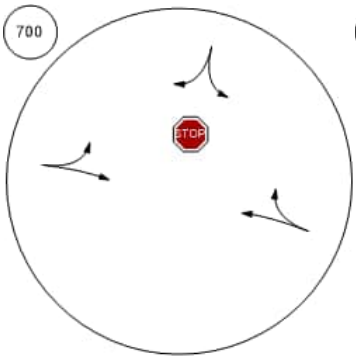


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

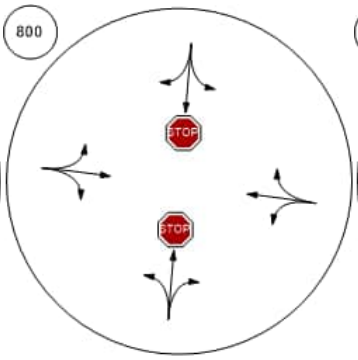


Lane Configuration and Traffic Control

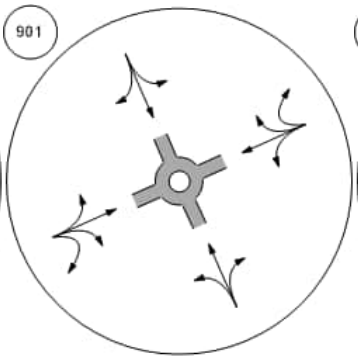
Shamrock Road at Northward



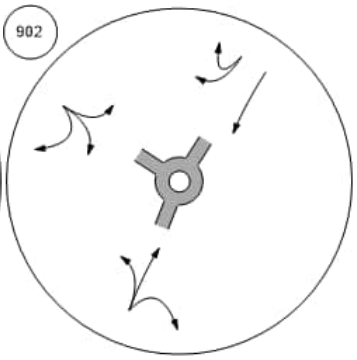
Shamrock Road at Condor R



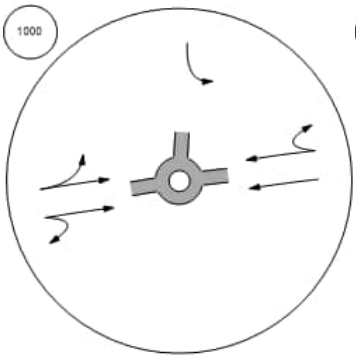
Lookout Road at Bodden To



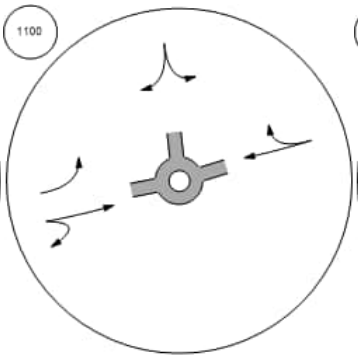
Bodden Town Road at Bodde



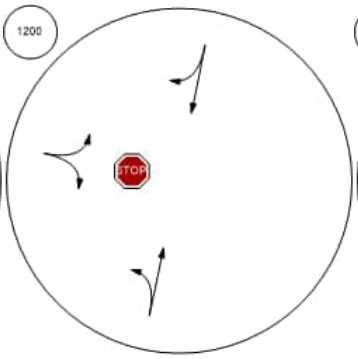
Bodden Town Road at Long



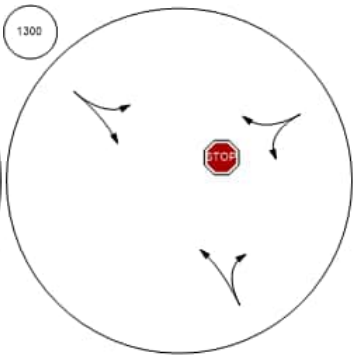
Frank Sound Road at Bodde



Frank Sound Road at Clifton

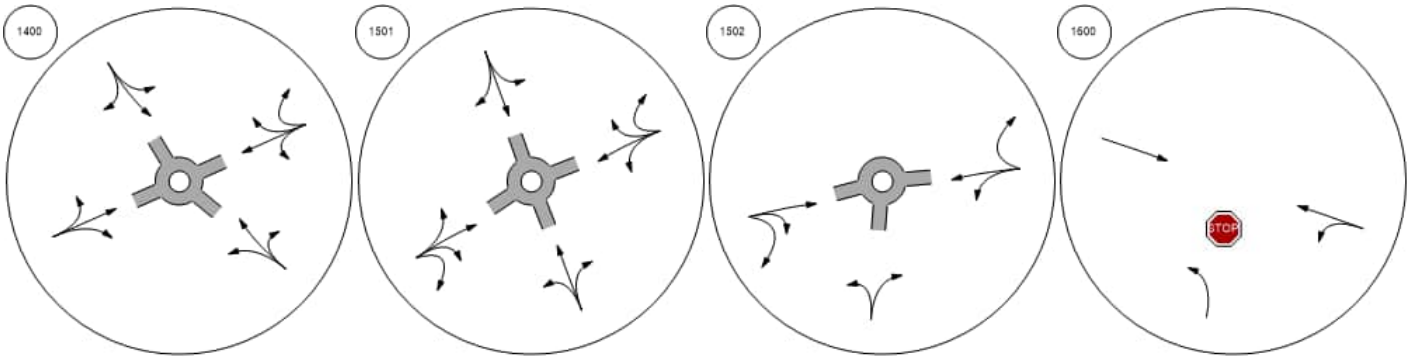


Frank Sound Road at North S

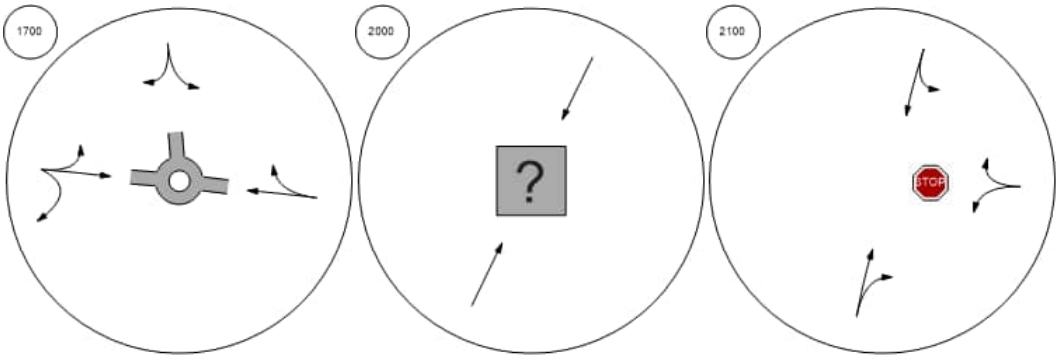


Lane Configuration and Traffic Control

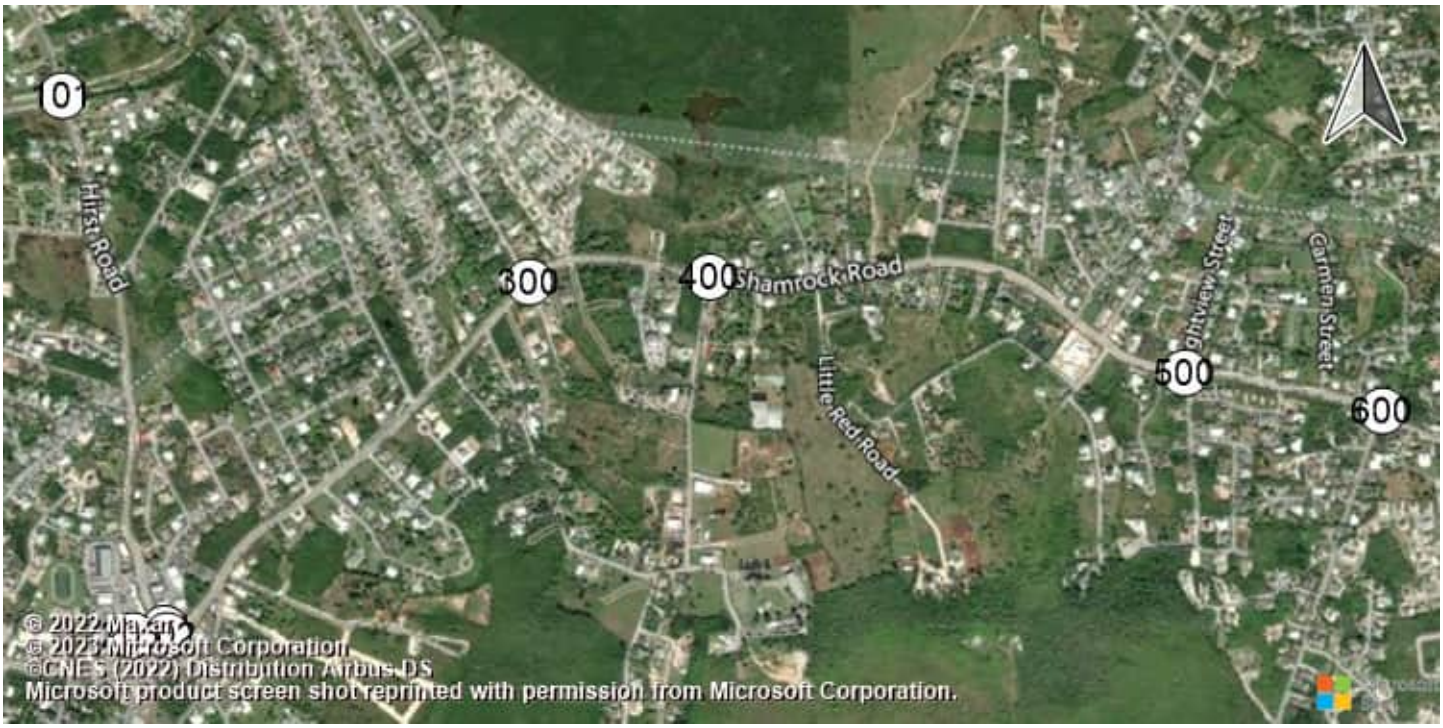
East-West Arterial at Agricola | East-West Arterial at Will T C | East-West Arterial at Will T C | East-West Arterial at Northwa



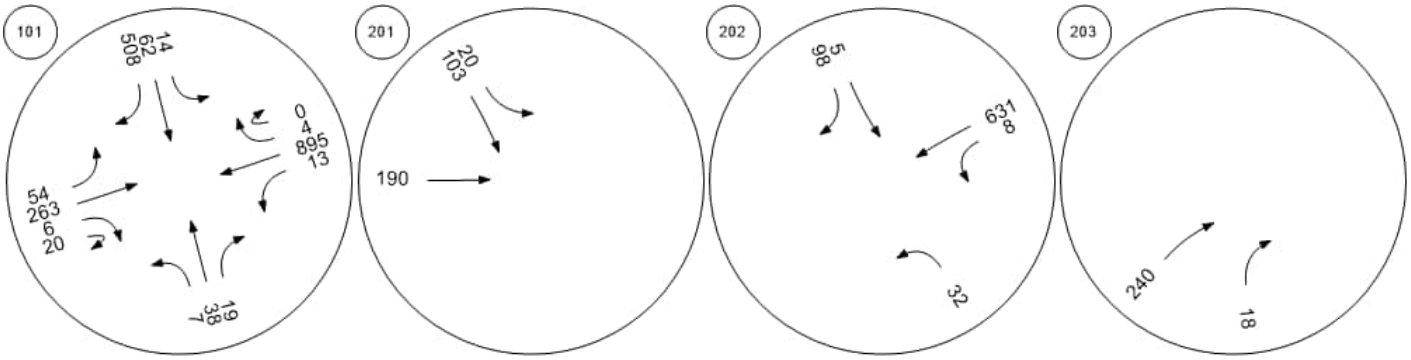
East-West Arterial at Lookout | Frank Sound Road at East-W | Frank Sound Road at East-W



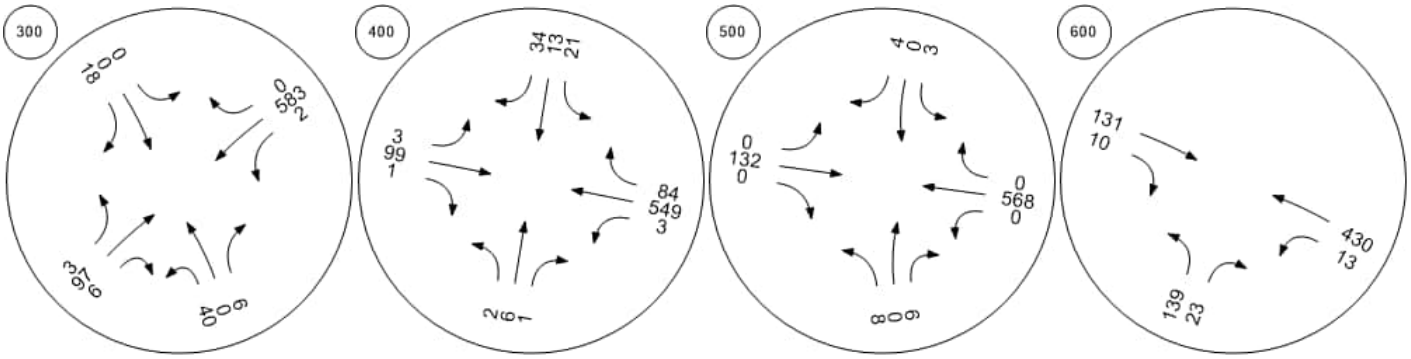
Traffic Volume - Base Volume



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

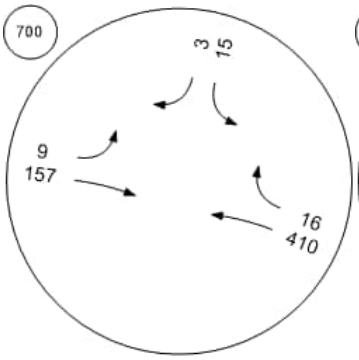


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

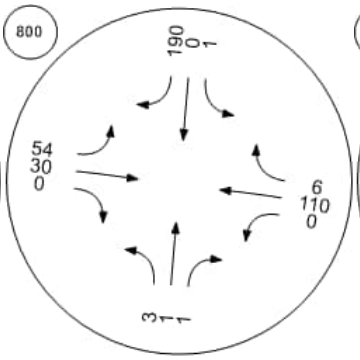


Traffic Volume - Base Volume

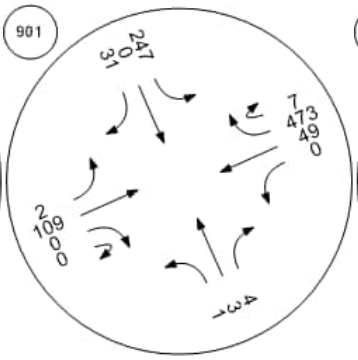
Shamrock Road at Northward



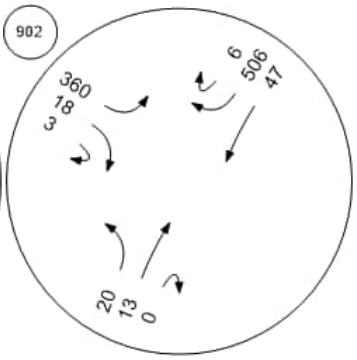
Shamrock Road at Condor R



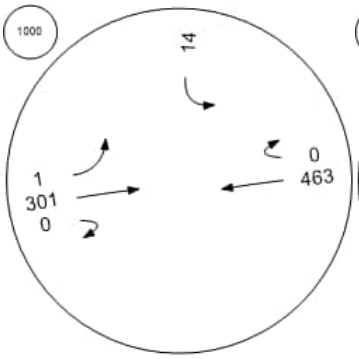
Lookout Road at Bodden To



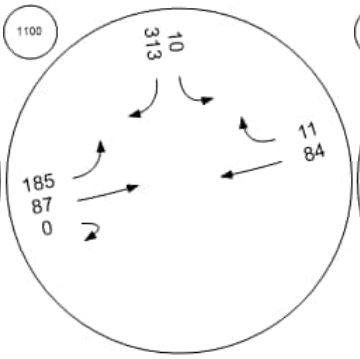
Bodden Town Road at Bodde



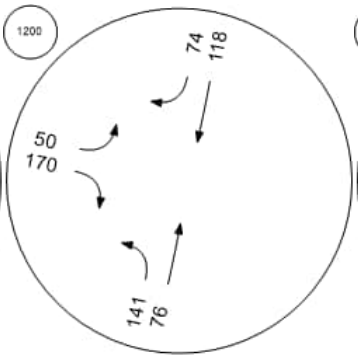
Bodden Town Road at Long



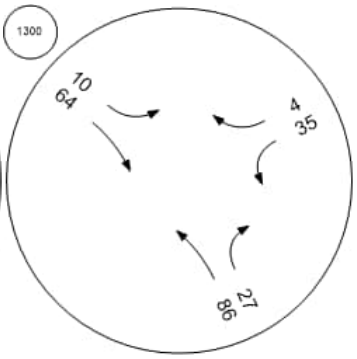
Frank Sound Road at Bodde



Frank Sound Road at Clifton

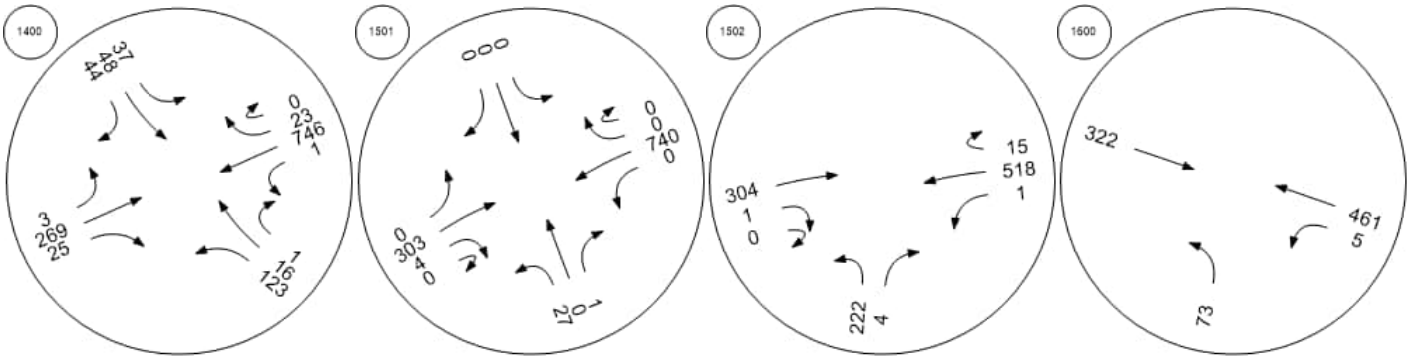


Frank Sound Road at North S

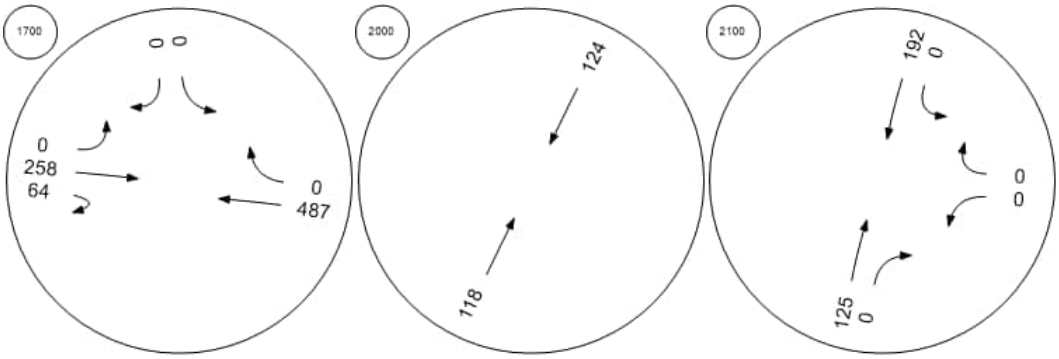


Traffic Volume - Base Volume

East-West Arterial at Agricola East-West Arterial at Will T C East-West Arterial at Will T C East-West Arterial at Northwa



East-West Arterial at Lookout Frank Sound Road at East-W Frank Sound Road at East-W



Intersection Level Of Service Report
Intersection 101: East-West Arterial Road at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	12.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name									East-West Arterial				East-West Arterial				
Approach	Northbound				Southbound				Eastbound				Westbound				
Lane Configuration																	
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	U-tu	Left	Thr	Thr	Rig	U-t
Lane Width [ft]	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.	12.	12.	12.	12.
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Entry Pocket Length [ft]	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	200	100	100	100	100
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Speed [mph]	30.00				30.00				40.00				50.00				
Grade [%]	0.00				0.00				0.00				0.00				
Crosswalk	Yes				Yes				Yes				Yes				

Volumes

Name									East-West Arterial				East-West Arterial				
Base Volume Input [veh/h]	27	0	133	8	0	63	0	128	374	929	46	3	34	281	0	11	0
Base Volume Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	0	133	8	0	63	0	128	374	929	46	3	34	281	0	11	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Other Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Total 15-Minute Volume [veh/h]	7	0	33	2	0	16	0	32	94	232	12	1	9	70	0	3	0
Total Analysis Volume [veh/h]	27	0	133	8	0	63	0	128	374	929	46	3	34	281	0	11	0
Pedestrian Volume [ped/h]	0				0				0				0				

Intersection Settings

Number of Conflicting Circulating Lanes	2				2				2				2				
Circulating Flow Rate [veh/h]	423				986				152				240				
Exiting Flow Rate [veh/h]	143				518				439				937				
Demand Flow Rate [veh/h]	27	0	133	8	0	63	0	128	374	929	46	3	34	281	0	11	0
Adjusted Demand Flow Rate [veh/h]	27	0	133	8	0	63	0	128	374	929	46	3	34	281	0	11	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1350.00	1420.00	1350.00
B (coefficient)	0.00085	0.00085	0.00085	0.00092	0.00085	0.00092
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	168	191	374	978	173	154
Capacity of Entry and Bypass Lanes [veh/h]	992	615	1248	1174	1158	1083
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	992	615	1248	1174	1158	1083
X, volume / capacity	0.17	0.31	0.30	0.83	0.15	0.14

Movement, Approach, & Intersection Results

Lane LOS	A	B	A	C	A	A
95th-Percentile Queue Length [veh]	0.61	1.32	1.27	10.49	0.52	0.49
95th-Percentile Queue Length [ft]	15.22	33.02	31.73	262.22	13.10	12.31
Approach Delay [s/veh]	5.22	10.04	16.22		4.48	
Approach LOS	A	B	C		A	
Intersection Delay [s/veh]	12.86					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	15.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.368

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	16	184	0	0	376	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	16	184	0	0	376	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	4	49	0	0	101	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	17	198	0	0	404	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance		No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.03	0.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	10.68	15.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS				B	C			A				
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.08	1.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	2.01	41.94	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			15.13			0.00			0.00		
Approach LOS	A			C			A			A		
d_I, Intersection Delay [s/veh]	5.26											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	13.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.027

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	31	0	0	0	16	169	0	0	0	14	239	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	31	0	0	0	16	169	0	0	0	14	239	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	0	0	0	4	45	0	0	0	4	64	0
Total Analysis Volume [veh/h]	33	0	0	0	17	182	0	0	0	15	257	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.00	0.00	0.00	0.03	0.27	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.83	0.00	0.00	0.00	12.97	12.76	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	A				B	B				A	A	
95th-Percentile Queue Length [veh/ln]	0.13	0.00	0.00	0.00	1.26	1.26	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.31	0.00	0.00	0.00	31.62	31.62	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.83			12.78			0.00			0.00		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	5.69											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 203: Shamrock Road atHirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	13.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.069

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	31	544	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	31	544	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	8	146	0	0	0
Total Analysis Volume [veh/h]	0	33	585	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.07	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	13.11	0.00	0.00	0.00	0.00
Movement LOS		B	A			
95th-Percentile Queue Length [veh/ln]	0.00	0.22	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	5.56	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.11		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.70					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	16.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.035

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	12	0	2	0	0	12	5	323	29	5	311	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	0	2	0	0	12	5	323	29	5	311	0
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	1	0	0	3	1	81	7	1	78	0
Total Analysis Volume [veh/h]	12	0	2	0	0	12	5	323	30	5	311	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.01	0.00	0.00	0.04	0.00	0.00	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.05	15.28	15.44	10.38	15.54	15.97	0.00	0.00	7.94	0.00	0.00	7.90
Movement LOS	B	C	C	B	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.07	0.07	0.07	0.11	0.11	0.11	0.07	0.07	0.07	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.70	1.70	1.70	2.73	2.73	2.73	1.84	1.84	1.84	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.82			15.97			0.67			0.00		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	0.83											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive

Control Type:	Roundabout	Delay (sec / veh):	5.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	1	0	0	165	18	6	4	318	3	9	308	39
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	0	165	18	6	4	318	3	9	308	39
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	41	5	2	1	80	1	2	77	10
Total Analysis Volume [veh/h]	1	0	0	165	18	6	4	318	3	10	308	39
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	353			321			39			27		
Exiting Flow Rate [veh/h]	31			43			315			483		
Demand Flow Rate [veh/h]	1	0	0	165	18	6	4	318	3	9	308	39
Adjusted Demand Flow Rate [veh/h]	1	0	0	165	18	6	4	318	3	10	308	39

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	1	189	325	357
Capacity of Entry and Bypass Lanes [veh/h]	963	995	1327	1343
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	963	995	1327	1343
X, volume / capacity	0.00	0.19	0.25	0.27

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.00	0.70	0.97	1.08
95th-Percentile Queue Length [ft]	0.08	17.47	24.16	26.93
Approach Delay [s/veh]	3.75	5.42	4.82	4.98
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	5.01			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	17.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	1	0	1	0	0	0	10	405	20	52	294	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	1	0	0	0	10	405	20	52	294	28
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	3	101	5	13	74	7
Total Analysis Volume [veh/h]	1	0	1	0	0	0	10	405	20	52	294	28
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	10.01	17.38	17.81	10.57	17.69	17.79	0.00	0.00	7.99	0.00	0.00	8.19
Movement LOS	B	C	C	B	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	0.00	0.00	0.00	0.05	0.05	0.05	0.07	0.07	0.07
95th-Percentile Queue Length [ft/ln]	0.37	0.37	0.37	0.00	0.00	0.00	1.25	1.25	1.25	1.86	1.86	1.86
d_A, Approach Delay [s/veh]	13.91			15.35			0.37			0.61		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	0.51											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	19.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.093

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	47	24	322	84	20	327
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	47	24	322	84	20	327
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	7	88	23	5	90
Total Analysis Volume [veh/h]	52	26	354	92	22	359
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.09	0.00	0.08	0.00	0.00
d_M, Delay for Movement [s/veh]	11.89	19.52	0.00	8.28	0.00	0.00
Movement LOS	B	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.61	0.61	0.25	0.25	0.00	0.00
95th-Percentile Queue Length [ft/ln]	15.15	15.15	6.28	6.28	0.00	0.00
d_A, Approach Delay [s/veh]	14.43		1.71		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	2.09					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	14.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.062

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	34	25	14	245	362	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	25	14	245	362	16
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	6	4	63	93	4
Total Analysis Volume [veh/h]	35	26	14	253	373	16
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.06	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	10.34	14.28	0.00	0.00	0.00	7.79
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.36	0.36	0.00	0.00	0.04	0.04
95th-Percentile Queue Length [ft/ln]	8.88	8.88	0.00	0.00	0.93	0.93
d_A, Approach Delay [s/veh]	12.02		0.00		0.32	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.20					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	11.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.119

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	1	0	0	5	0	72	72	115	1	0	167	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	0	5	0	72	72	115	1	0	167	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	1	0	18	18	29	0	0	42	3
Total Analysis Volume [veh/h]	1	0	0	5	0	72	72	115	1	0	167	13
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.12	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	9.08	11.57	10.99	9.82	12.10	11.77	0.00	0.00	7.53	0.00	0.00	7.60
Movement LOS	A	B	B	A	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.42	0.42	0.42	0.00	0.00	0.00	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	0.09	0.09	0.09	10.59	10.59	10.59	0.05	0.05	0.05	0.70	0.70	0.70
d_A, Approach Delay [s/veh]	9.08			11.64			0.04			0.55		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	2.27											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 901: Lookout Road at Bodden Town Bypass

Control Type:	Roundabout	Delay (sec / veh):	6.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name				Lookout Rd			An/Bo				An/Bo			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			35.00			30.00				35.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name				Lookout Rd			An/Bo				An/Bo			
Base Volume Input [veh/h]	0	1	2	539	8	16	7	69	1	0	3	121	313	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1	2	539	8	16	7	69	1	0	3	121	313	28
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	0	0	1	135	2	4	2	17	0	0	1	30	78	7
Total Analysis Volume [veh/h]	0	1	2	539	8	16	7	69	1	0	3	121	313	28
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1				
Circulating Flow Rate [veh/h]	478			100			344				25				
Exiting Flow Rate [veh/h]	12			321			137				638				
Demand Flow Rate [veh/h]	0	1	2	539	8	16	7	69	1	0	3	121	313	28	
Adjusted Demand Flow Rate [veh/h]	0	1	2	539	8	16	7	69	1	0	3	121	313	28	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	3	563	77	465
Capacity of Entry and Bypass Lanes [veh/h]	848	1247	972	1346
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	848	1247	972	1346
X, volume / capacity	0.00	0.45	0.08	0.35

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.01	2.40	0.26	1.56
95th-Percentile Queue Length [ft]	0.27	60.11	6.44	39.06
Approach Delay [s/veh]	4.28	7.51	4.42	5.81
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	6.57			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 902: Bodden Town Road at Bodden Town Bypass

Control Type:	Roundabout	Delay (sec / veh):	6.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Bodden Town Bypass			Bodden Town Rd			Bodden Town Rd		
Approach	Southbound			Eastbound			Westbound		
Lane Configuration									
Turning Movement	Left	Right	U-turn	Left	Thru	U-turn	Thru	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			30.00			35.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes		

Volumes

Name	Bodden Town Bypass			Bodden Town Rd			Bodden Town Rd		
Base Volume Input [veh/h]	596	31	5	36	63	0	106	424	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	596	31	5	36	63	0	106	424	16
Peak Hour Factor	0.9400	0.9400	1.0000	0.9400	0.9400	1.0000	0.9400	0.9400	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	159	8	1	10	17	0	28	113	4
Total Analysis Volume [veh/h]	634	33	5	38	67	0	113	451	16
Pedestrian Volume [ped/h]	0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			2		
Circulating Flow Rate [veh/h]	83			472			38		
Exiting Flow Rate [veh/h]	494			146			717		
Demand Flow Rate [veh/h]	596	31	5	36	63	0	106	424	16
Adjusted Demand Flow Rate [veh/h]	634	33	5	38	67	0	113	451	16

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1350.00
B (coefficient)	0.00085	0.00085	0.00085	0.00092
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	672	105	113	467
Capacity of Entry and Bypass Lanes [veh/h]	1324	951	1375	1304
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1324	951	1375	1304
X, volume / capacity	0.51	0.11	0.08	0.36

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	2.99	0.37	0.27	1.65
95th-Percentile Queue Length [ft]	74.65	9.28	6.70	41.22
Approach Delay [s/veh]	8.03	4.81	5.54	
Approach LOS	A	A	A	
Intersection Delay [s/veh]	6.72			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Roundabout	Delay (sec / veh):	4.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Longfellow Dr		Bodden Town Rd			Bodden Town Rd		
Approach	Southbound		Eastbound			Westbound		
Lane Configuration								
Turning Movement	Left	Right	Left	Thru	U-turn	Thru	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00			45.00		
Grade [%]	0.00		0.00			0.00		
Crosswalk	Yes		Yes			Yes		

Volumes

Name	Longfellow Dr		Bodden Town Rd			Bodden Town Rd		
Base Volume Input [veh/h]	12	0	24	552	0	477	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	0	24	552	0	477	0	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	1.0000	0.9100	0.9100	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	7	152	0	131	0	0
Total Analysis Volume [veh/h]	13	0	26	607	0	524	0	0
Pedestrian Volume [ped/h]	0		0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	2		1			1		
Circulating Flow Rate [veh/h]	607		0			0		
Exiting Flow Rate [veh/h]	26		524			620		
Demand Flow Rate [veh/h]	12	0	24	552	0	477	0	0
Adjusted Demand Flow Rate [veh/h]	13	0	26	607	0	524	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	13	336	298	278	247
Capacity of Entry and Bypass Lanes [veh/h]	848	1420	1420	1420	1420
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	848	1420	1420	1420	1420
X, volume / capacity	0.02	0.24	0.21	0.20	0.17

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.05	0.92	0.79	0.73	0.63
95th-Percentile Queue Length [ft]	1.17	23.04	19.77	18.14	15.67
Approach Delay [s/veh]	4.39	4.38		4.04	
Approach LOS	A	A		A	
Intersection Delay [s/veh]	4.23				
Intersection LOS	A				

Intersection Level Of Service Report
Intersection 1100: Frank Sound Road at Bodden Town Road

Control Type:	Roundabout	Delay (sec / veh):	4.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd			Sea View Rd	
Approach	Southbound		Eastbound			Westbound	
Lane Configuration							
Turning Movement	Left	Right	Left	Thru	U-turn	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		45.00			50.00	
Grade [%]	0.00		0.00			0.00	
Crosswalk	Yes		Yes			Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd			Sea View Rd	
Base Volume Input [veh/h]	19	274	323	150	0	150	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	274	323	150	0	150	25
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	1.0000	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	74	87	40	0	40	7
Total Analysis Volume [veh/h]	20	295	347	161	0	161	27
Pedestrian Volume [ped/h]	0		0			0	

Intersection Settings

Number of Conflicting Circulating Lanes	2		1			1	
Circulating Flow Rate [veh/h]	161		27			295	
Exiting Flow Rate [veh/h]	374		456			181	
Demand Flow Rate [veh/h]	19	274	323	150	0	150	25
Adjusted Demand Flow Rate [veh/h]	20	295	347	161	0	161	27

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1380.00
B (coefficient)	0.00085	0.00091	0.00091	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	315	347	161	188
Capacity of Entry and Bypass Lanes [veh/h]	1239	1386	1386	1022
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1239	1386	1386	1022
X, volume / capacity	0.25	0.25	0.12	0.18

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	1.01	0.99	0.39	0.67
95th-Percentile Queue Length [ft]	25.36	24.87	9.84	16.81
Approach Delay [s/veh]	5.17	4.34		5.24
Approach LOS	A	A		A
Intersection Delay [s/veh]	4.76			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Two-way stop	Delay (sec / veh):	20.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.406

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd			
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd			
Base Volume Input [veh/h]	154	168	130	108	91	174
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	154	168	130	108	91	174
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	42	33	27	23	44
Total Analysis Volume [veh/h]	154	168	130	108	91	174
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.09	0.11	0.41
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	8.15	16.89	20.78
Movement LOS	A	A	A	A	C	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.28	0.28	2.96	2.96
95th-Percentile Queue Length [ft/ln]	0.00	0.00	7.08	7.08	74.00	74.00
d_A, Approach Delay [s/veh]	0.00		3.70		19.45	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	7.31					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	11.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.045

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	143	28	35	130	63	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	143	28	35	130	63	24
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	40	8	10	37	18	7
Total Analysis Volume [veh/h]	161	31	39	146	71	27
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.00	0.00	0.08	0.04
d_M, Delay for Movement [s/veh]	0.00	7.63	0.00	0.00	9.73	11.62
Movement LOS	A	A	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.07	0.07	0.00	0.00	0.43	0.43
95th-Percentile Queue Length [ft/ln]	1.70	1.70	0.00	0.00	10.66	10.66
d_A, Approach Delay [s/veh]	1.23		0.00		10.25	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.61					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	11.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			50.00			50.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	Yes			Yes			Yes			Yes			

Volumes

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Base Volume Input [veh/h]	20	20	1	69	31	6	0	756	182	3	300	51	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	20	1	69	31	6	0	756	182	3	300	51	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	5	5	0	17	8	2	0	189	46	1	75	13	0
Total Analysis Volume [veh/h]	20	20	1	69	31	6	0	756	182	3	300	51	0
Pedestrian Volume [ped/h]	0			0			0			0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1			
Circulating Flow Rate [veh/h]	357			939			72			219			
Exiting Flow Rate [veh/h]	216			71			326			826			
Demand Flow Rate [veh/h]	20	20	1	69	31	6	0	756	182	3	300	51	0
Adjusted Demand Flow Rate [veh/h]	20	20	1	69	31	6	0	756	182	3	300	51	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	41	106	938	354
Capacity of Entry and Bypass Lanes [veh/h]	959	530	1283	1104
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	959	530	1283	1104
X, volume / capacity	0.04	0.20	0.73	0.32

Movement, Approach, & Intersection Results

Lane LOS	A	A	B	A
95th-Percentile Queue Length [veh]	0.13	0.74	7.03	1.40
95th-Percentile Queue Length [ft]	3.35	18.51	175.66	34.89
Approach Delay [s/veh]	4.14	9.49	13.68	6.40
Approach LOS	A	A	B	A
Intersection Delay [s/veh]	11.31			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 1501: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	8.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name							East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			30.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name							East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	1	0	2	0	0	0	0	743	83	0	2	352	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	2	0	0	0	0	743	83	0	2	352	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	0	0	1	0	0	0	0	186	21	0	1	88	0	0
Total Analysis Volume [veh/h]	1	0	2	0	0	0	0	743	83	0	2	352	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1					
Circulating Flow Rate [veh/h]	352			828			2				83					
Exiting Flow Rate [veh/h]	85			0			353				745					
Demand Flow Rate [veh/h]	1	0	2	0	0	0	0	743	83	0	2	352	0	0		
Adjusted Demand Flow Rate [veh/h]	1	0	2	0	0	0	0	743	83	0	2	352	0	0		

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	3	0	826	354
Capacity of Entry and Bypass Lanes [veh/h]	964	594	1378	1268
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	964	594	1378	1268
X, volume / capacity	0.00	0.00	0.60	0.28

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.01	0.00	4.24	1.15
95th-Percentile Queue Length [ft]	0.23	0.00	105.88	28.76
Approach Delay [s/veh]	3.76	6.07	9.45	5.33
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	8.20			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 1502: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	7.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name			East-West Arterial			East-West Arterial		
Approach	Northbound		Eastbound			Westbound		
Lane Configuration								
Turning Movement	Left	Right	Thru	Right	U-turn	Left	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00			50.00		
Grade [%]	0.00		0.00			0.00		
Crosswalk	Yes		Yes			Yes		

Volumes

Name			East-West Arterial			East-West Arterial		
Base Volume Input [veh/h]	12	1	718	27	0	2	341	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	1	718	27	0	2	341	40
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	180	7	0	1	85	10
Total Analysis Volume [veh/h]	12	1	718	27	0	2	341	40
Pedestrian Volume [ped/h]	0		0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1	
Circulating Flow Rate [veh/h]	381			41			27	
Exiting Flow Rate [veh/h]	29			353			759	
Demand Flow Rate [veh/h]	12	1		718	27	0	2	341	40
Adjusted Demand Flow Rate [veh/h]	12	1		718	27	0	2	341	40

Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	13	745	383
Capacity of Entry and Bypass Lanes [veh/h]	936	1324	1343
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	936	1324	1343
X, volume / capacity	0.01	0.56	0.29

Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	0.04	3.68	1.19
95th-Percentile Queue Length [ft]	1.06	91.92	29.64
Approach Delay [s/veh]	3.97	8.98	5.17
Approach LOS	A	A	A
Intersection Delay [s/veh]	7.64		
Intersection LOS	A		

Intersection Level Of Service Report
Intersection 1600: East-West Arterial at Northward Rd

Control Type:	Two-way stop	Delay (sec / veh):	10.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.038

Intersection Setup

Name	Northward Rd		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	26	0	759	0	22	357
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	0	759	0	22	357
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	0	190	0	6	89
Total Analysis Volume [veh/h]	26	0	759	0	22	357
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.00	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.49	0.00	0.00	0.00	0.00	0.00
Movement LOS	B		A		A	A
95th-Percentile Queue Length [veh/ln]	0.12	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.97	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.49		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.23					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1700: East-West Arterial at Lookout Rd

Control Type:	Roundabout	Delay (sec / veh):	7.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Lookout Rd		East-West Arterial			Lookout Rd	
Approach	Southbound		Eastbound			Westbound	
Lane Configuration							
Turning Movement	Left	Right	Left	Thru	U-turn	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		35.00			35.00	
Grade [%]	0.00		0.00			0.00	
Crosswalk	Yes		Yes			Yes	

Volumes

Name	Lookout Rd		East-West Arterial			Lookout Rd	
Base Volume Input [veh/h]	0	0	0	611	148	316	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	611	148	316	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	153	37	79	0
Total Analysis Volume [veh/h]	0	0	0	611	148	316	0
Pedestrian Volume [ped/h]	0		0			0	

Intersection Settings

Number of Conflicting Circulating Lanes	1		1			1	
Circulating Flow Rate [veh/h]	759		0			148	
Exiting Flow Rate [veh/h]	0		464			611	
Demand Flow Rate [veh/h]	0	0	0	611	148	316	0
Adjusted Demand Flow Rate [veh/h]	0	0	0	611	148	316	0

Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	0	759	316
Capacity of Entry and Bypass Lanes [veh/h]	637	1380	1187
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	637	1380	1187
X, volume / capacity	0.00	0.55	0.27

Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	0.00	3.51	1.08
95th-Percentile Queue Length [ft]	0.00	87.70	26.95
Approach Delay [s/veh]	5.66	8.50	5.46
Approach LOS	A	A	A
Intersection Delay [s/veh]	7.61		
Intersection LOS	A		

Intersection Level Of Service Report
Intersection 2000: Frank Sound Road at East-West Arterial

Control Type:	Unknown	Delay (sec / veh):	?
Analysis Method:	?	Level Of Service:	?
Analysis Period:	15 minutes	Volume to Capacity (v/c):	?

Intersection Setup

Name	Frank Sound Rd	Frank Sound Rd
Approach	Northeastbound	Southwestbound
Lane Configuration		
Turning Movement	Thru	Thru
Crosswalk	Yes	Yes

Volumes

Name	Frank Sound Rd	Frank Sound Rd
Base Volume Input [veh/h]	202	212
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Left-Turn on Red Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	202	212
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	51	53
Total Analysis Volume [veh/h]	202	212
Presence of On-Street Parking	No	No
On-Street Parking Maneuver Rate [/h]	0	0
Local Bus Stopping Rate [/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Level Of Service Report
Intersection 2100: Frank Sound Road at East-West Arterial

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd			
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd			
Base Volume Input [veh/h]	259	0	0	238	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	259	0	0	238	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	65	0	0	60	0	0
Total Analysis Volume [veh/h]	259	0	0	238	0	0
Pedestrian Volume [ped/h]	0		0		0	

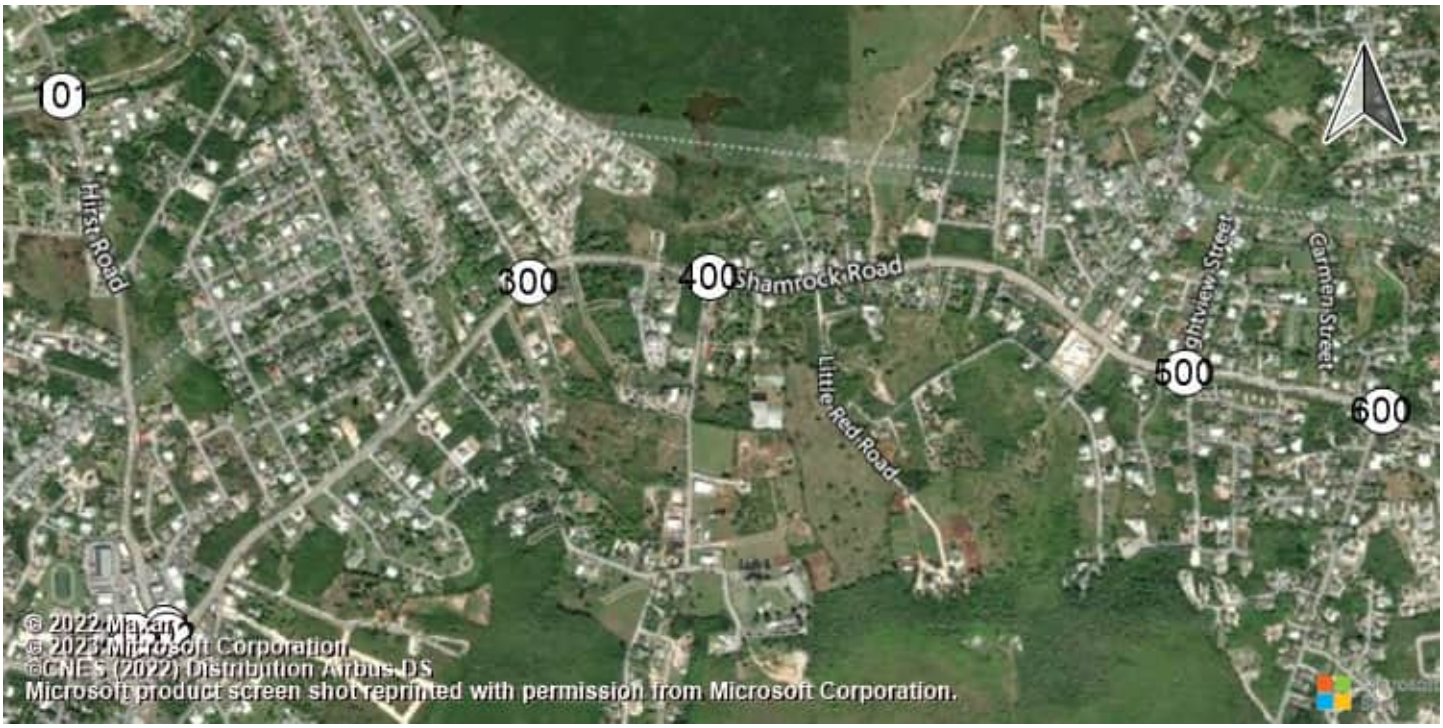
Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

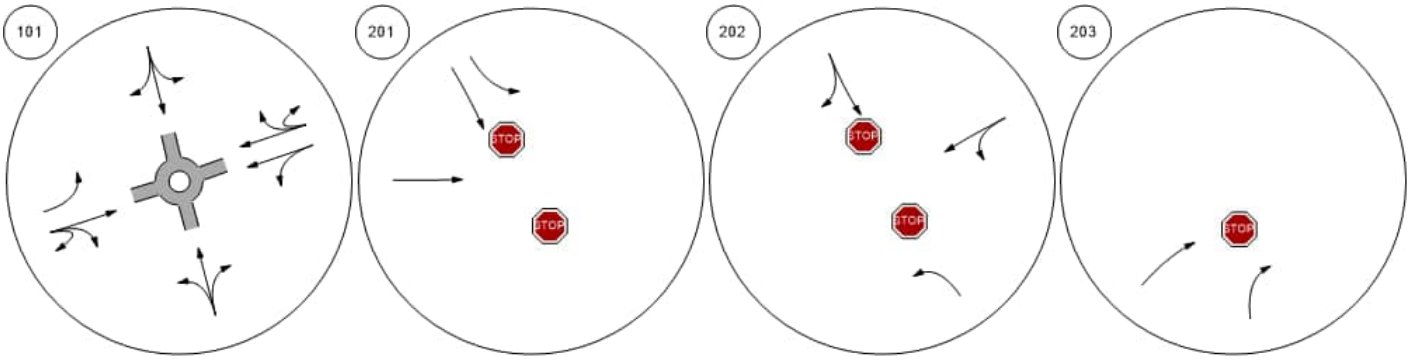
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	7.68	0.00	0.00	9.47	11.72
Movement LOS	A	A	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		10.59	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

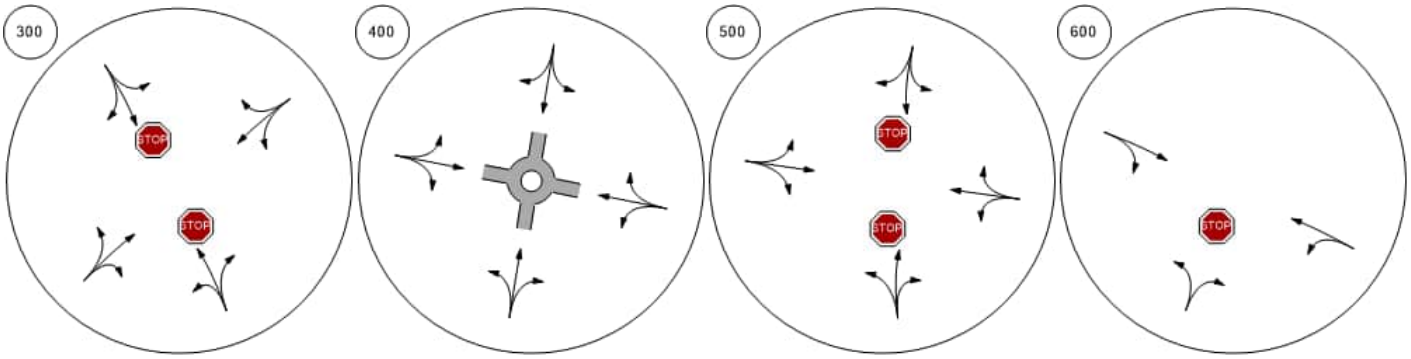
Lane Configuration and Traffic Control



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

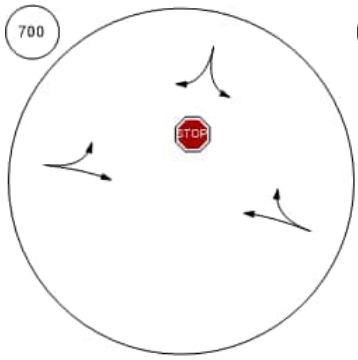


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

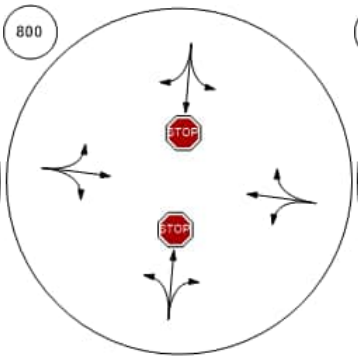


Lane Configuration and Traffic Control

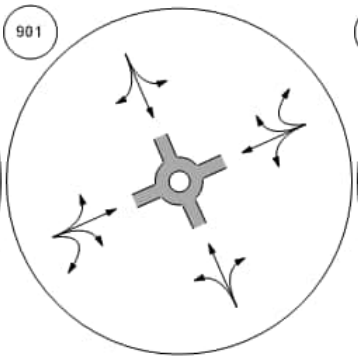
Shamrock Road at Northward



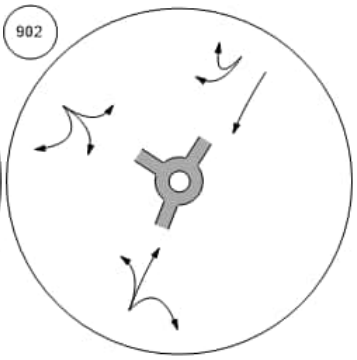
Shamrock Road at Condor R



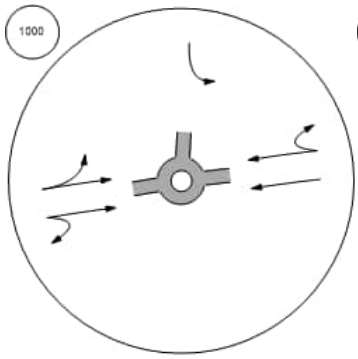
Lookout Road at Bodden To



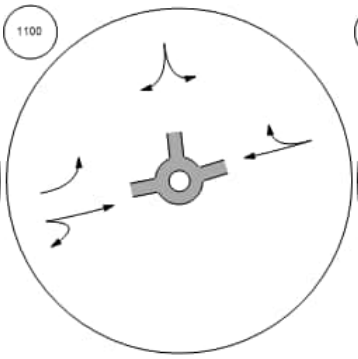
Bodden Town Road at Bodde



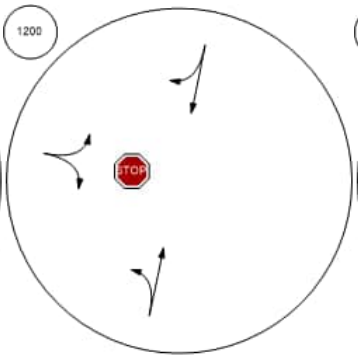
Bodden Town Road at Long



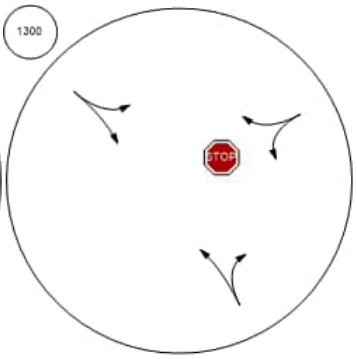
Frank Sound Road at Bodde



Frank Sound Road at Clifton

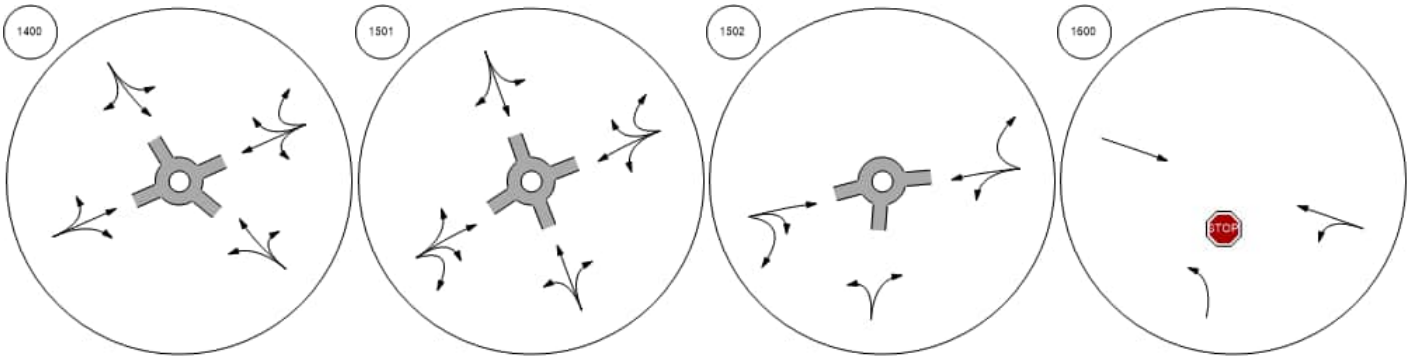


Frank Sound Road at North S

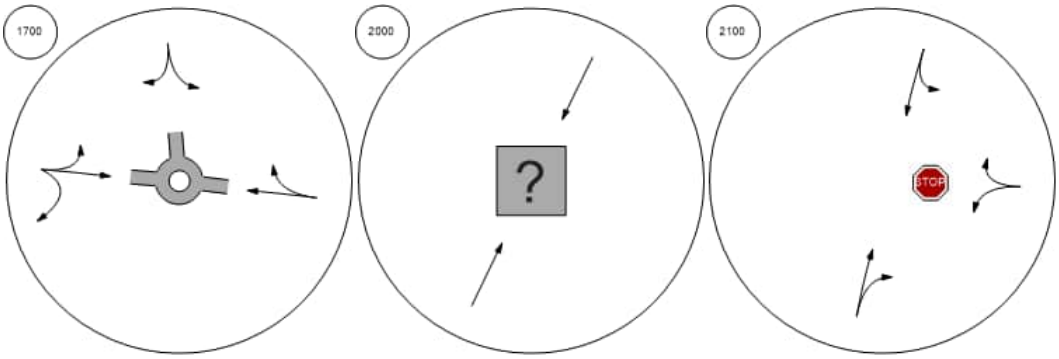


Lane Configuration and Traffic Control

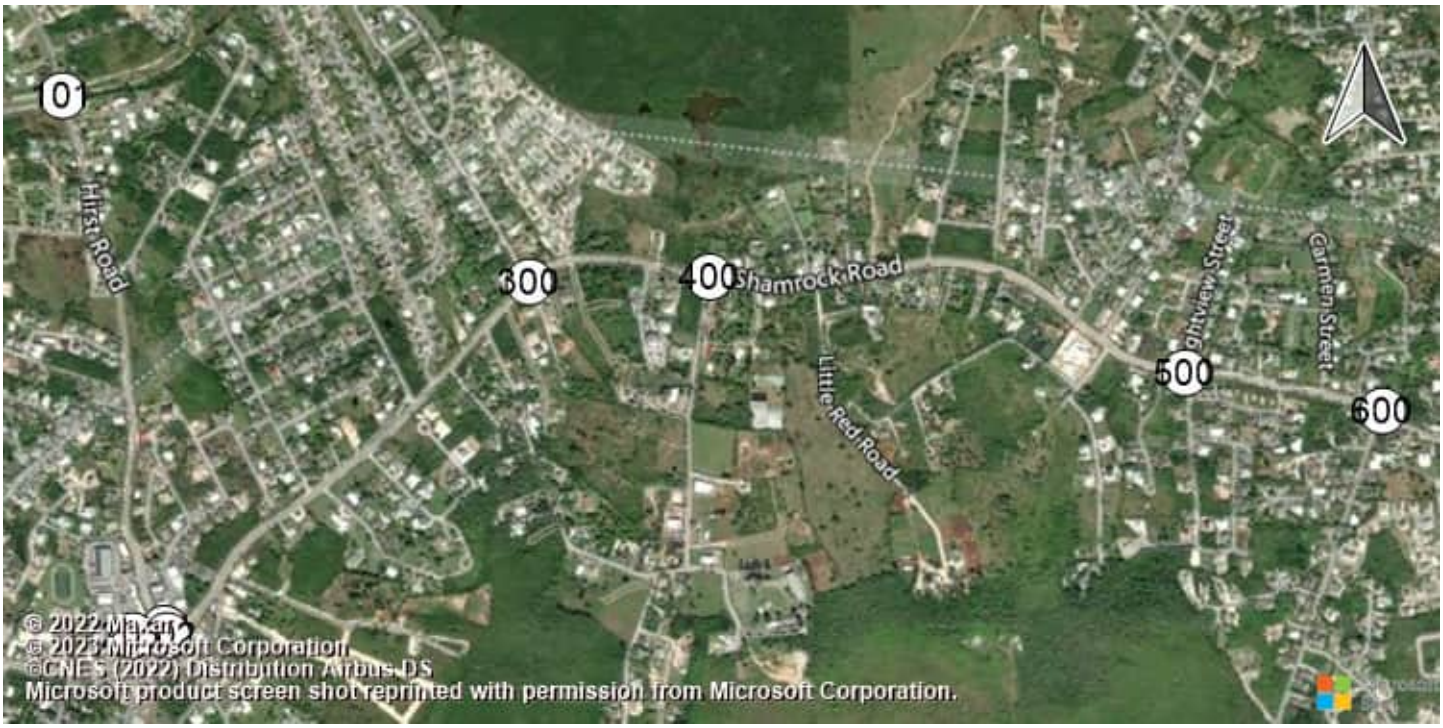
East-West Arterial at Agricola | East-West Arterial at Will T C | East-West Arterial at Will T C | East-West Arterial at Northwa



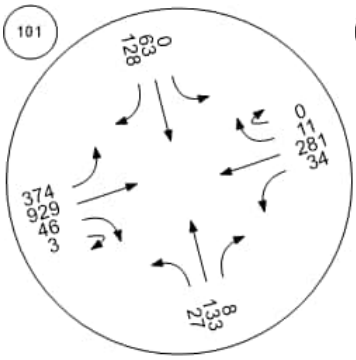
East-West Arterial at Lookout | Frank Sound Road at East-W | Frank Sound Road at East-W



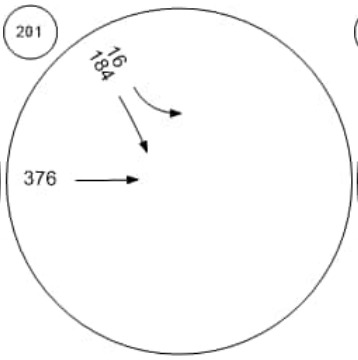
Traffic Volume - Base Volume



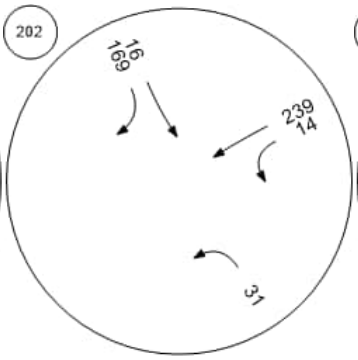
East-West Arterial Road at Hi



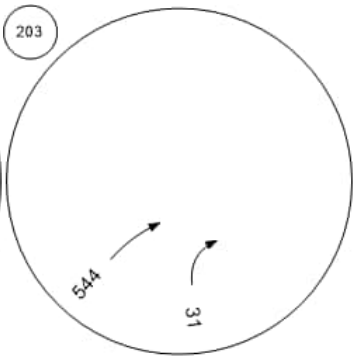
Shamrock Road at Hirst Rd (



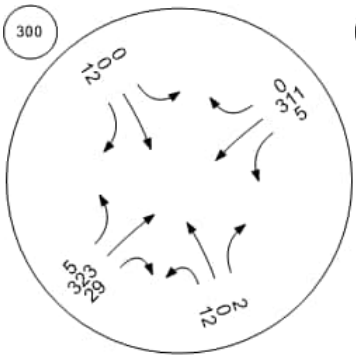
Shamrock Road at Hirst Rd (



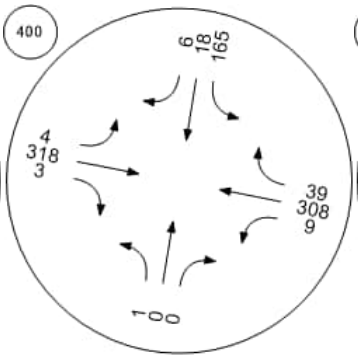
Shamrock Road atHirst Road



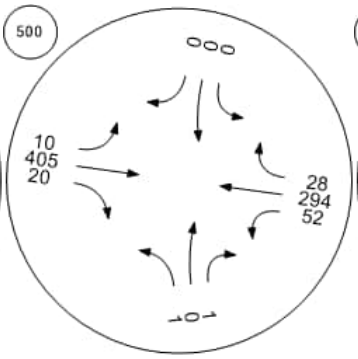
Shamrock Road at Woodland



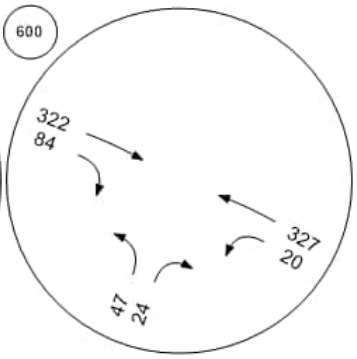
Shamrock Road at Agricola D



Shamrock Road at Brightview

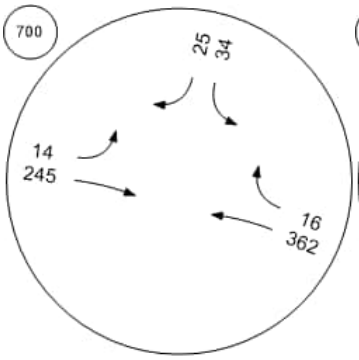


Shamrock Road at Beach Ba

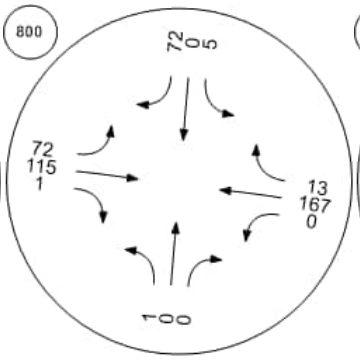


Traffic Volume - Base Volume

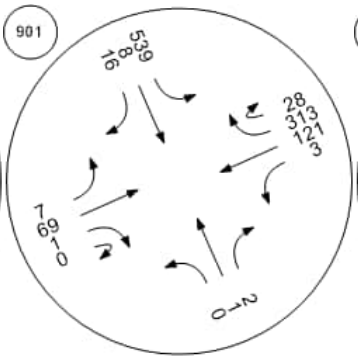
Shamrock Road at Northward



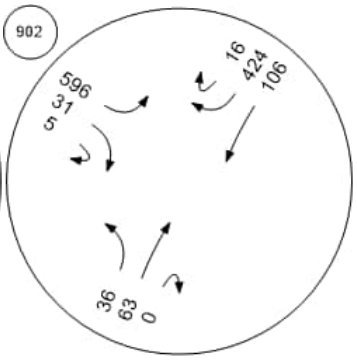
Shamrock Road at Condor R



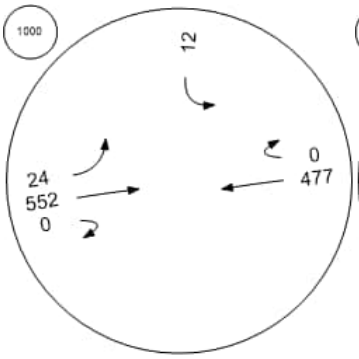
Lookout Road at Bodden To



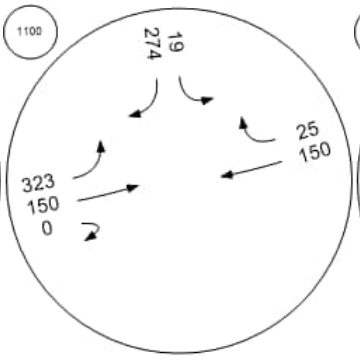
Bodden Town Road at Bodde



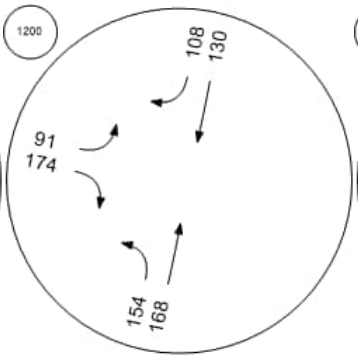
Bodden Town Road at Long



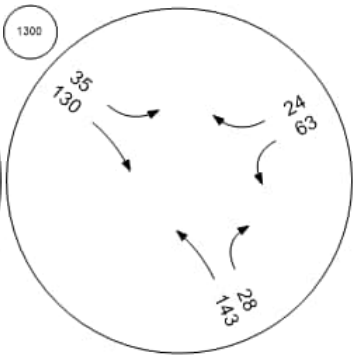
Frank Sound Road at Bodde



Frank Sound Road at Clifton

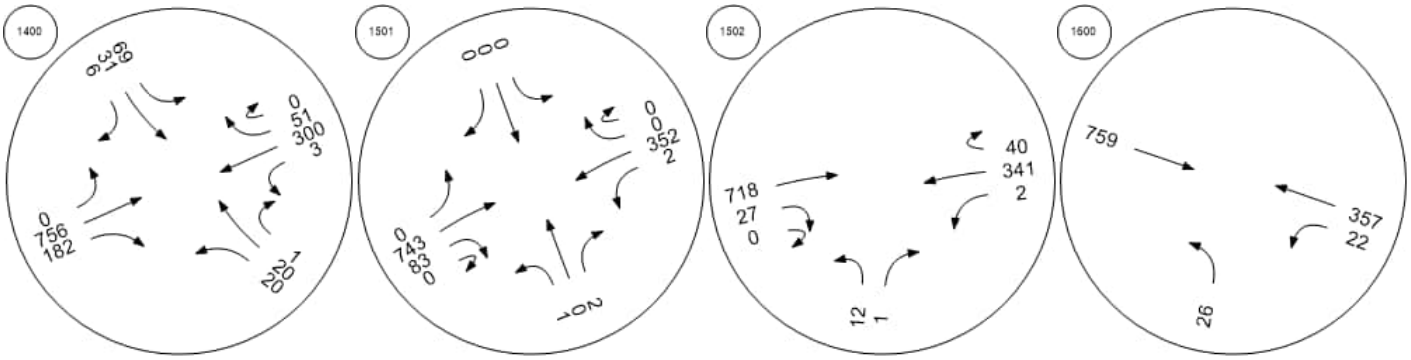


Frank Sound Road at North S

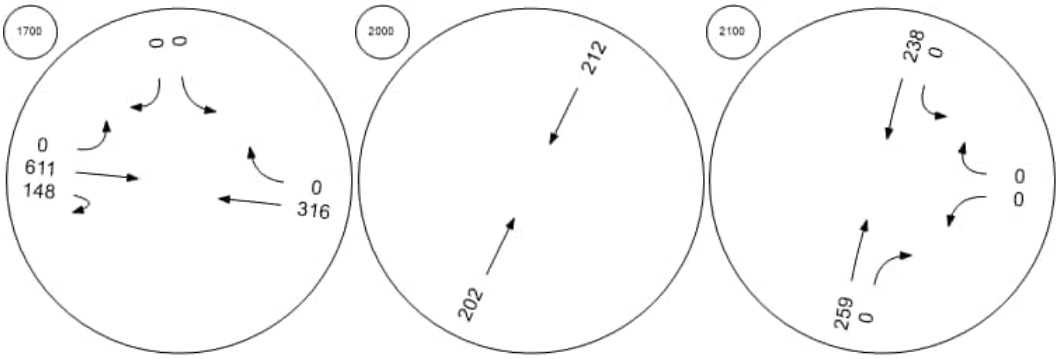


Traffic Volume - Base Volume

East-West Arterial at Agricola | East-West Arterial at Will T C | East-West Arterial at Will T C | East-West Arterial at Northwa



East-West Arterial at Lookout | Frank Sound Road at East-W | Frank Sound Road at East-W



Attachment D3

2036 Alternative VISTRO Reports

Intersection Level Of Service Report
Intersection 101: East-West Arterial Road at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	45.1
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes		

Intersection Setup

Name											East-West Arterial									
Approach	Northbound					Southbound					Eastbound					Westbound				
Lane Configuration																				
Turning Movement	Left	Left	Thr	Rig	Rig	Left	Left	Thr	Rig	Rig	Left	Thr	Thr	Rig	U-t	Left	Thr	Thr	Rig	U-t
Lane Width [ft]	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Speed [mph]	30.00					30.00					40.00					40.00				
Grade [%]	0.00					0.00					0.00					0.00				
Crosswalk	Yes					Yes					Yes					Yes				

Volumes

Name											East-West Arterial									
Base Volume Input [veh/h]	206	0	43	0	2	0	0	71	0	586	64	0	433	22	21	0	887	0	0	0
Base Volume Adjustment Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Heavy Vehicles Percentage [%]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Growth Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	206	0	43	0	2	0	0	71	0	586	64	0	433	22	21	0	887	0	0	0
Peak Hour Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Other Adjustment Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Total 15-Minute Volume [veh/h]	52	0	11	0	1	0	0	18	0	147	16	0	108	6	5	0	222	0	0	0
Total Analysis Volume [veh/h]	206	0	43	0	2	0	0	71	0	586	64	0	433	22	21	0	887	0	0	0
Pedestrian Volume [ped/h]	0					0					0					0				

Intersection Settings

Number of Conflicting Circulating Lanes	2					2					2					2				
Circulating Flow Rate [veh/h]	1494					478					45					700				
Exiting Flow Rate [veh/h]	93					107					1700					435				
Demand Flow Rate [veh/h]	206	0	43	0	2	0	0	71	0	586	64	0	433	22	21	0	887	0	0	0
Adjusted Demand Flow Rate [veh/h]	206	0	43	0	2	0	0	71	0	586	64	0	433	22	21	0	887	0	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1350.00	1420.00
B (coefficient)	0.00085	0.00085	0.00085	0.00092	0.00085
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	251	657	497	43	887
Capacity of Entry and Bypass Lanes [veh/h]	399	946	1367	1296	784
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	399	946	1367	1296	784
X, volume / capacity	0.63	0.69	0.36	0.03	1.13

Movement, Approach, & Intersection Results

Lane LOS	D	C	A	A	F
95th-Percentile Queue Length [veh]	4.16	5.87	1.69	0.10	25.84
95th-Percentile Queue Length [ft]	103.96	146.73	42.20	2.57	646.09
Approach Delay [s/veh]	26.30	15.45	5.72		96.26
Approach LOS	D	C	A		F
Intersection Delay [s/veh]	45.06				
Intersection LOS	E				

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	18.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.305

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	38	112	0	0	601	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	38	112	0	0	601	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	10	30	0	0	162	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	41	120	0	0	646	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop			Stop			Free			Free			
Flared Lane													
Storage Area [veh]	0			0			0			0			
Two-Stage Gap Acceptance				No									
Number of Storage Spaces in Median	0			0			0			0			

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.09	0.31	0.00	0.00	0.01	0.00	0.00	0.00	0.00	
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	13.29	18.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Movement LOS				B	C			A					
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.28	1.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	7.05	31.80	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
d_A, Approach Delay [s/veh]	0.00			16.91			0.00			0.00			
Approach LOS	A			C			A			A			
d_I, Intersection Delay [s/veh]	3.37												
Intersection LOS	C												

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.076

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	404	0	0	0	19	93	0	0	0	5	877	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	404	0	0	0	19	93	0	0	0	5	877	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	109	0	0	0	5	25	0	0	0	1	236	0
Total Analysis Volume [veh/h]	434	0	0	0	20	100	0	0	0	5	943	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	1.36	0.00	0.00	0.00	0.08	0.00	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	211.50	0.00	0.00	0.00	10000.	10000.	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	F				F	F				A	A	
95th-Percentile Queue Length [veh/ln]	21.73	0.00	0.00	0.00	17.56	17.56	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	543.18	0.00	0.00	0.00	439.06	439.06	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	211.50			10000.00			0.00			0.00		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	860.05											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 203: Shamrock Road atHirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	17.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.285

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	110	641	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	110	641	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	30	172	0	0	0
Total Analysis Volume [veh/h]	0	118	689	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.28	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	17.10	0.00	0.00	0.00	0.00
Movement LOS		C	A			
95th-Percentile Queue Length [veh/ln]	0.00	1.16	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	28.93	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	17.10		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	2.50					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	40.2
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.131

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd					
Base Volume Input [veh/h]	40	1	5	10	0	15	11	460	6	2	814	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	40	1	5	10	0	15	11	460	6	2	814	12
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	0	1	3	0	4	3	115	2	1	204	3
Total Analysis Volume [veh/h]	41	1	5	10	0	15	11	460	6	2	814	12
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.01	0.04	0.02	0.00	0.13	0.00	0.00	0.01	0.00	0.01	0.01
d_M, Delay for Movement [s/veh]	16.56	30.61	34.88	14.66	32.03	40.23	0.00	0.00	9.42	0.00	0.00	8.30
Movement LOS	C	D	D	B	D	E	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.53	0.53	0.53	0.51	0.51	0.51	0.02	0.02	0.02	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	13.31	13.31	13.31	12.68	12.68	12.68	0.55	0.55	0.55	0.83	0.83	0.83
d_A, Approach Delay [s/veh]	18.81			30.00			0.12			0.12		
Approach LOS	C			D			A			A		
d_I, Intersection Delay [s/veh]	1.30											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive

Control Type:	Roundabout	Delay (sec / veh):	86.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	1	7	1	436	12	27	0	474	1	2	799	828
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	7	1	436	12	27	0	474	1	2	799	828
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	2	0	109	3	7	0	119	0	1	200	207
Total Analysis Volume [veh/h]	1	7	1	436	12	27	0	474	1	2	799	828
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	1654			476			836			40		
Exiting Flow Rate [veh/h]	15			835			827			911		
Demand Flow Rate [veh/h]	1	7	1	436	12	27	0	474	1	2	799	828
Adjusted Demand Flow Rate [veh/h]	1	7	1	436	12	27	0	474	1	2	799	828

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	9	475	475	1629
Capacity of Entry and Bypass Lanes [veh/h]	256	850	589	1325
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	256	850	589	1325
X, volume / capacity	0.04	0.56	0.81	1.23

Movement, Approach, & Intersection Results

Lane LOS	B	B	D	F
95th-Percentile Queue Length [veh]	0.11	3.54	8.03	50.19
95th-Percentile Queue Length [ft]	2.73	88.50	200.74	1254.80
Approach Delay [s/veh]	14.79	12.28	30.88	123.97
Approach LOS	B	B	D	F
Intersection Delay [s/veh]	86.00			
Intersection LOS	F			

Intersection Level Of Service Report
Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	166.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.225

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	10	0	5	3	0	6	1	918	1	0	1359	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	5	3	0	6	1	918	1	0	1359	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	1	1	0	2	0	230	0	0	340	0
Total Analysis Volume [veh/h]	10	0	5	3	0	6	1	918	1	0	1359	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.18	0.01	0.00	0.22	0.00	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	40.70	110.64	149.07	42.37	120.99	166.41	0.00	0.00	12.04	0.00	0.00	9.79
Movement LOS	E	F	F	E	F	F	A	A	B	A	A	A
95th-Percentile Queue Length [veh/ln]	0.80	0.80	0.80	0.76	0.76	0.76	0.01	0.01	0.01	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	20.08	20.08	20.08	18.98	18.98	18.98	0.15	0.15	0.15	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	76.82			125.06			0.01			0.00		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	0.99											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	662.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.314

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	3	2	772	154	47	1357
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	2	772	154	47	1357
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	212	42	13	373
Total Analysis Volume [veh/h]	3	2	848	169	52	1491
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop		Free		Free	
Flared Lane	No					
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance	No					
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.31	0.01	0.39	0.00	0.01
d_M, Delay for Movement [s/veh]	121.64	662.47	0.00	18.39	0.00	0.00
Movement LOS	F	F	A	C	A	A
95th-Percentile Queue Length [veh/ln]	0.88	0.88	1.80	1.80	0.00	0.00
95th-Percentile Queue Length [ft/ln]	22.04	22.04	45.04	45.04	0.00	0.00
d_A, Approach Delay [s/veh]	337.97		3.06		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	1.87					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	1,876.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	4.641

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	21	161	63	722	1208	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	161	63	722	1208	76
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	41	16	186	311	20
Total Analysis Volume [veh/h]	22	166	65	744	1245	78
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop		Free		Free	
Flared Lane	No					
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance	No					
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	4.64	0.00	0.01	0.01	0.09
d_M, Delay for Movement [s/veh]	1784.34	1875.99	0.00	0.00	0.00	9.82
Movement LOS	F	F	A	A	A	A
95th-Percentile Queue Length [veh/ln]	21.74	21.74	0.00	0.00	0.31	0.31
95th-Percentile Queue Length [ft/ln]	543.46	543.46	0.00	0.00	7.80	7.80
d_A, Approach Delay [s/veh]	1865.26		0.00		0.58	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	151.48					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	44.9
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.376

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	4	1	0	3	0	53	65	572	0	0	661	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	1	0	3	0	53	65	572	0	0	661	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	1	0	13	16	143	0	0	165	2
Total Analysis Volume [veh/h]	4	1	0	3	0	53	65	572	0	0	661	6
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.01	0.00	0.38	0.00	0.01	0.00	0.00	0.01	0.01
d_M, Delay for Movement [s/veh]	12.89	27.82	30.46	26.59	41.08	44.94	0.00	0.00	8.84	0.00	0.00	8.79
Movement LOS	B	D	D	D	E	E	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.05	0.05	0.05	1.62	1.62	1.62	0.00	0.00	0.00	0.02	0.02	0.02
95th-Percentile Queue Length [ft/ln]	1.13	1.13	1.13	40.52	40.52	40.52	0.00	0.00	0.00	0.47	0.47	0.47
d_A, Approach Delay [s/veh]	15.87			43.95			0.00			0.08		
Approach LOS	C			E			A			A		
d_I, Intersection Delay [s/veh]	1.90											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 902: Bodden Town Road at Bodden Town Bypass

Control Type:	Two-way stop	Delay (sec / veh):	149.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.489

Intersection Setup

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	152	17	11	572	657	284
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	152	17	11	572	657	284
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	40	5	3	152	175	76
Total Analysis Volume [veh/h]	162	18	12	609	699	302
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.33	0.49	0.00	0.01	0.01	0.31
d_M, Delay for Movement [s/veh]	58.74	149.27	0.00	0.00	0.00	10.38
Movement LOS	F	F	A	A	A	B
95th-Percentile Queue Length [veh/ln]	6.07	6.07	0.00	0.00	1.34	1.34
95th-Percentile Queue Length [ft/ln]	151.66	151.66	0.00	0.00	33.40	33.40
d_A, Approach Delay [s/veh]	67.80		0.00		3.13	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	8.51					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Two-way stop	Delay (sec / veh):	41.1
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.131

Intersection Setup

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	0	14	1	650	825	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	14	1	650	825	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	4	0	179	227	0
Total Analysis Volume [veh/h]	0	15	1	714	907	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.13	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	17.98	41.15	0.00	0.00	0.00	9.02
Movement LOS	C	E	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.44	0.44	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	10.93	10.93	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	41.15		0.00		0.00	
Approach LOS	E		A		A	
d_I, Intersection Delay [s/veh]	0.38					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 1100: Frank Sound Road at Bodden Town Road

Control Type:	Two-way stop	Delay (sec / veh):	824.9
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.536

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	100	423	366	260	354	149
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	100	423	366	260	354	149
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	114	98	70	95	40
Total Analysis Volume [veh/h]	108	455	394	280	381	160
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.18	2.54	0.00	0.00	0.00	0.12
d_M, Delay for Movement [s/veh]	810.93	824.91	0.00	0.00	0.00	8.17
Movement LOS	F	F	A	A	A	A
95th-Percentile Queue Length [veh/ln]	48.81	48.81	0.00	0.00	0.42	0.42
95th-Percentile Queue Length [ft/ln]	1220.29	1220.29	0.00	0.00	10.55	10.55
d_A, Approach Delay [s/veh]	822.23		0.00		2.42	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	261.09					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Two-way stop	Delay (sec / veh):	20.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.506

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		High School Access	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		20.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd		High School Access	
Base Volume Input [veh/h]	227	93	95	80	52	265
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	227	93	95	80	52	265
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	57	23	24	20	13	66
Total Analysis Volume [veh/h]	227	93	95	80	52	265
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.06	0.06	0.51
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	8.07	17.42	19.99
Movement LOS	A	A	A	A	C	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.20	0.20	3.53	3.53
95th-Percentile Queue Length [ft/ln]	0.00	0.00	5.12	5.12	88.17	88.17
d_A, Approach Delay [s/veh]	0.00		3.69		19.57	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	8.44					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	10.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	96	34	39	65	9	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	96	34	39	65	9	3
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	10	11	18	3	1
Total Analysis Volume [veh/h]	108	38	44	73	10	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	7.49	0.00	0.00	8.78	10.24
Movement LOS	A	A	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.08	0.08	0.00	0.00	0.04	0.04
95th-Percentile Queue Length [ft/ln]	1.97	1.97	0.00	0.00	1.11	1.11
d_A, Approach Delay [s/veh]	1.95		0.00		9.12	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.46					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	9.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial		
Approach	Northbound			Southbound			Eastbound		
Lane Configuration									
Turning Movement	Left	Left	Thru	Thru	Right	Right	Left	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes		

Volumes

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial		
Base Volume Input [veh/h]	887	0	36	87	0	0	4	431	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	887	0	36	87	0	0	4	431	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	222	0	9	22	0	0	1	108	0
Total Analysis Volume [veh/h]	887	0	36	87	0	0	4	431	0
Pedestrian Volume [ped/h]	0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1		
Circulating Flow Rate [veh/h]	0			431			36		
Exiting Flow Rate [veh/h]	518			40			887		
Demand Flow Rate [veh/h]	887	0	36	87	0	0	4	431	0
Adjusted Demand Flow Rate [veh/h]	887	0	36	87	0	0	4	431	0

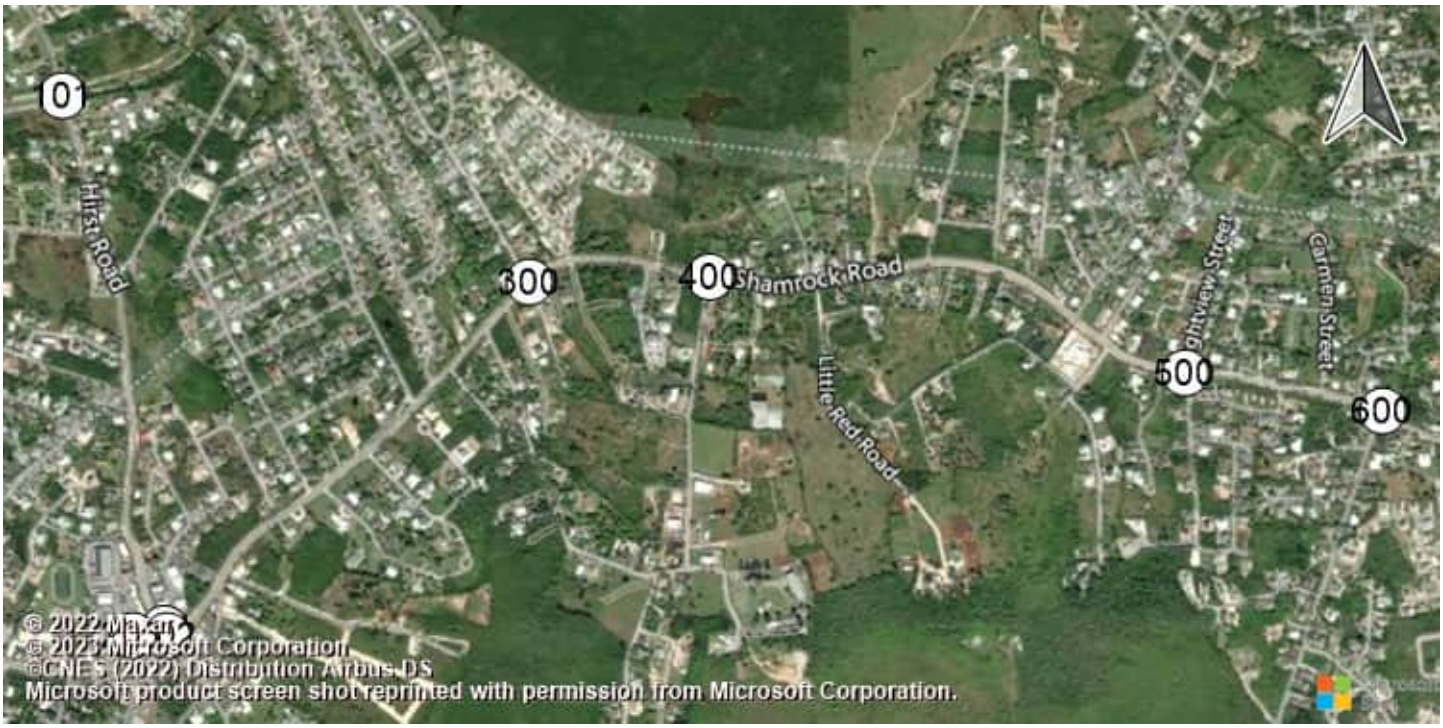
Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	923	87	435
Capacity of Entry and Bypass Lanes [veh/h]	1380	890	1331
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1380	890	1331
X, volume / capacity	0.67	0.10	0.33

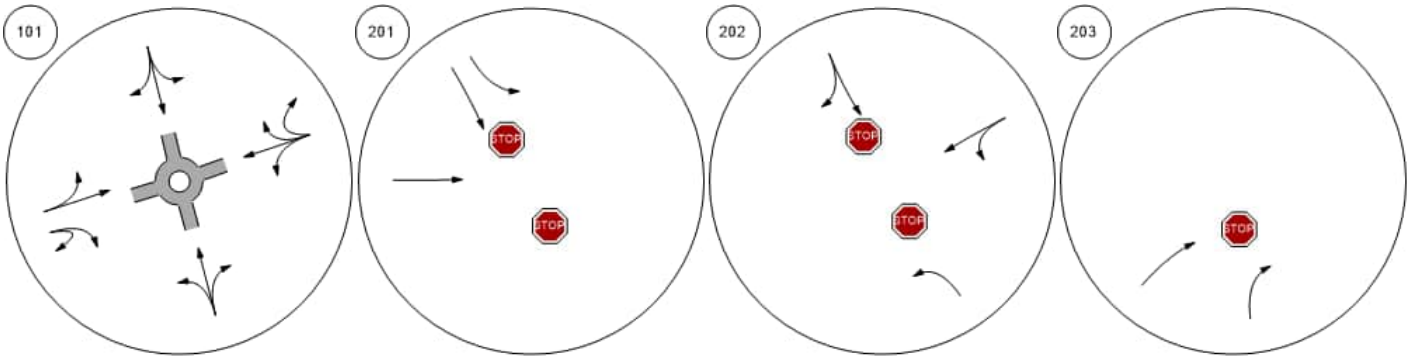
Movement, Approach, & Intersection Results

Lane LOS	B	A	A
95th-Percentile Queue Length [veh]	5.52	0.32	1.44
95th-Percentile Queue Length [ft]	138.12	8.11	35.98
Approach Delay [s/veh]	11.05	4.98	5.65
Approach LOS	B	A	A
Intersection Delay [s/veh]	9.06		
Intersection LOS	A		

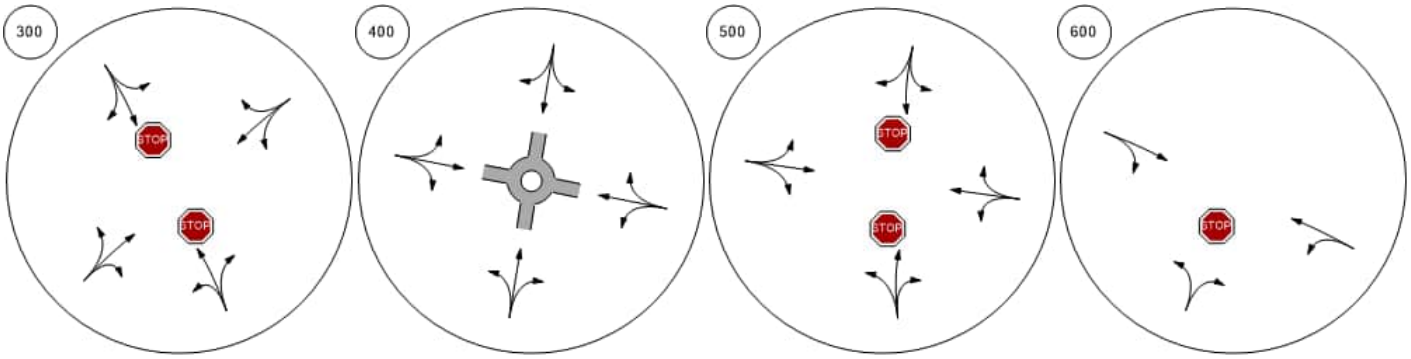
Lane Configuration and Traffic Control



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

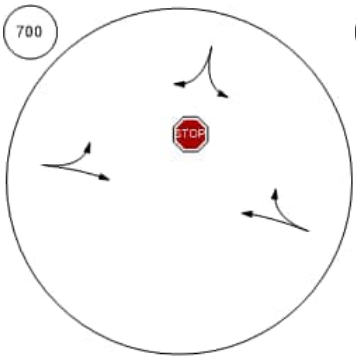


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

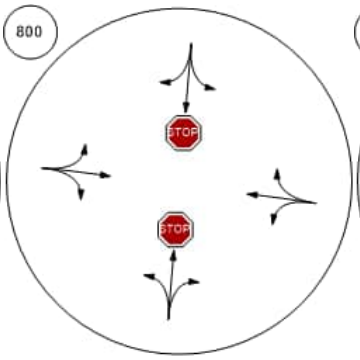


Lane Configuration and Traffic Control

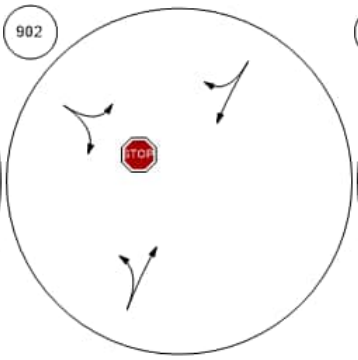
Shamrock Road at Northward



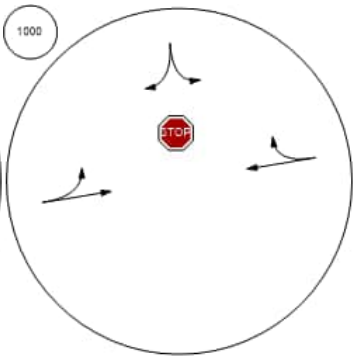
Shamrock Road at Condor R



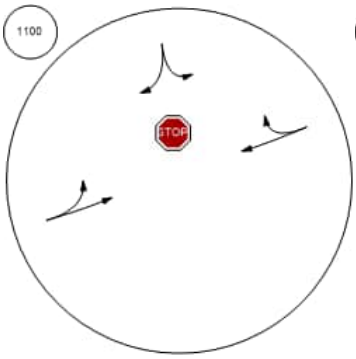
Bodden Town Road at Bodde



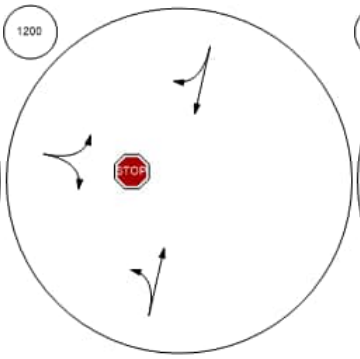
Bodden Town Road at Long



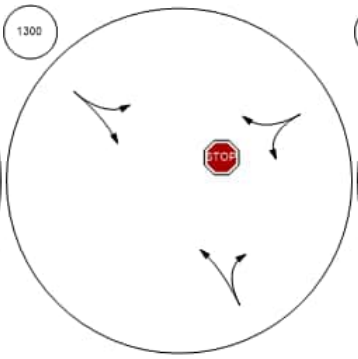
Frank Sound Road at Bodde



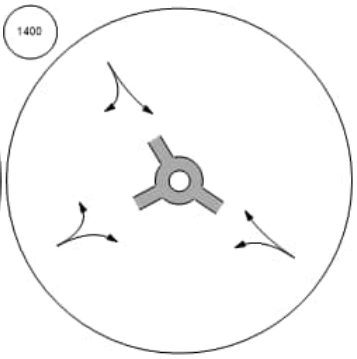
Frank Sound Road at Clifton



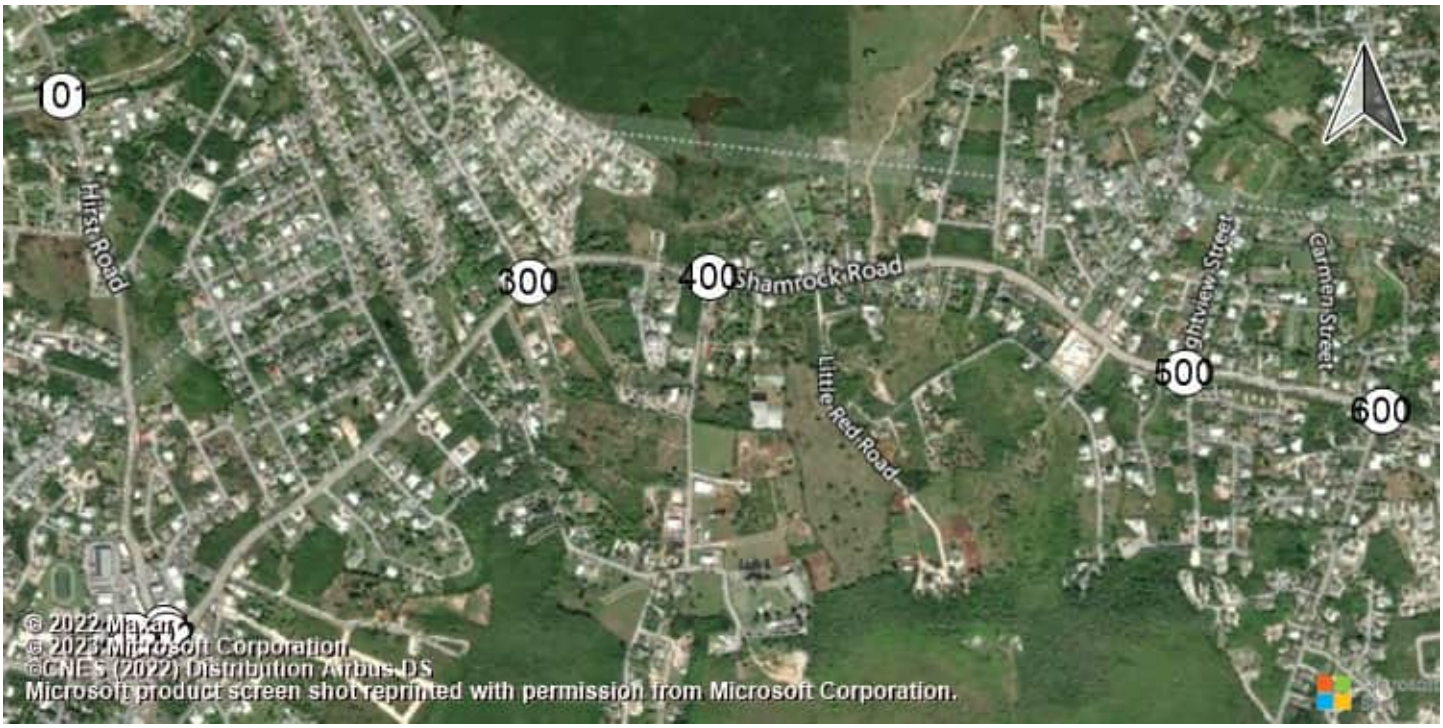
Frank Sound Road at North S



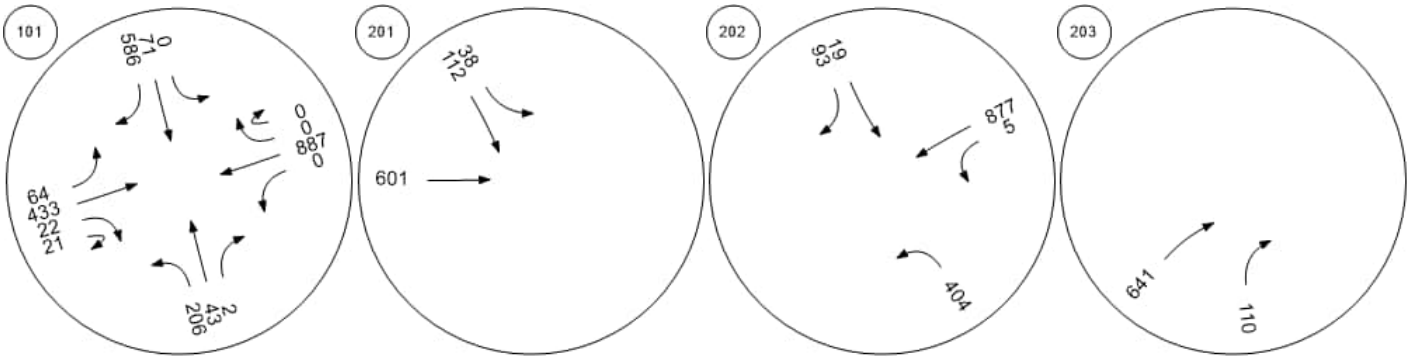
East-West Arterial at Agricola



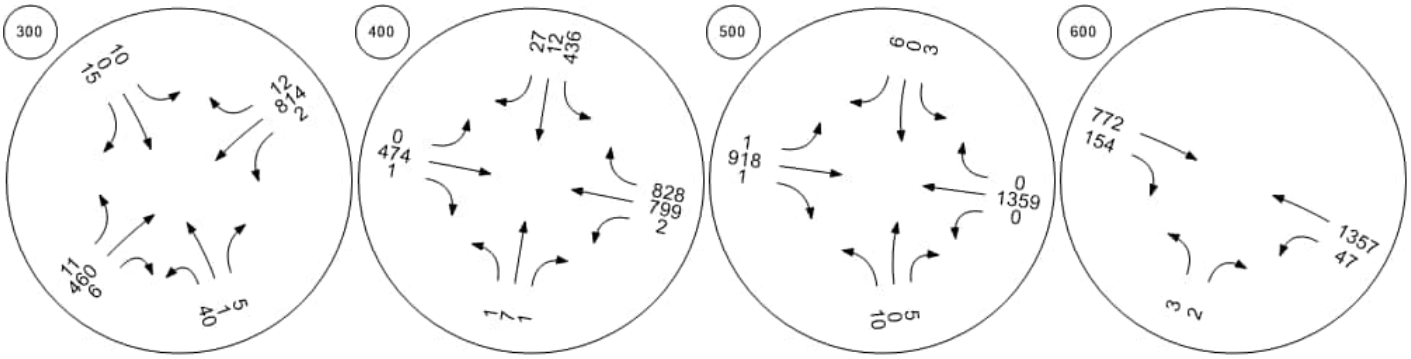
Traffic Volume - Base Volume



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

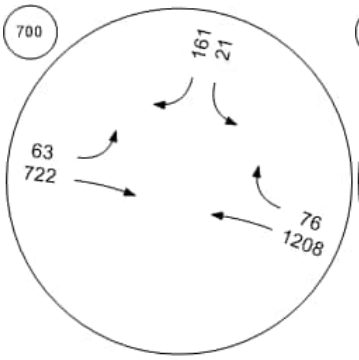


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

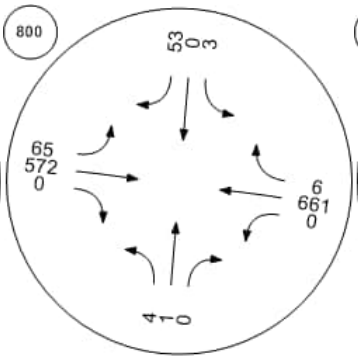


Traffic Volume - Base Volume

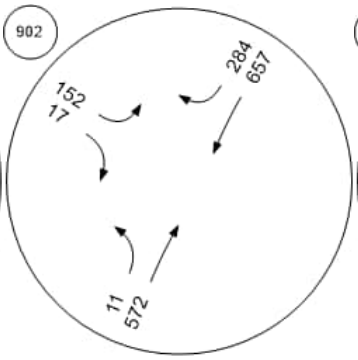
Shamrock Road at Northward



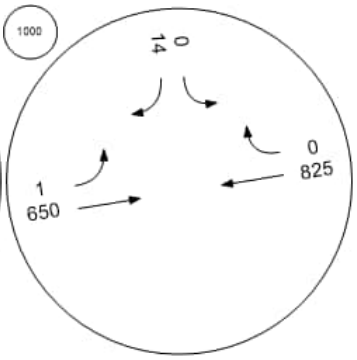
Shamrock Road at Condor R



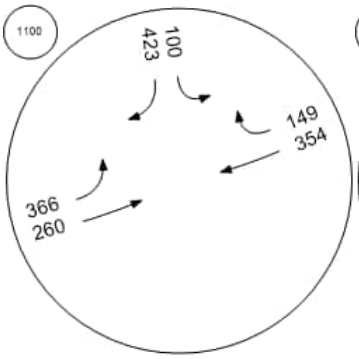
Bodden Town Road at Bodde



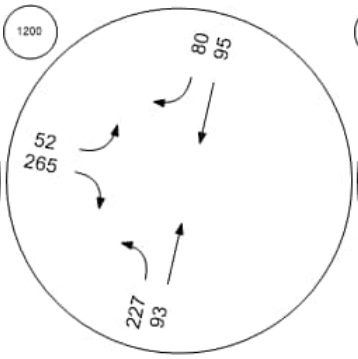
Bodden Town Road at Long



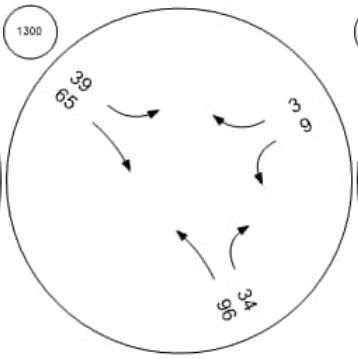
Frank Sound Road at Bodde



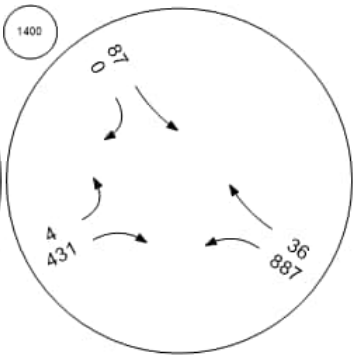
Frank Sound Road at Clifton



Frank Sound Road at North S



East-West Arterial at Agricola



Intersection Level Of Service Report
Intersection 101: East-West Arterial Road at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	15.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes		

Intersection Setup

Name											East-West Arterial									
Approach	Northbound					Southbound					Eastbound					Westbound				
Lane Configuration																				
Turning Movement	Left	Left	Thr	Rig	Rig	Left	Left	Thr	Rig	Rig	Left	Thr	Thr	Rig	U-t	Left	Thr	Thr	Rig	U-t
Lane Width [ft]	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Speed [mph]	30.00					30.00					40.00					40.00				
Grade [%]	0.00					0.00					0.00					0.00				
Crosswalk	Yes					Yes					Yes					Yes				

Volumes

Name											East-West Arterial									
Base Volume Input [veh/h]	139	0	134	0	0	18	0	71	0	154	401	0	689	540	4	20	198	0	8	0
Base Volume Adjustment Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Heavy Vehicles Percentage [%]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Growth Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	139	0	134	0	0	18	0	71	0	154	401	0	689	540	4	20	198	0	8	0
Peak Hour Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Other Adjustment Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Total 15-Minute Volume [veh/h]	35	0	34	0	0	5	0	18	0	39	100	0	172	135	1	5	50	0	2	0
Total Analysis Volume [veh/h]	139	0	134	0	0	18	0	71	0	154	401	0	689	540	4	20	198	0	8	0
Pedestrian Volume [ped/h]	0					0					0					0				

Intersection Settings

Number of Conflicting Circulating Lanes	2					2					2					2				
Circulating Flow Rate [veh/h]	364					1233					142					769				
Exiting Flow Rate [veh/h]	631					543					495					707				
Demand Flow Rate [veh/h]	139	0	134	0	0	18	0	71	0	154	401	0	689	540	4	20	198	0	8	0
Adjusted Demand Flow Rate [veh/h]	139	0	134	0	0	18	0	71	0	154	401	0	689	540	4	20	198	0	8	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1350.00	1420.00
B (coefficient)	0.00085	0.00085	0.00085	0.00092	0.00085
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	273	243	1090	544	226
Capacity of Entry and Bypass Lanes [veh/h]	1043	498	1259	1185	739
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1043	498	1259	1185	739
X, volume / capacity	0.26	0.49	0.87	0.46	0.31

Movement, Approach, & Intersection Results

Lane LOS	A	C	C	A	A
95th-Percentile Queue Length [veh]	1.05	2.64	12.26	2.47	1.30
95th-Percentile Queue Length [ft]	26.33	66.03	306.58	61.78	32.41
Approach Delay [s/veh]	5.99	16.37	17.32		8.54
Approach LOS	A	C	C		A
Intersection Delay [s/veh]	15.09				
Intersection LOS	C				

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	114.2
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.105

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	282	360	0	0	682	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	282	360	0	0	682	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	76	97	0	0	183	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	303	387	0	0	733	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop			Stop			Free			Free			
Flared Lane													
Storage Area [veh]	0			0			0			0			
Two-Stage Gap Acceptance				No									
Number of Storage Spaces in Median	0			0			0			0			

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.71	1.10	0.00	0.00	0.01	0.00	0.00	0.00	0.00	
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	32.08	114.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Movement LOS				D	F			A					
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	5.51	14.56	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	137.72	364.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
d_A, Approach Delay [s/veh]	0.00			78.12			0.00			0.00			
Approach LOS	A			F			A			A			
d_I, Intersection Delay [s/veh]	37.88												
Intersection LOS	F												

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	462.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.052

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	242	0	0	0	249	110	0	0	0	15	712	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	242	0	0	0	249	110	0	0	0	15	712	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	65	0	0	0	67	30	0	0	0	4	191	0
Total Analysis Volume [veh/h]	260	0	0	0	268	118	0	0	0	16	766	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.65	0.00	0.00	0.00	0.82	1.05	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	28.99	0.00	0.00	0.00	441.25	462.37	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	D				F	F				A	A	
95th-Percentile Queue Length [veh/ln]	4.41	0.00	0.00	0.00	27.66	27.66	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	110.21	0.00	0.00	0.00	691.51	691.51	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	28.99			447.70			0.00			0.00		
Approach LOS	D			F			A			A		
d_I, Intersection Delay [s/veh]	126.30											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 203: Shamrock Road atHirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	18.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.137

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	40	832	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	40	832	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	11	224	0	0	0
Total Analysis Volume [veh/h]	0	43	895	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.14	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	18.29	0.00	0.00	0.00	0.00
Movement LOS		C	A			
95th-Percentile Queue Length [veh/ln]	0.00	0.47	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	11.75	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	18.29		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.84					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	72.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.164

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd					
Base Volume Input [veh/h]	12	1	3	18	1	10	12	864	29	5	781	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	1	3	18	1	10	12	864	29	5	781	12
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	1	5	0	3	3	216	7	1	195	3
Total Analysis Volume [veh/h]	12	1	3	18	1	10	12	864	30	5	781	12
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.01	0.05	0.05	0.01	0.16	0.00	0.01	0.04	0.00	0.01	0.02
d_M, Delay for Movement [s/veh]	16.23	52.63	67.71	23.29	58.37	72.10	0.00	0.00	9.43	0.00	0.00	9.69
Movement LOS	C	F	F	C	F	F	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.30	0.30	0.30	0.83	0.83	0.83	0.11	0.11	0.11	0.05	0.05	0.05
95th-Percentile Queue Length [ft/ln]	7.60	7.60	7.60	20.68	20.68	20.68	2.77	2.77	2.77	1.17	1.17	1.17
d_A, Approach Delay [s/veh]	28.16			41.33			0.31			0.15		
Approach LOS	D			E			A			A		
d_I, Intersection Delay [s/veh]	1.17											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive

Control Type:	Roundabout	Delay (sec / veh):	54.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	2	0	0	703	6	0	3	875	7	9	796	231
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	0	0	703	6	0	3	875	7	9	796	231
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	176	2	0	1	219	2	2	199	58
Total Analysis Volume [veh/h]	2	0	0	703	6	0	3	875	7	10	796	231
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	1027			882			231			13		
Exiting Flow Rate [veh/h]	23			234			798			1578		
Demand Flow Rate [veh/h]	2	0	0	703	6	0	3	875	7	9	796	231
Adjusted Demand Flow Rate [veh/h]	2	0	0	703	6	0	3	875	7	10	796	231

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	2	709	885	1037
Capacity of Entry and Bypass Lanes [veh/h]	485	562	1091	1362
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	485	562	1091	1362
X, volume / capacity	0.00	1.26	0.81	0.76

Movement, Approach, & Intersection Results

Lane LOS	A	F	C	B
95th-Percentile Queue Length [veh]	0.01	27.97	9.45	8.00
95th-Percentile Queue Length [ft]	0.31	699.29	236.28	200.02
Approach Delay [s/veh]	7.49	155.21	19.77	14.31
Approach LOS	A	F	C	B
Intersection Delay [s/veh]	54.08			
Intersection LOS	F			

Intersection Level Of Service Report
Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	232.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.060

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	3	0	0	0	0	1	10	1424	20	53	913	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	0	0	0	0	1	10	1424	20	53	913	28
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	0	0	0	3	356	5	13	228	7
Total Analysis Volume [veh/h]	3	0	0	0	0	1	10	1424	20	53	913	28
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.06	0.00	0.01	0.03	0.00	0.01	0.06
d_M, Delay for Movement [s/veh]	16.26	161.63	216.89	39.71	179.74	232.47	0.00	0.00	10.13	0.00	0.00	12.97
Movement LOS	C	F	F	E	F	F	A	A	B	A	A	B
95th-Percentile Queue Length [veh/ln]	0.03	0.03	0.03	0.17	0.17	0.17	0.09	0.09	0.09	0.19	0.19	0.19
95th-Percentile Queue Length [ft/ln]	0.70	0.70	0.70	4.36	4.36	4.36	2.14	2.14	2.14	4.63	4.63	4.63
d_A, Approach Delay [s/veh]	16.26			232.47			0.14			0.37		
Approach LOS	C			F			A			A		
d_I, Intersection Delay [s/veh]	0.35											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	196.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.408

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	20	9	1421	4	23	974
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	9	1421	4	23	974
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	2	390	1	6	268
Total Analysis Volume [veh/h]	22	10	1562	4	25	1070
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.41	0.02	0.01	0.00	0.01
d_M, Delay for Movement [s/veh]	63.04	196.49	0.00	10.62	0.00	0.00
Movement LOS	F	F	A	B	A	A
95th-Percentile Queue Length [veh/ln]	1.96	1.96	0.02	0.02	0.00	0.00
95th-Percentile Queue Length [ft/ln]	49.07	49.07	0.47	0.47	0.00	0.00
d_A, Approach Delay [s/veh]	104.74		0.03		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	1.26					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	1,204.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.850

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	50	74	170	1171	961	60
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	50	74	170	1171	961	60
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	19	44	302	248	15
Total Analysis Volume [veh/h]	52	76	175	1207	991	62
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop		Free		Free	
Flared Lane	No					
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance	No					
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.26	2.85	0.00	0.01	0.01	0.12
d_M, Delay for Movement [s/veh]	1087.06	1204.10	0.00	0.00	0.00	13.18
Movement LOS	F	F	A	A	A	B
95th-Percentile Queue Length [veh/ln]	14.23	14.23	0.00	0.00	0.42	0.42
95th-Percentile Queue Length [ft/ln]	355.69	355.69	0.00	0.00	10.48	10.48
d_A, Approach Delay [s/veh]	1156.55		0.00		0.78	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	58.08					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	19.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.190

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	1	0	0	57	0	0	89	948	2	0	667	14
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	0	57	0	0	89	948	2	0	667	14
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	14	0	0	22	237	1	0	167	4
Total Analysis Volume [veh/h]	1	0	0	57	0	0	89	948	2	0	667	14
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.19	0.00	0.00	0.00	0.01	0.00	0.00	0.01	0.02
d_M, Delay for Movement [s/veh]	12.80	47.34	69.23	19.75	47.52	57.63	0.00	0.00	8.87	0.00	0.00	10.42
Movement LOS	B	E	F	C	E	F	A	A	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	0.69	0.69	0.69	0.01	0.01	0.01	0.06	0.06	0.06
95th-Percentile Queue Length [ft/ln]	0.16	0.16	0.16	17.16	17.16	17.16	0.16	0.16	0.16	1.58	1.58	1.58
d_A, Approach Delay [s/veh]	12.80			19.75			0.02			0.21		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	0.73											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 902: Bodden Town Road at Bodden Town Bypass

Control Type:	Two-way stop	Delay (sec / veh):	876.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.920

Intersection Setup

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	23	28	27	963	610	266
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	23	28	27	963	610	266
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	7	7	256	162	71
Total Analysis Volume [veh/h]	24	30	29	1024	649	283
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop		Free		Free	
Flared Lane	No					
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance	No					
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	1.92	0.00	0.01	0.01	0.42
d_M, Delay for Movement [s/veh]	658.31	876.00	0.00	0.00	0.00	14.27
Movement LOS	F	F	A	A	A	B
95th-Percentile Queue Length [veh/ln]	6.50	6.50	0.00	0.00	2.11	2.11
95th-Percentile Queue Length [ft/ln]	162.48	162.48	0.00	0.00	52.71	52.71
d_A, Approach Delay [s/veh]	779.25		0.00		4.33	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	22.62					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Two-way stop	Delay (sec / veh):	56.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.157

Intersection Setup

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	0	12	24	871	802	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	12	24	871	802	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	7	239	220	0
Total Analysis Volume [veh/h]	0	13	26	957	881	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.16	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	24.60	56.58	0.00	0.00	0.00	10.07
Movement LOS	C	F	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.53	0.53	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	13.21	13.21	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	56.58		0.00		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	0.39					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1100: Frank Sound Road at Bodden Town Road

Control Type:	Two-way stop	Delay (sec / veh):	901.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.642

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	110	398	451	346	367	120
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	110	398	451	346	367	120
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	107	121	93	99	32
Total Analysis Volume [veh/h]	118	428	485	372	395	129
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop		Free		Free	
Flared Lane	No					
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance	No					
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.24	2.64	0.00	0.00	0.00	0.11
d_M, Delay for Movement [s/veh]	886.36	901.31	0.00	0.00	0.00	8.37
Movement LOS	F	F	A	A	A	A
95th-Percentile Queue Length [veh/ln]	48.75	48.75	0.00	0.00	0.36	0.36
95th-Percentile Queue Length [ft/ln]	1218.77	1218.77	0.00	0.00	9.03	9.03
d_A, Approach Delay [s/veh]	898.08		0.00		2.06	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	255.02					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Two-way stop	Delay (sec / veh):	29.6
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.560

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		High School Access	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		20.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd		High School Access	
Base Volume Input [veh/h]	227	196	90	109	103	230
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	227	196	90	109	103	230
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	57	49	23	27	26	58
Total Analysis Volume [veh/h]	227	196	90	109	103	230
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.10	0.14	0.56
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	8.47	25.71	29.58
Movement LOS	A	A	A	A	D	D
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.31	0.31	5.38	5.38
95th-Percentile Queue Length [ft/ln]	0.00	0.00	7.86	7.86	134.48	134.48
d_A, Approach Delay [s/veh]	0.00		4.64		28.38	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	10.86					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	12.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.047

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	164	44	52	122	28	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	164	44	52	122	28	23
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	12	15	34	8	6
Total Analysis Volume [veh/h]	184	49	58	137	31	26
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.00	0.00	0.04	0.05
d_M, Delay for Movement [s/veh]	0.00	7.68	0.00	0.00	9.54	12.02
Movement LOS	A	A	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.11	0.11	0.00	0.00	0.27	0.27
95th-Percentile Queue Length [ft/ln]	2.74	2.74	0.00	0.00	6.71	6.71
d_A, Approach Delay [s/veh]	1.62		0.00		10.67	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.03					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1400:East West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	7.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial		
Approach	Northbound			Southbound			Eastbound		
Lane Configuration									
Turning Movement	Left	Left	Thru	Thru	Right	Right	Left	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes		

Volumes

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial		
Base Volume Input [veh/h]	218	0	65	68	0	8	0	708	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	218	0	65	68	0	8	0	708	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	55	0	16	17	0	2	0	177	0
Total Analysis Volume [veh/h]	218	0	65	68	0	8	0	708	0
Pedestrian Volume [ped/h]	0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1		
Circulating Flow Rate [veh/h]	8			708			65		
Exiting Flow Rate [veh/h]	776			65			226		
Demand Flow Rate [veh/h]	218	0	65	68	0	8	0	708	0
Adjusted Demand Flow Rate [veh/h]	218	0	65	68	0	8	0	708	0

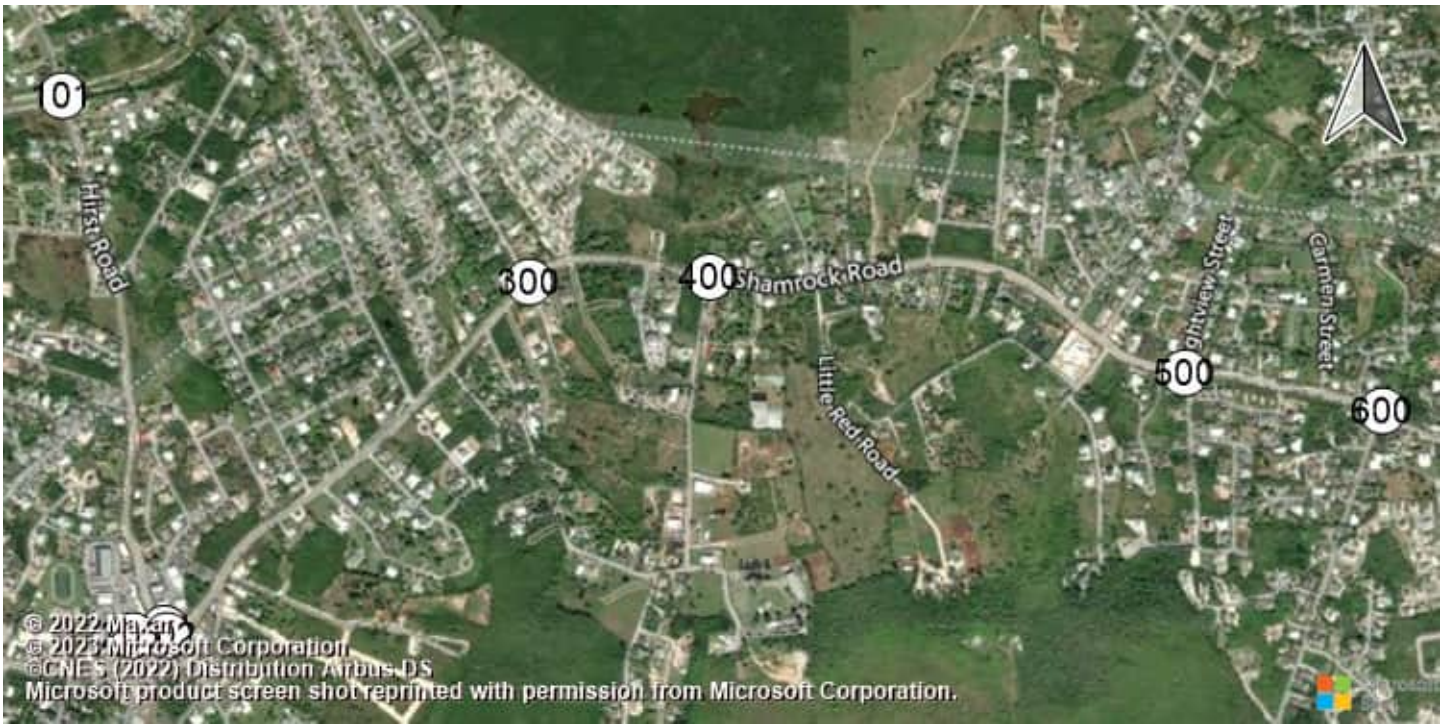
Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	283	76	708
Capacity of Entry and Bypass Lanes [veh/h]	1369	671	1292
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1369	671	1292
X, volume / capacity	0.21	0.11	0.55

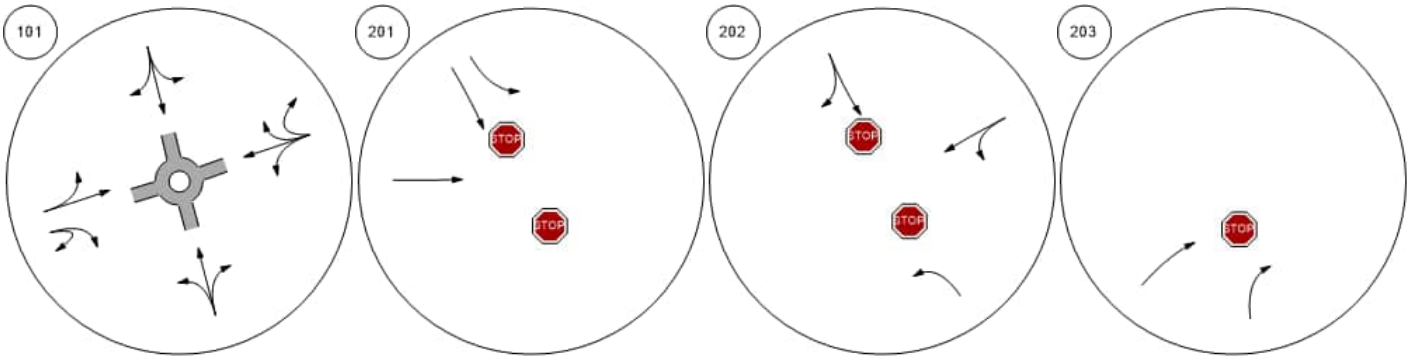
Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	0.78	0.38	3.47
95th-Percentile Queue Length [ft]	19.44	9.54	86.87
Approach Delay [s/veh]	4.35	6.62	8.86
Approach LOS	A	A	A
Intersection Delay [s/veh]	7.50		
Intersection LOS	A		

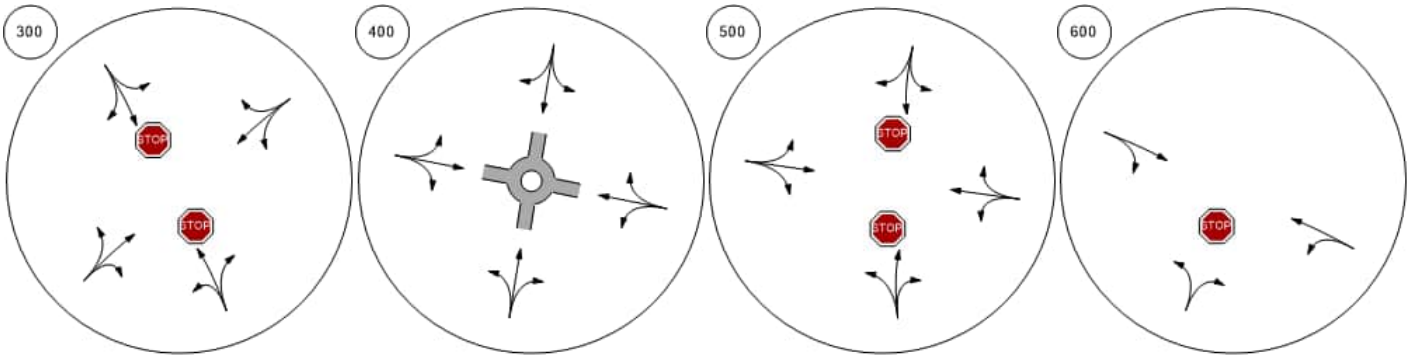
Lane Configuration and Traffic Control



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

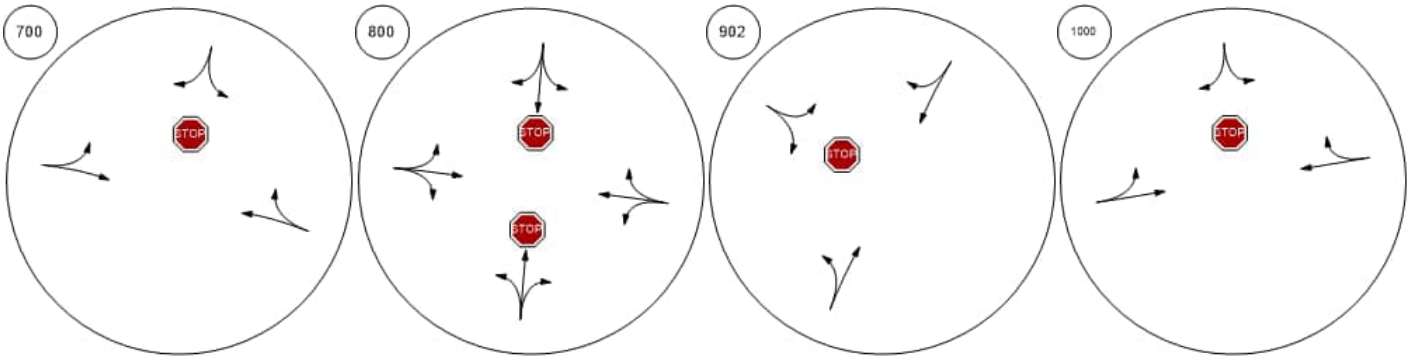


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

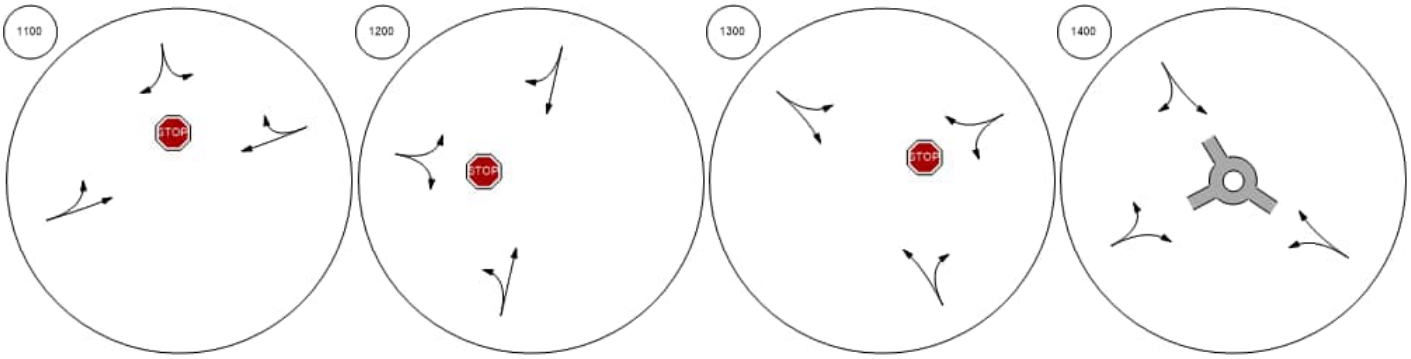


Lane Configuration and Traffic Control

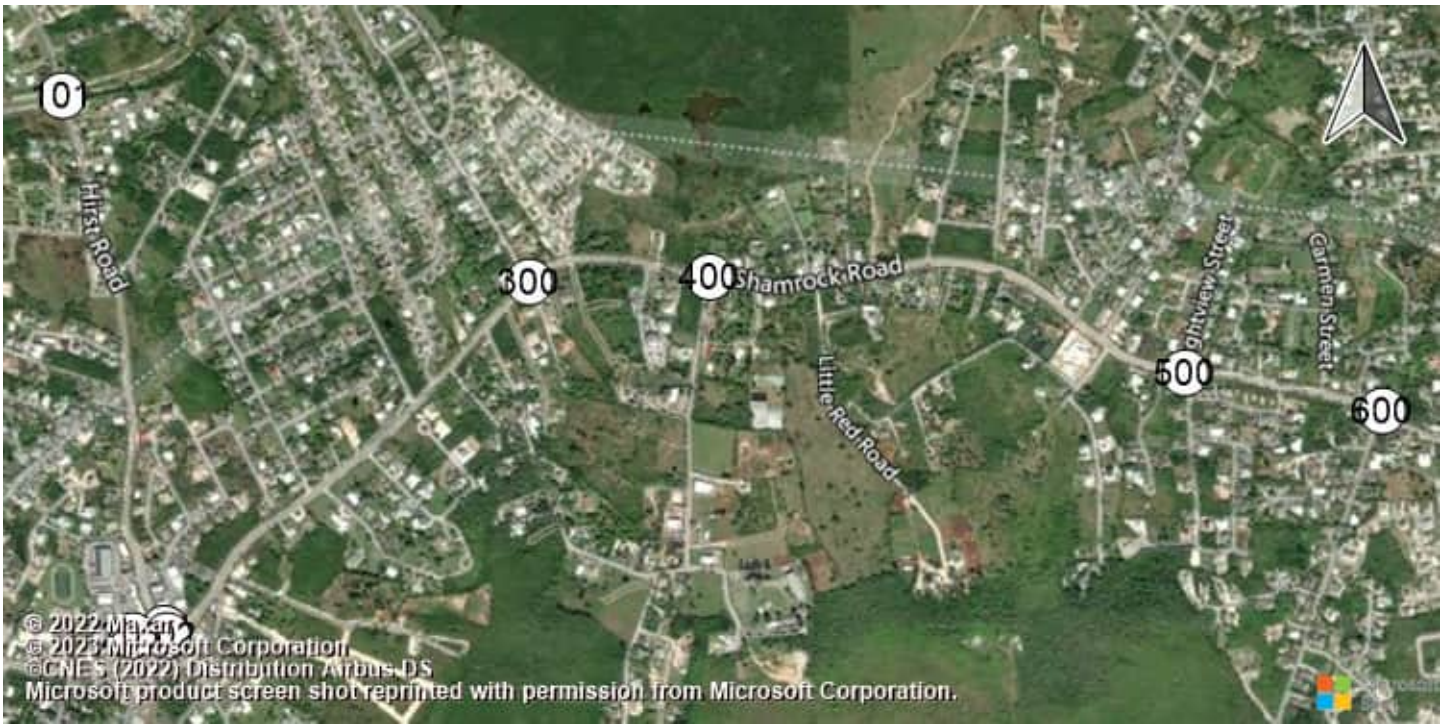
Shamrock Road at Northward | Shamrock Road at Condor R | Bodden Town Road at Bodde | Bodden Town Road at Long



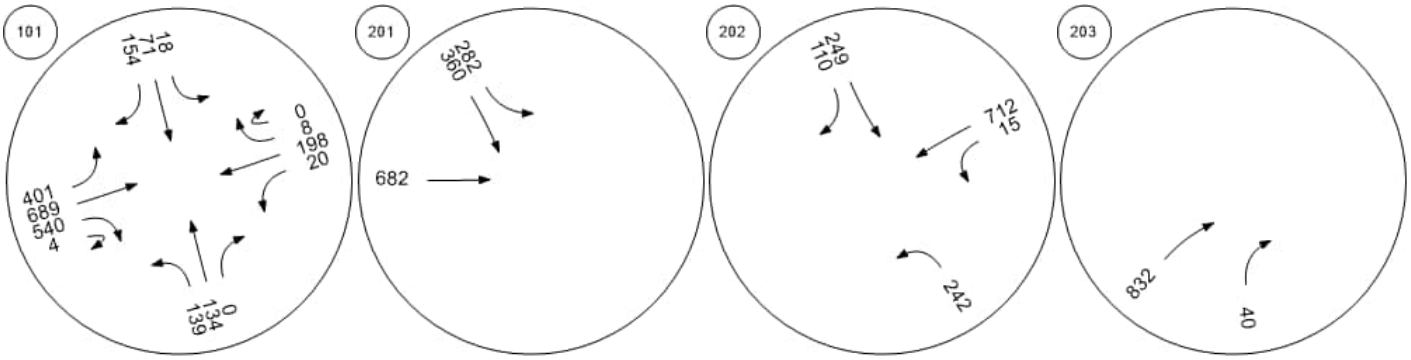
Frank Sound Road at Bodde | Frank Sound Road at Clifton | Frank Sound Road at North S



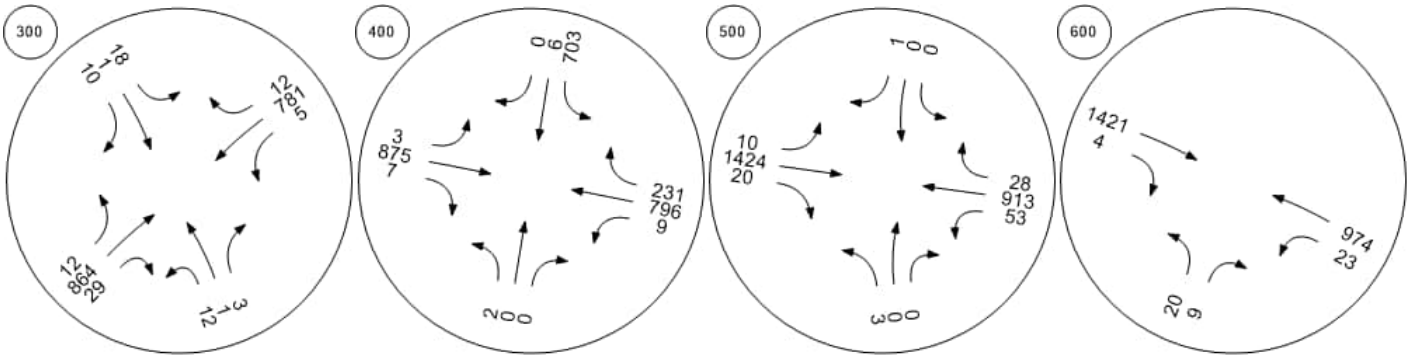
Traffic Volume - Base Volume



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

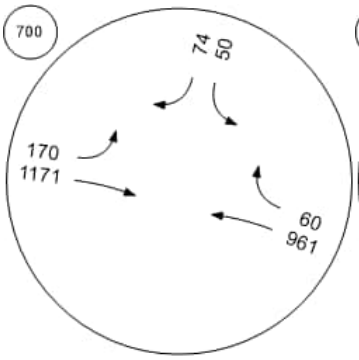


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

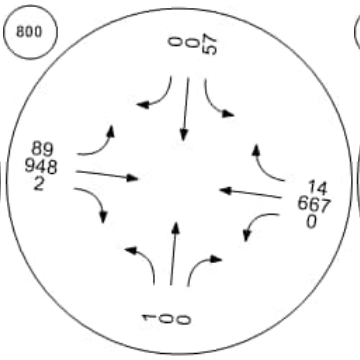


Traffic Volume - Base Volume

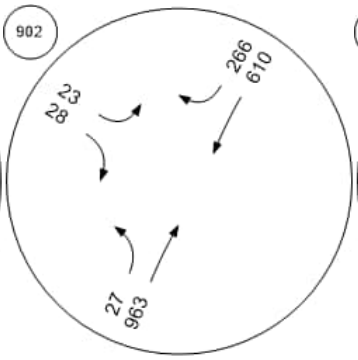
Shamrock Road at Northward



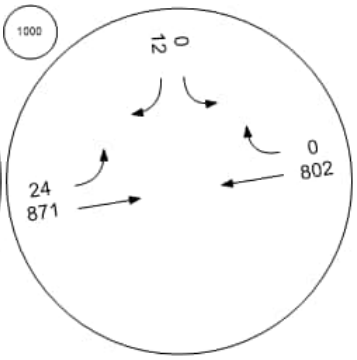
Shamrock Road at Condor R



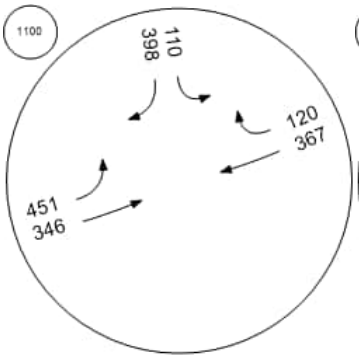
Bodden Town Road at Bodde



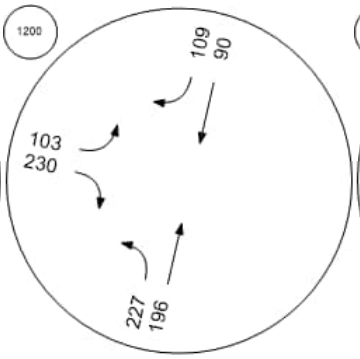
Bodden Town Road at Long



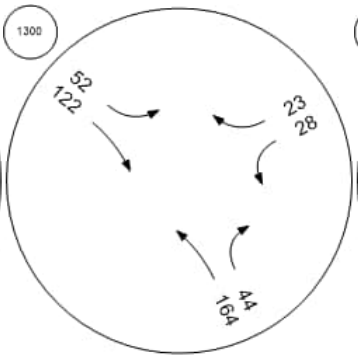
Frank Sound Road at Bodde

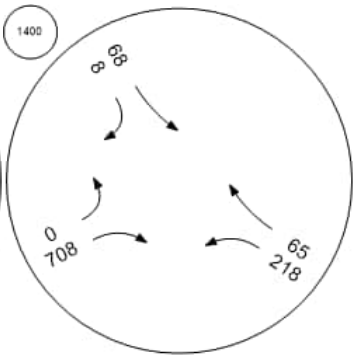


Frank Sound Road at Clifton



Frank Sound Road at North S





Intersection Level Of Service Report
Intersection 101: East-West Arterial Road at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	19.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes		

Intersection Setup

Name									East-West Arterial				East-West Arterial				
Approach	Northbound				Southbound				Eastbound				Westbound				
Lane Configuration																	
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	U-tu	Left	Thr	Thr	Rig	U-t
Lane Width [ft]	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.	12.	12.	12.	12.
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100	100	100	100	100
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Speed [mph]	30.00				30.00				40.00				50.00				
Grade [%]	0.00				0.00				0.00				0.00				
Crosswalk	Yes				Yes				Yes				Yes				

Volumes

Name									East-West Arterial				East-West Arterial				
Base Volume Input [veh/h]	17	0	38	27	17	64	0	531	63	650	7	20	16	130	0	4	0
Base Volume Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	0	38	27	17	64	0	531	63	650	7	20	16	130	0	4	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Other Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Total 15-Minute Volume [veh/h]	4	0	10	7	4	16	0	133	16	163	2	5	4	327	0	1	0
Total Analysis Volume [veh/h]	17	0	38	27	17	64	0	531	63	650	7	20	16	130	0	4	0
Pedestrian Volume [ped/h]	0				0				0				0				

Intersection Settings

Number of Conflicting Circulating Lanes	2				2				2				2				
Circulating Flow Rate [veh/h]	1863				704				69				622				
Exiting Flow Rate [veh/h]	87				105				1876				694				
Demand Flow Rate [veh/h]	17	0	38	27	17	64	0	531	63	650	7	20	16	130	0	4	0
Adjusted Demand Flow Rate [veh/h]	17	0	38	27	17	64	0	531	63	650	7	20	16	130	0	4	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1350.00	1420.00	1350.00
B (coefficient)	0.00085	0.00085	0.00085	0.00092	0.00085	0.00092
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	82	612	393	348	704	625
Capacity of Entry and Bypass Lanes [veh/h]	292	781	1340	1267	837	762
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	292	781	1340	1267	837	762
X, volume / capacity	0.28	0.78	0.29	0.27	0.84	0.82

Movement, Approach, & Intersection Results

Lane LOS	C	C	A	A	D	D
95th-Percentile Queue Length [veh]	1.13	7.92	1.23	1.12	9.93	8.95
95th-Percentile Queue Length [ft]	28.15	197.93	30.74	28.10	248.36	223.77
Approach Delay [s/veh]	18.52	23.10	5.27		26.56	
Approach LOS	C	C	A		D	
Intersection Delay [s/veh]	19.85					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	14.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.250

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	20	115	0	0	436	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	20	115	0	0	436	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	5	31	0	0	117	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	22	124	0	0	469	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance		No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.04	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	11.25	14.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS				B	B			A				
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.11	0.98	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	2.86	24.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			14.16			0.00			0.00		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	3.36											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	249.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.178

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	315	0	0	0	19	96	0	0	0	7	640	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	315	0	0	0	19	96	0	0	0	7	640	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	85	0	0	0	5	26	0	0	0	2	172	0
Total Analysis Volume [veh/h]	339	0	0	0	20	103	0	0	0	8	688	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.76	0.00	0.00	0.00	0.05	1.18	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	34.13	0.00	0.00	0.00	217.77	249.14	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	D				F	F				A	A	
95th-Percentile Queue Length [veh/ln]	6.38	0.00	0.00	0.00	8.39	8.39	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	159.48	0.00	0.00	0.00	209.82	209.82	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	34.13			244.04			0.00			0.00		
Approach LOS	D			F			A			A		
d_I, Intersection Delay [s/veh]	35.91											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 203: Shamrock Road atHirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	12.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.039

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	19	487	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	19	487	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	5	131	0	0	0
Total Analysis Volume [veh/h]	0	20	524	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	12.24	0.00	0.00	0.00	0.00
Movement LOS		B	A			
95th-Percentile Queue Length [veh/ln]	0.00	0.12	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	3.01	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.24		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.45					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	23.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.100

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	40	1	5	0	0	21	7	328	6	2	585	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	40	1	5	0	0	21	7	328	6	2	585	0
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	0	1	0	0	5	2	82	2	1	146	0
Total Analysis Volume [veh/h]	41	1	5	0	0	22	7	328	6	2	585	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.00	0.02	0.00	0.00	0.10	0.00	0.00	0.01	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	12.92	19.44	20.41	11.84	20.28	23.12	0.00	0.00	8.63	0.00	0.00	7.91
Movement LOS	B	C	C	B	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.34	0.34	0.34	0.33	0.33	0.33	0.02	0.02	0.02	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	8.61	8.61	8.61	8.20	8.20	8.20	0.45	0.45	0.45	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.86			23.12			0.15			0.00		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	1.22											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive

Control Type:	Roundabout	Delay (sec / veh):	9.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	1	7	1	40	12	37	2	330	2	3	548	304
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	7	1	40	12	37	2	330	2	3	548	304
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	2	0	10	3	9	1	83	1	1	137	76
Total Analysis Volume [veh/h]	1	7	1	40	12	37	2	330	2	3	548	304
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1			
Circulating Flow Rate [veh/h]	889			333			312			51			
Exiting Flow Rate [veh/h]	17			313			586			371			
Demand Flow Rate [veh/h]	1	7	1	40	12	37	2	330	2	3	548	304	
Adjusted Demand Flow Rate [veh/h]	1	7	1	40	12	37	2	330	2	3	548	304	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	9	89	334	855
Capacity of Entry and Bypass Lanes [veh/h]	558	983	1004	1311
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	558	983	1004	1311
X, volume / capacity	0.02	0.09	0.33	0.65

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	B
95th-Percentile Queue Length [veh]	0.05	0.30	1.47	5.17
95th-Percentile Queue Length [ft]	1.23	7.45	36.75	129.18
Approach Delay [s/veh]	6.65	4.48	7.03	11.01
Approach LOS	A	A	A	B
Intersection Delay [s/veh]	9.50			
Intersection LOS	A			

Intersection Level Of Service Report

Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	24.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.031

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	11	0	5	3	0	6	1	368	1	0	707	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	0	5	3	0	6	1	368	1	0	707	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	1	1	0	2	0	92	0	0	177	0
Total Analysis Volume [veh/h]	11	0	5	3	0	6	1	368	1	0	707	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.03	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	13.81	21.95	23.91	10.81	21.87	24.34	0.00	0.00	9.00	0.00	0.00	8.00
Movement LOS	B	C	C	B	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.16	0.16	0.16	0.11	0.11	0.11	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.97	3.97	3.97	2.77	2.77	2.77	0.08	0.08	0.08	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	16.97			19.83			0.02			0.00		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	0.42											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	43.2
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.148

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	8	15	185	191	47	699
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	15	185	191	47	699
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	4	51	52	13	192
Total Analysis Volume [veh/h]	9	16	203	210	52	768
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.15	0.00	0.26	0.00	0.01
d_M, Delay for Movement [s/veh]	19.19	43.19	0.00	10.92	0.00	0.00
Movement LOS	C	E	A	B	A	A
95th-Percentile Queue Length [veh/ln]	0.59	0.59	1.02	1.02	0.00	0.00
95th-Percentile Queue Length [ft/ln]	14.84	14.84	25.57	25.57	0.00	0.00
d_A, Approach Delay [s/veh]	34.55		5.55		0.00	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	2.51					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	18.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.030

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	13	8	9	200	703	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	8	9	200	703	22
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	2	2	52	181	6
Total Analysis Volume [veh/h]	13	8	9	206	725	23
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.03	0.00	0.00	0.01	0.02
d_M, Delay for Movement [s/veh]	9.68	18.65	0.00	0.00	0.00	7.68
Movement LOS	A	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.14	0.14	0.00	0.00	0.05	0.05
95th-Percentile Queue Length [ft/ln]	3.53	3.53	0.00	0.00	1.28	1.28
d_A, Approach Delay [s/veh]	13.10		0.00		0.24	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.46					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	16.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.405

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	4	0	0	1	0	210	69	139	0	0	262	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	0	0	1	0	210	69	139	0	0	262	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	0	0	53	17	35	0	0	66	2
Total Analysis Volume [veh/h]	4	0	0	1	0	210	69	139	0	0	262	6
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.41	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.63	12.46	11.92	13.77	16.77	16.60	0.00	0.00	7.74	0.00	0.00	7.63
Movement LOS	A	B	B	B	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	1.95	1.95	1.95	0.00	0.00	0.00	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.39	0.39	0.39	48.82	48.82	48.82	0.00	0.00	0.00	0.33	0.33	0.33
d_A, Approach Delay [s/veh]	9.63			16.59			0.00			0.17		
Approach LOS	A			C			A			A		
d_I, Intersection Delay [s/veh]	5.19											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 902: Bodden Town Road at Bodden Town Bypass

Control Type:	Two-way stop	Delay (sec / veh):	15.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.055

Intersection Setup

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	47	19	12	133	192	157
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	47	19	12	133	192	157
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	5	3	35	51	42
Total Analysis Volume [veh/h]	50	20	13	141	204	167
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.06	0.00	0.00	0.00	0.12
d_M, Delay for Movement [s/veh]	9.68	15.65	0.00	0.00	0.00	7.83
Movement LOS	A	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.37	0.37	0.00	0.00	0.39	0.39
95th-Percentile Queue Length [ft/ln]	9.27	9.27	0.00	0.00	9.82	9.82
d_A, Approach Delay [s/veh]	11.39		0.00		3.52	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	3.54					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Two-way stop	Delay (sec / veh):	11.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	0	2	0	111	304	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2	0	111	304	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	0	30	84	0
Total Analysis Volume [veh/h]	0	2	0	122	334	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.87	11.38	0.00	0.00	0.00	7.44
Movement LOS	A	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.27	0.27	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.38		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.05					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1100: Frank Sound Road at Bodden Town Road

Control Type:	Two-way stop	Delay (sec / veh):	22.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.185

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	311	51	40	62	247	206
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	311	51	40	62	247	206
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	84	14	11	17	66	55
Total Analysis Volume [veh/h]	334	55	43	67	266	222
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.34	0.18	0.00	0.00	0.00	0.14
d_M, Delay for Movement [s/veh]	14.01	22.42	0.00	0.00	0.00	7.72
Movement LOS	B	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	3.12	3.12	0.00	0.00	0.50	0.50
95th-Percentile Queue Length [ft/ln]	78.10	78.10	0.00	0.00	12.52	12.52
d_A, Approach Delay [s/veh]	15.20		0.00		3.51	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	7.72					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Roundabout	Delay (sec / veh):	7.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter HS Entrance	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		20.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter HS Entrance	
Base Volume Input [veh/h]	136	224	418	182	225	97
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	136	224	418	182	225	97
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	56	105	46	56	24
Total Analysis Volume [veh/h]	136	224	418	182	225	97
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Number of Conflicting Circulating Lanes	1		1		1	
Circulating Flow Rate [veh/h]	182		97		224	
Exiting Flow Rate [veh/h]	515		449		318	
Demand Flow Rate [veh/h]	136	224	418	182	225	97
Adjusted Demand Flow Rate [veh/h]	136	224	418	182	225	97

Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	360	600	322
Capacity of Entry and Bypass Lanes [veh/h]	1147	1250	1099
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1147	1250	1099
X, volume / capacity	0.31	0.48	0.29

Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	1.36	2.68	1.23
95th-Percentile Queue Length [ft]	33.88	67.02	30.73
Approach Delay [s/veh]	6.14	7.91	6.10
Approach LOS	A	A	A
Intersection Delay [s/veh]	6.96		
Intersection LOS	A		

Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	10.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	102	33	8	100	44	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	102	33	8	100	44	2
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	9	2	28	12	1
Total Analysis Volume [veh/h]	115	37	9	112	49	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.00	0.00	0.05	0.00
d_M, Delay for Movement [s/veh]	0.00	7.50	0.00	0.00	9.05	10.58
Movement LOS	A	A	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.08	0.08	0.00	0.00	0.17	0.17
95th-Percentile Queue Length [ft/ln]	1.92	1.92	0.00	0.00	4.36	4.36
d_A, Approach Delay [s/veh]	1.82		0.00		9.11	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.29					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	14.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			50.00			50.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	Yes			Yes			Yes			Yes			

Volumes

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Base Volume Input [veh/h]	359	19	5	35	55	45	4	619	71	5	923	20	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	359	19	5	35	55	45	4	619	71	5	923	20	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	90	5	1	9	14	11	1	155	18	1	231	5	0
Total Analysis Volume [veh/h]	359	19	5	35	55	45	4	619	71	5	923	20	0
Pedestrian Volume [ped/h]	0			0			0			0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1			1			
Circulating Flow Rate [veh/h]	988			695			44			171			
Exiting Flow Rate [veh/h]	131			43			1327			659			
Demand Flow Rate [veh/h]	359	19	5	35	55	45	4	619	71	5	923	20	0
Adjusted Demand Flow Rate [veh/h]	359	19	5	35	55	45	4	619	71	5	923	20	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1380.00
B (coefficient)	0.00085	0.00085	0.00091	0.00091	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	383	135	623	71	948
Capacity of Entry and Bypass Lanes [veh/h]	614	787	1365	1365	1160
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	614	787	1365	1365	1160
X, volume / capacity	0.62	0.17	0.46	0.05	0.82

Movement, Approach, & Intersection Results

Lane LOS	C	A	A	A	C
95th-Percentile Queue Length [veh]	4.34	0.62	2.46	0.16	9.82
95th-Percentile Queue Length [ft]	108.45	15.42	61.41	4.11	245.45
Approach Delay [s/veh]	18.26	6.38	6.70		19.34
Approach LOS	C	A	A		C
Intersection Delay [s/veh]	14.28				
Intersection LOS	B				

Intersection Level Of Service Report
Intersection 1501: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	9.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name							East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			30.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name							East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	21	0	7	0	0	0	0	654	6	0	2	923	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	0	7	0	0	0	0	654	6	0	2	923	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	5	0	2	0	0	0	0	164	2	0	1	231	0	0
Total Analysis Volume [veh/h]	21	0	7	0	0	0	0	654	6	0	2	923	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1			
Circulating Flow Rate [veh/h]	923			667			7				6			
Exiting Flow Rate [veh/h]	8			0			944				661			
Demand Flow Rate [veh/h]	21	0	7	0	0	0	0	654	6	0	2	923	0	0
Adjusted Demand Flow Rate [veh/h]	21	0	7	0	0	0	0	654	6	0	2	923	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	28	0	660	925
Capacity of Entry and Bypass Lanes [veh/h]	539	699	1371	1372
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	539	699	1371	1372
X, volume / capacity	0.05	0.00	0.48	0.67

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	B
95th-Percentile Queue Length [veh]	0.16	0.00	2.71	5.64
95th-Percentile Queue Length [ft]	4.10	0.00	67.64	141.08
Approach Delay [s/veh]	7.31	5.15	7.45	11.25
Approach LOS	A	A	A	B
Intersection Delay [s/veh]	9.63			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 1502: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	8.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name			East-West Arterial			East-West Arterial		
Approach	Northbound		Eastbound			Westbound		
Lane Configuration								
Turning Movement	Left	Right	Thru	Right	U-turn	Left	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00			50.00		
Grade [%]	0.00		0.00			0.00		
Crosswalk	Yes		Yes			Yes		

Volumes

Name			East-West Arterial			East-West Arterial		
Base Volume Input [veh/h]	172	4	659	2	0	1	753	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	172	4	659	2	0	1	753	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	1	165	1	0	0	188	2
Total Analysis Volume [veh/h]	172	4	659	2	0	1	753	8
Pedestrian Volume [ped/h]	0		0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1		1			1		
Circulating Flow Rate [veh/h]	761		12			2		
Exiting Flow Rate [veh/h]	3		925			671		
Demand Flow Rate [veh/h]	172	4	659	2	0	1	753	8
Adjusted Demand Flow Rate [veh/h]	172	4	659	2	0	1	753	8

Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	176	661	762
Capacity of Entry and Bypass Lanes [veh/h]	635	1364	1378
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	635	1364	1378
X, volume / capacity	0.28	0.48	0.55

Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	1.13	2.74	3.55
95th-Percentile Queue Length [ft]	28.20	68.46	88.80
Approach Delay [s/veh]	9.21	7.52	8.57
Approach LOS	A	A	A
Intersection Delay [s/veh]	8.21		
Intersection LOS	A		

Intersection Level Of Service Report
Intersection 1600: East-West Arterial at Northward Rd

Control Type:	Two-way stop	Delay (sec / veh):	14.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.159

Intersection Setup

Name	Northward Rd		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	71	0	671	0	7	691
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	71	0	671	0	7	691
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	0	168	0	2	173
Total Analysis Volume [veh/h]	71	0	671	0	7	691
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.16	0.00	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	14.60	0.00	0.00	0.00	0.00	0.00
Movement LOS	B		A		A	A
95th-Percentile Queue Length [veh/ln]	0.56	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	14.03	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.60		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.72					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1700: East-West Arterial at Lookout Rd

Control Type:	Roundabout	Delay (sec / veh):	7.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Lookout Rd			Lookout Rd			East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Lookout Rd			Lookout Rd			East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	68	0	4	0	0	0	0	605	24	43	4	646	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	68	0	4	0	0	0	0	605	24	43	4	646	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	17	0	1	0	0	0	0	151	6	11	1	162	0	0
Total Analysis Volume [veh/h]	68	0	4	0	0	0	0	605	24	43	4	646	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1				
Circulating Flow Rate [veh/h]	689			676			4				67				
Exiting Flow Rate [veh/h]	28			0			757				609				
Demand Flow Rate [veh/h]	68	0	4	0	0	0	0	605	24	43	4	646	0	0	
Adjusted Demand Flow Rate [veh/h]	68	0	4	0	0	0	0	605	24	43	4	646	0	0	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	72	0	672	650
Capacity of Entry and Bypass Lanes [veh/h]	684	693	1375	1289
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	684	693	1375	1289
X, volume / capacity	0.11	0.00	0.49	0.50

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.35	0.00	2.78	2.94
95th-Percentile Queue Length [ft]	8.79	0.00	69.55	73.60
Approach Delay [s/veh]	6.41	5.20	7.54	8.12
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	7.75			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 1800: East-West Arterial at Longfellow Rd

Control Type:	Roundabout	Delay (sec / veh):	6.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Longfellow Rd			Longfellow Rd			East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Longfellow Rd			Longfellow Rd			East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	12	0	0	0	0	0	0	604	0	5	0	576	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	0	0	0	0	0	0	604	0	5	0	576	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	3	0	0	0	0	0	0	151	0	1	0	144	0	0
Total Analysis Volume [veh/h]	12	0	0	0	0	0	0	604	0	5	0	576	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1				
Circulating Flow Rate [veh/h]	581			609			0				5				
Exiting Flow Rate [veh/h]	0			0			593				604				
Demand Flow Rate [veh/h]	12	0	0	0	0	0	0	604	0	5	0	576	0	0	
Adjusted Demand Flow Rate [veh/h]	12	0	0	0	0	0	0	604	0	5	0	576	0	0	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	12	0	609	576
Capacity of Entry and Bypass Lanes [veh/h]	763	742	1380	1373
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	763	742	1380	1373
X, volume / capacity	0.02	0.00	0.44	0.42

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.05	0.00	2.31	2.12
95th-Percentile Queue Length [ft]	1.20	0.00	57.85	53.07
Approach Delay [s/veh]	4.87	4.86	6.86	6.60
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	6.72			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 1900: East West Arterial North/South Spurs

Control Type:	Roundabout	Delay (sec / veh):	6.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	East-West Arterial			East-West Arterial			East-West Arterial		
Approach	Northbound			Eastbound			Westbound		
Lane Configuration									
Turning Movement	Left	Right	U-turn	Thru	Right	U-turn	Left	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			50.00			40.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes		

Volumes

Name	East-West Arterial			East-West Arterial			East-West Arterial		
Base Volume Input [veh/h]	453	0	2	75	529	0	0	123	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	453	0	2	75	529	0	0	123	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	113	0	1	19	132	0	0	31	0
Total Analysis Volume [veh/h]	453	0	2	75	529	0	0	123	0
Pedestrian Volume [ped/h]	0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1		
Circulating Flow Rate [veh/h]	123			2			531		
Exiting Flow Rate [veh/h]	531			576			75		
Demand Flow Rate [veh/h]	453	0	2	75	529	0	0	123	0
Adjusted Demand Flow Rate [veh/h]	453	0	2	75	529	0	0	123	0

Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	455	604	123
Capacity of Entry and Bypass Lanes [veh/h]	1218	1378	803
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1218	1378	803
X, volume / capacity	0.37	0.44	0.15

Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	1.76	2.29	0.54
95th-Percentile Queue Length [ft]	43.96	57.23	13.48
Approach Delay [s/veh]	6.58	6.83	6.06
Approach LOS	A	A	A
Intersection Delay [s/veh]	6.66		
Intersection LOS	A		

Intersection Level Of Service Report
Intersection 2000: Frank Sound Road at East-West Arterial

Control Type:	Roundabout	Delay (sec / veh):	3.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		East-West Arterial		
Approach	Northbound		Southbound		Eastbound		
Lane Configuration							
Turning Movement	Left	Thru	Thru	Right	Left	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		40.00		
Grade [%]	0.00		0.00		0.00		
Crosswalk	Yes		Yes		Yes		

Volumes

Name	Frank Sound Rd		Frank Sound Rd		East-West Arterial		
Base Volume Input [veh/h]	7	70	55	116	72	4	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	70	55	116	72	4	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	18	14	29	18	1	0
Total Analysis Volume [veh/h]	7	70	55	116	72	4	0
Pedestrian Volume [ped/h]	0		0		0		

Intersection Settings

Number of Conflicting Circulating Lanes	1		1		1		
Circulating Flow Rate [veh/h]	116		4		70		
Exiting Flow Rate [veh/h]	59		142		123		
Demand Flow Rate [veh/h]	7	70	55	116	72	4	0
Adjusted Demand Flow Rate [veh/h]	7	70	55	116	72	4	0

Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	77	171	76
Capacity of Entry and Bypass Lanes [veh/h]	1227	1375	1285
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1227	1375	1285
X, volume / capacity	0.06	0.12	0.06

Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	0.20	0.43	0.19
95th-Percentile Queue Length [ft]	5.02	10.63	4.71
Approach Delay [s/veh]	3.45	3.61	3.27
Approach LOS	A	A	A
Intersection Delay [s/veh]	3.49		
Intersection LOS	A		

Intersection Level Of Service Report
Intersection 2100: Frank Sound Road at East-West Arterial

Control Type:	Roundabout	Delay (sec / veh):	6.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		East-West Arterial		
Approach	Northbound		Southbound		Eastbound		
Lane Configuration							
Turning Movement	Left	Thru	Thru	Right	Left	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		20.00		40.00		
Grade [%]	0.00		0.00		0.00		
Crosswalk	Yes		Yes		Yes		

Volumes

Name	Frank Sound Rd		Frank Sound Rd		East-West Arterial		
Base Volume Input [veh/h]	374	75	84	23	4	516	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	374	75	84	23	4	516	27
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	94	19	21	6	1	129	7
Total Analysis Volume [veh/h]	374	75	84	23	4	516	27
Pedestrian Volume [ped/h]	0		0		0		

Intersection Settings

Number of Conflicting Circulating Lanes	1		1		1		
Circulating Flow Rate [veh/h]	50		543		75		
Exiting Flow Rate [veh/h]	600		79		424		
Demand Flow Rate [veh/h]	374	75	84	23	4	516	27
Adjusted Demand Flow Rate [veh/h]	374	75	84	23	4	516	27

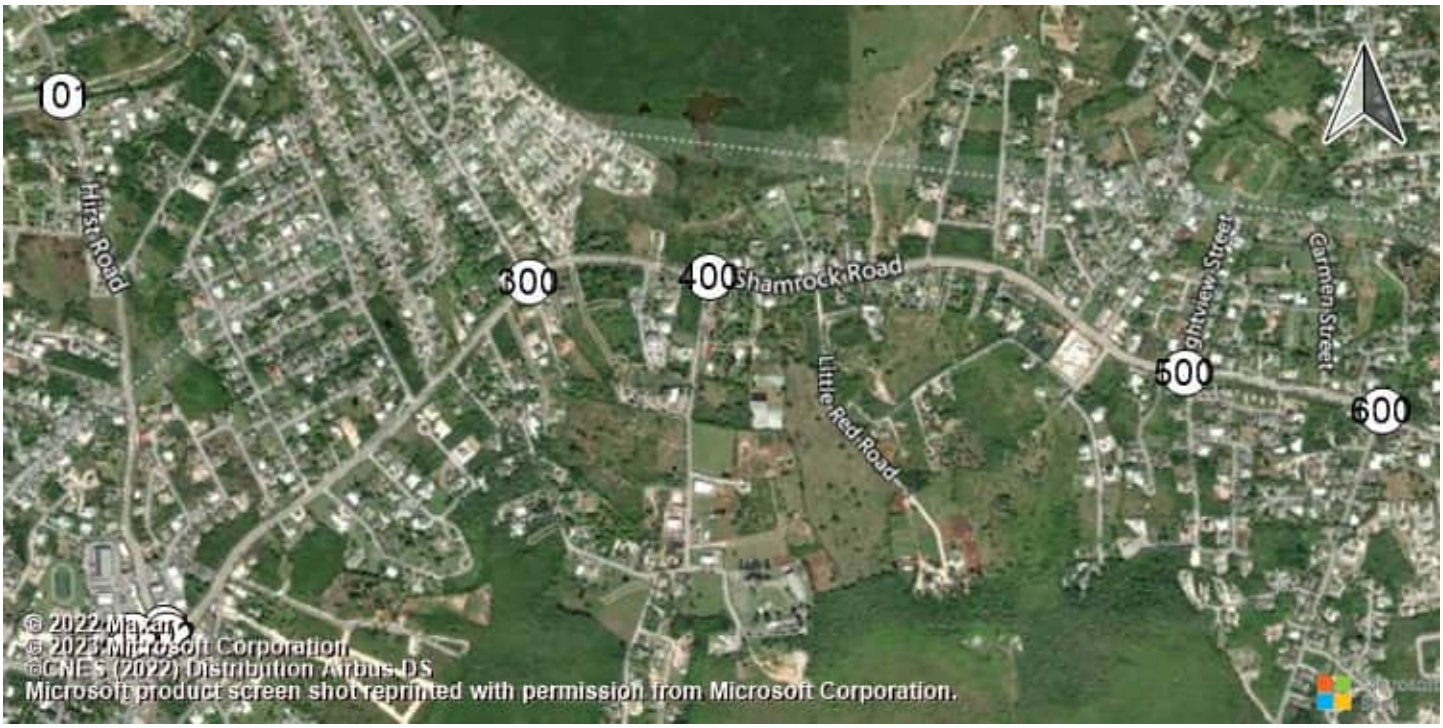
Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	449	107	547
Capacity of Entry and Bypass Lanes [veh/h]	1312	794	1279
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1312	794	1279
X, volume / capacity	0.34	0.13	0.43

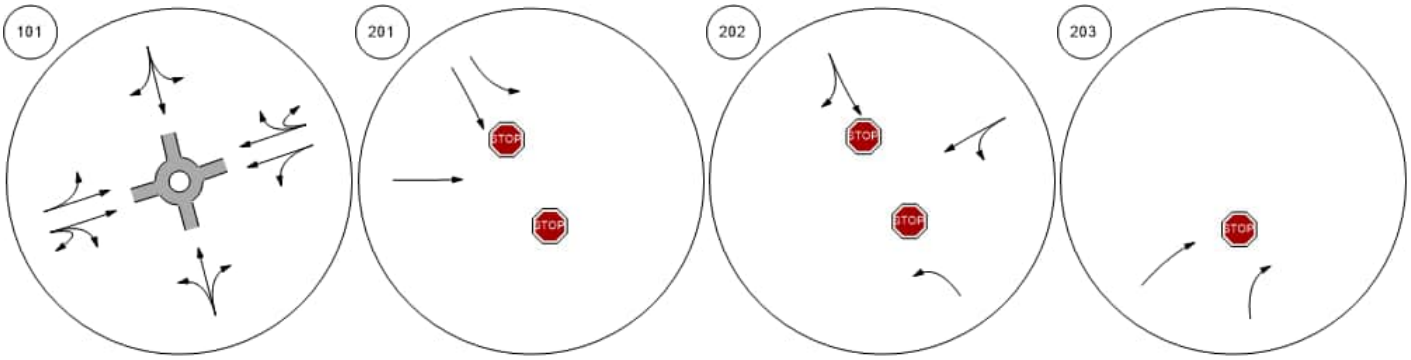
Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	1.54	0.47	2.19
95th-Percentile Queue Length [ft]	38.50	11.63	54.78
Approach Delay [s/veh]	5.88	5.92	7.04
Approach LOS	A	A	A
Intersection Delay [s/veh]	6.46		
Intersection LOS	A		

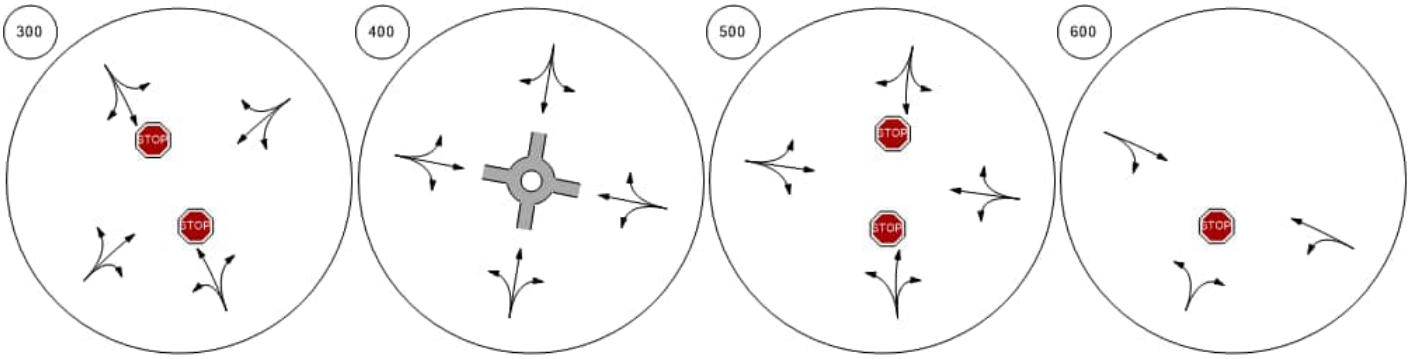
Lane Configuration and Traffic Control



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

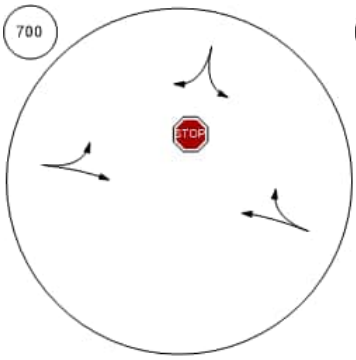


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

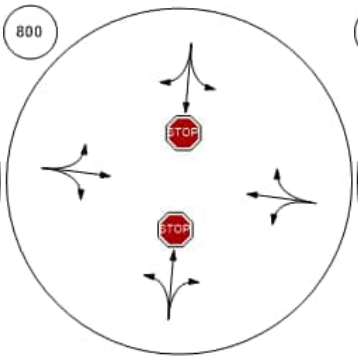


Lane Configuration and Traffic Control

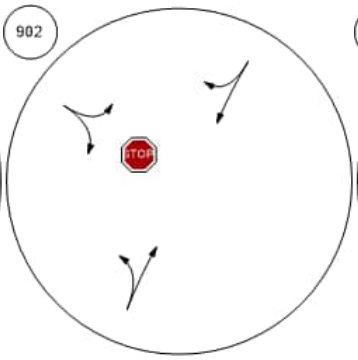
Shamrock Road at Northward



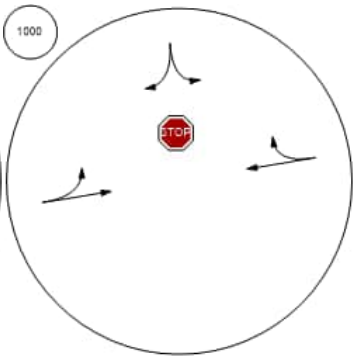
Shamrock Road at Condor R



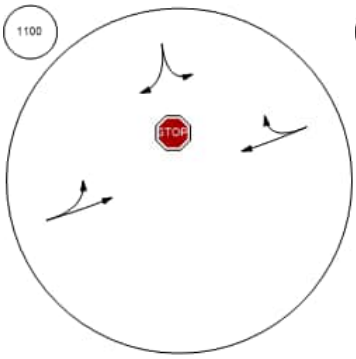
Bodden Town Road at Bodde



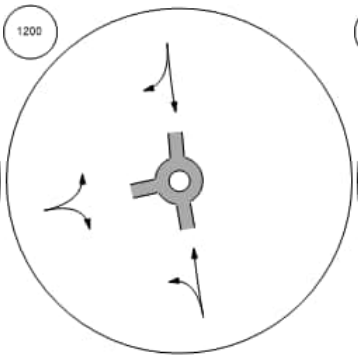
Bodden Town Road at Long



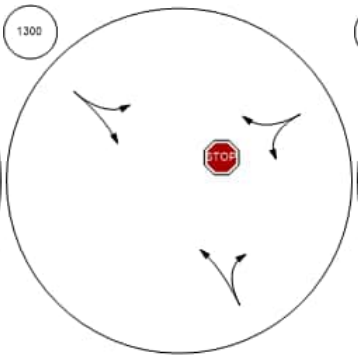
Frank Sound Road at Bodde



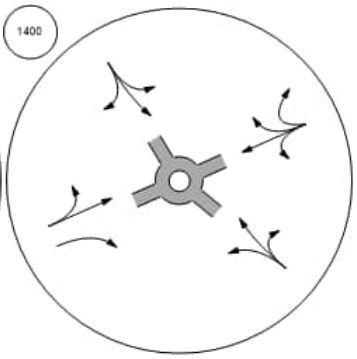
Frank Sound Road at Clifton



Frank Sound Road at North S

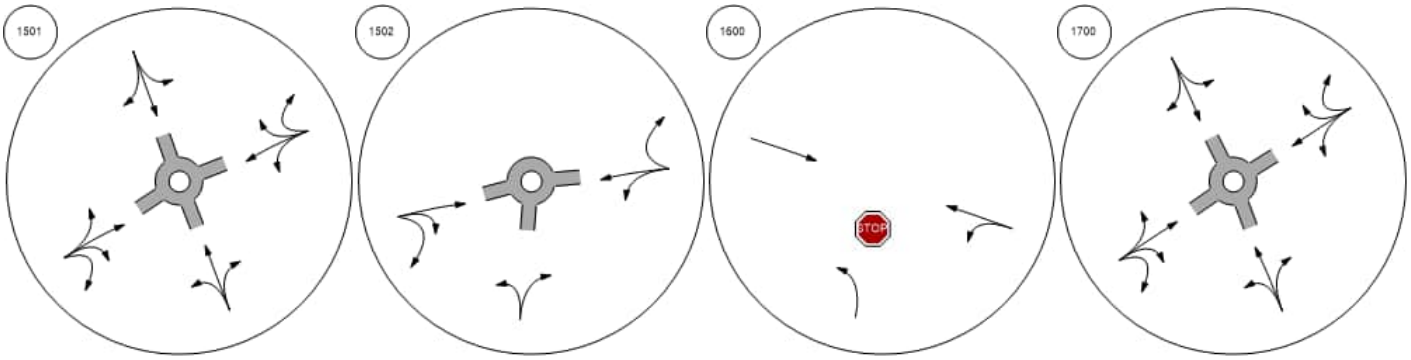


East-West Arterial at Agricola

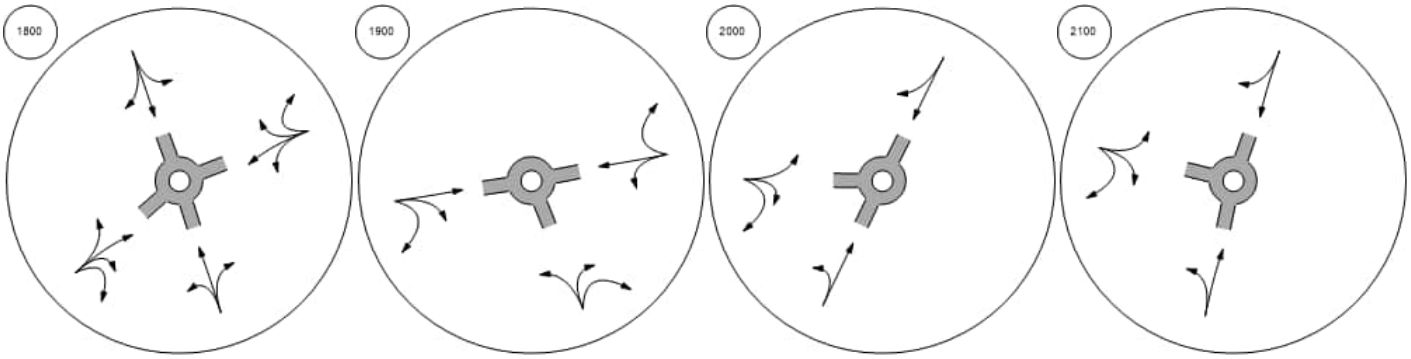


Lane Configuration and Traffic Control

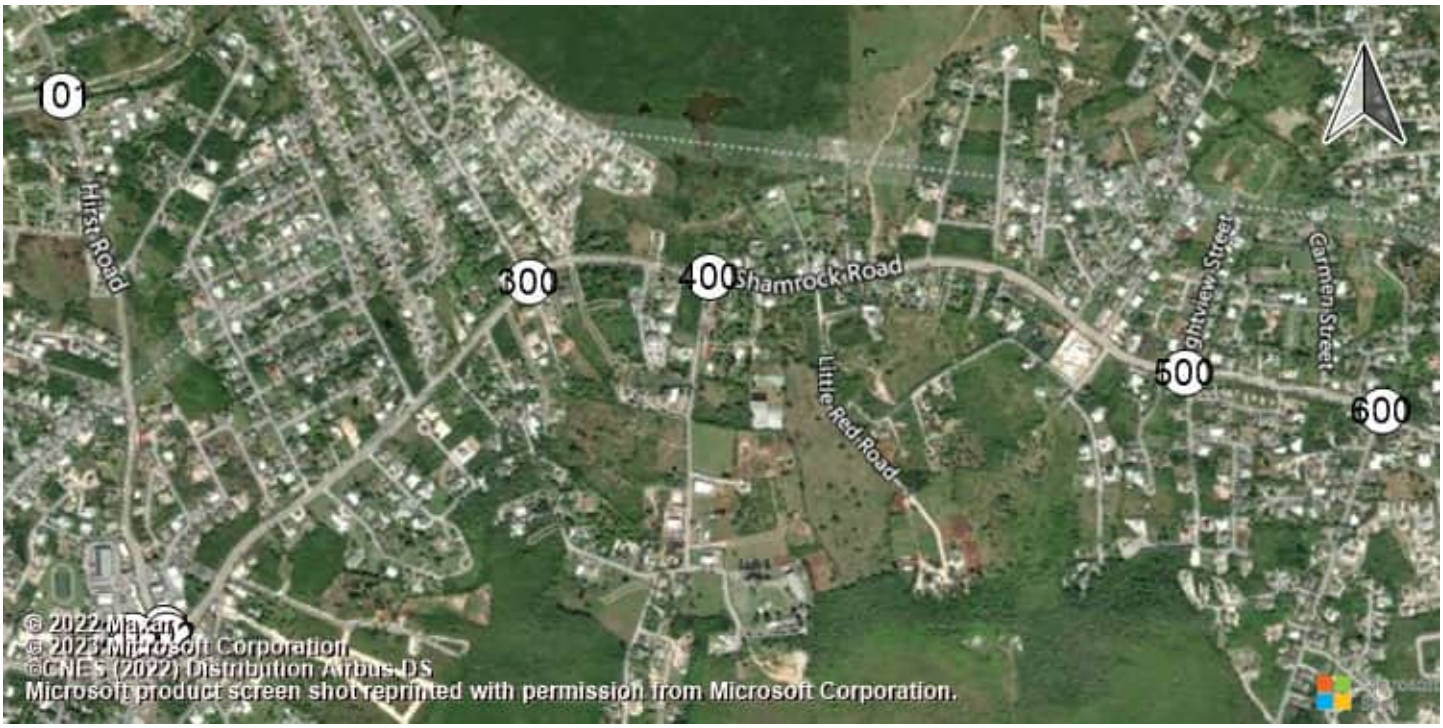
East-West Arterial at Will T C East-West Arterial at Will T C East-West Arterial at Northwa East-West Arterial at Lookout



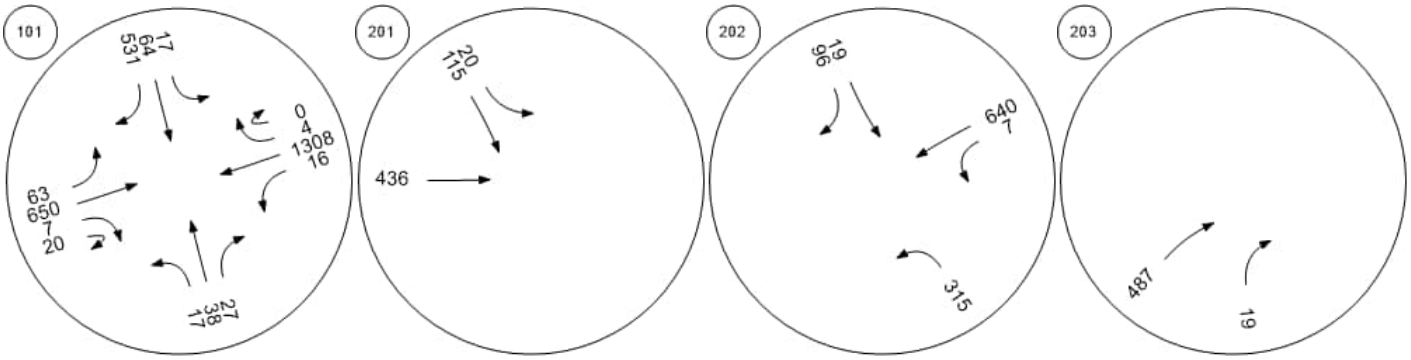
East-West Arterial at Longfell East West Arterial North/Sout Frank Sound Road at East-W Frank Sound Road at East-W



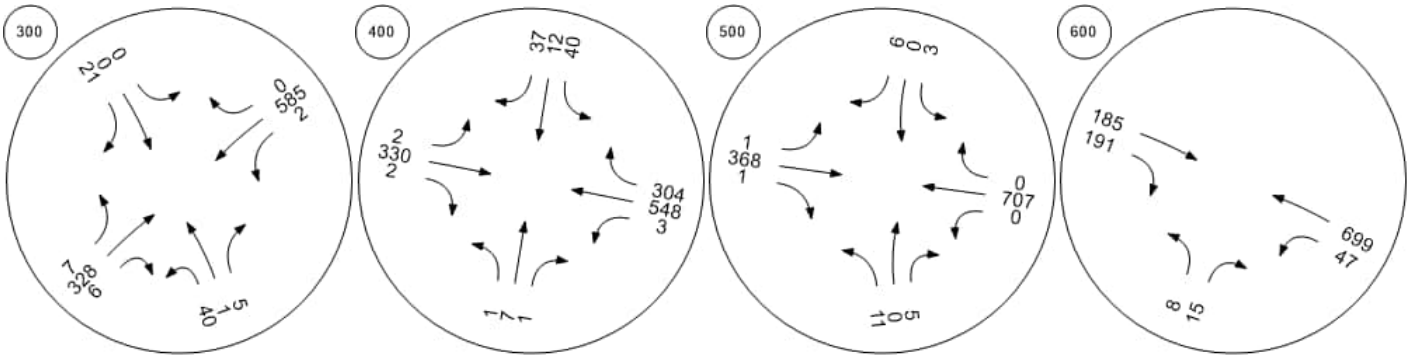
Traffic Volume - Base Volume



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

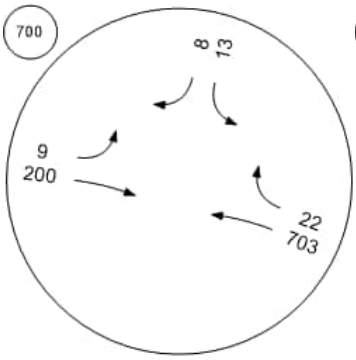


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

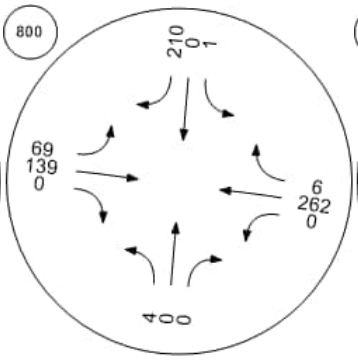


Traffic Volume - Base Volume

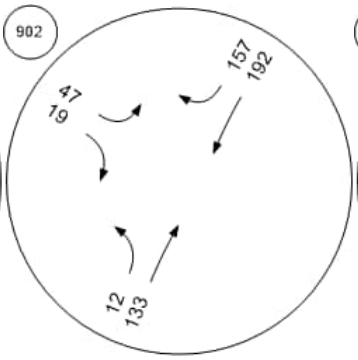
Shamrock Road at Northward



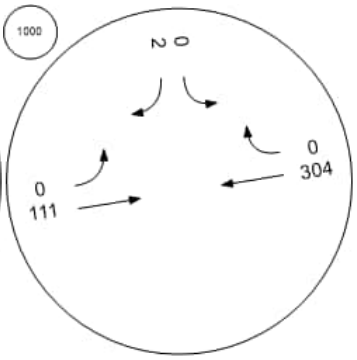
Shamrock Road at Condor R



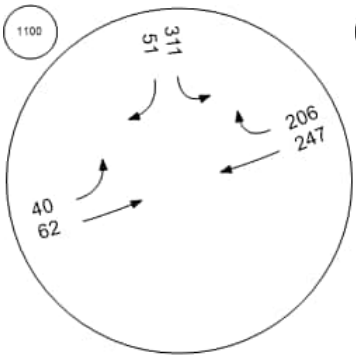
Bodden Town Road at Bodde



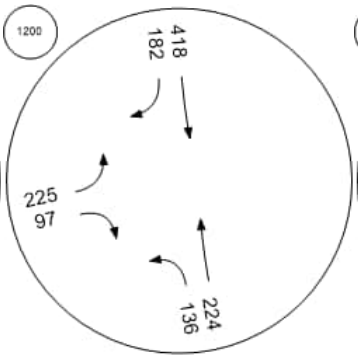
Bodden Town Road at Long



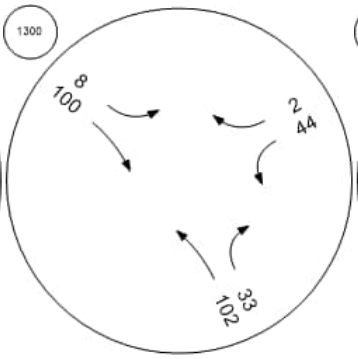
Frank Sound Road at Bodde



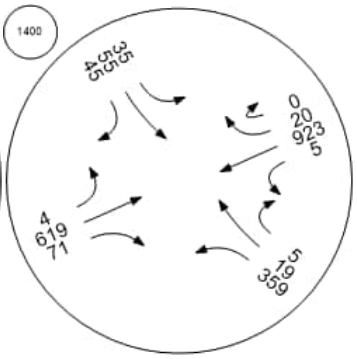
Frank Sound Road at Clifton



Frank Sound Road at North S

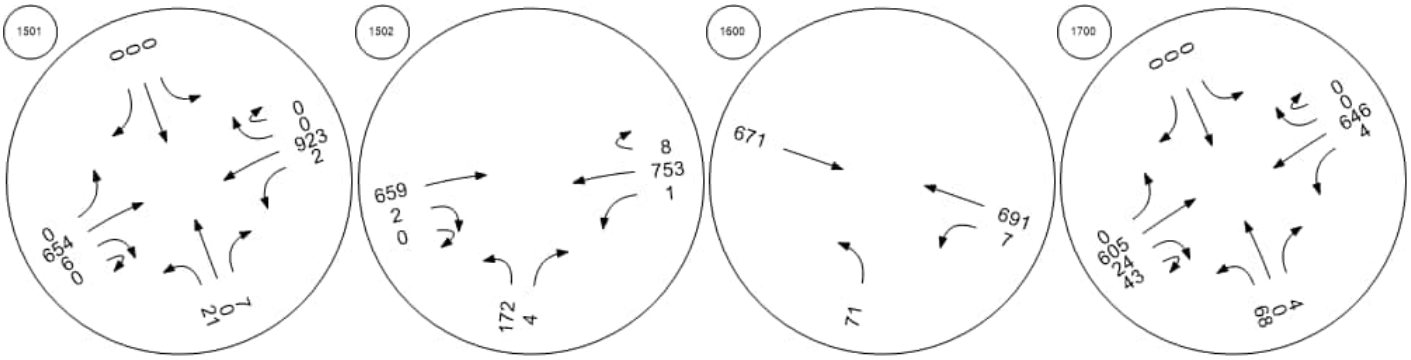


East-West Arterial at Agricola

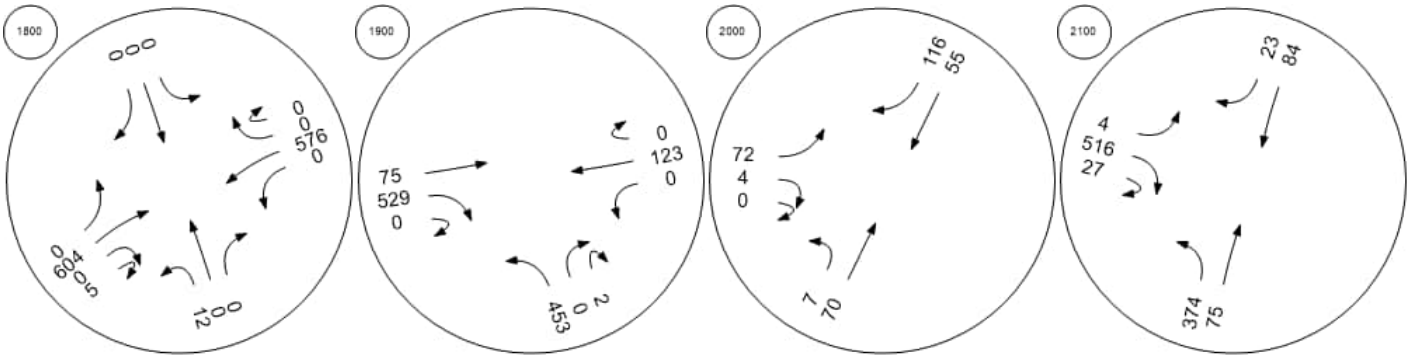


Traffic Volume - Base Volume

East-West Arterial at Will T C East-West Arterial at Will T C East-West Arterial at Northwa East-West Arterial at Lookout



East-West Arterial at Longfell East West Arterial North/Sout Frank Sound Road at East-W Frank Sound Road at East-W



Intersection Level Of Service Report
Intersection 101: East-West Arterial Road at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	14.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name									East-West Arterial				East-West Arterial				
Approach	Northbound				Southbound				Eastbound				Westbound				
Lane Configuration																	
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	U-tu	Left	Thr	Thr	Rig	U-t
Lane Width [ft]	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.	12.	12.	12.	12.
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100	100	100	100	100
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Speed [mph]	30.00				30.00				40.00				50.00				
Grade [%]	0.00				0.00				0.00				0.00				
Crosswalk	Yes				Yes				Yes				Yes				

Volumes

Name									East-West Arterial				East-West Arterial				
Base Volume Input [veh/h]	57	0	125	24	21	62	0	150	363	1437	57	4	51	555	0	12	0
Base Volume Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	57	0	125	24	21	62	0	150	363	1437	57	4	51	555	0	12	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Other Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Total 15-Minute Volume [veh/h]	14	0	31	6	5	16	0	38	91	359	14	1	13	139	0	3	0
Total Analysis Volume [veh/h]	57	0	125	24	21	62	0	150	363	1437	57	4	51	555	0	12	0
Pedestrian Volume [ped/h]	0				0				0				0				

Intersection Settings

Number of Conflicting Circulating Lanes	2				2				2				2				
Circulating Flow Rate [veh/h]	721				1522				161				273				
Exiting Flow Rate [veh/h]	170				500				766				1482				
Demand Flow Rate [veh/h]	57	0	125	24	21	62	0	150	363	1437	57	4	51	555	0	12	0
Adjusted Demand Flow Rate [veh/h]	57	0	125	24	21	62	0	150	363	1437	57	4	51	555	0	12	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1350.00	1420.00	1350.00
B (coefficient)	0.00085	0.00085	0.00085	0.00092	0.00085	0.00092
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	206	233	987	875	328	291
Capacity of Entry and Bypass Lanes [veh/h]	770	390	1239	1165	1126	1051
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	770	390	1239	1165	1126	1051
X, volume / capacity	0.27	0.60	0.80	0.75	0.29	0.28

Movement, Approach, & Intersection Results

Lane LOS	A	D	C	C	A	A
95th-Percentile Queue Length [veh]	1.08	3.75	9.11	7.51	1.22	1.13
95th-Percentile Queue Length [ft]	27.01	93.73	227.68	187.68	30.40	28.34
Approach Delay [s/veh]	7.72	25.09	16.37		6.03	
Approach LOS	A	D	C		A	
Intersection Delay [s/veh]	14.27					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	20.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.495

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	13	210	0	0	495	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	13	210	0	0	495	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	3	56	0	0	133	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	14	226	0	0	532	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance		No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.03	0.50	0.00	0.00	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	11.70	20.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS				B	C			A				
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.08	2.69	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	1.95	67.34	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			19.89			0.00			0.00		
Approach LOS	A			C			A			A		
d_I, Intersection Delay [s/veh]	6.18											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	35.1
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.593

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	237	0	0	0	35	176	0	0	0	12	396	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	237	0	0	0	35	176	0	0	0	12	396	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	64	0	0	0	9	47	0	0	0	3	106	0
Total Analysis Volume [veh/h]	255	0	0	0	38	189	0	0	0	13	426	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.41	0.00	0.00	0.00	0.07	0.59	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	14.61	0.00	0.00	0.00	30.80	35.11	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	B				D	E				A	A	
95th-Percentile Queue Length [veh/ln]	1.97	0.00	0.00	0.00	4.55	4.55	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	49.27	0.00	0.00	0.00	113.67	113.67	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.61			34.39			0.00			0.00		
Approach LOS	B			D			A			A		
d_I, Intersection Delay [s/veh]	12.52											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 203: Shamrock Road atHirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	14.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.080

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	30	664	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	30	664	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	8	178	0	0	0
Total Analysis Volume [veh/h]	0	32	714	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.08	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	14.76	0.00	0.00	0.00	0.00
Movement LOS		B	A			
95th-Percentile Queue Length [veh/ln]	0.00	0.26	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	6.47	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.76		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.63					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	19.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.148

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	12	1	3	11	1	41	10	312	29	6	433	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	1	3	11	1	41	10	312	29	6	433	0
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	1	3	0	11	3	78	7	2	108	0
Total Analysis Volume [veh/h]	12	1	3	11	1	42	10	312	30	6	433	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.01	0.02	0.00	0.15	0.00	0.00	0.03	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.02	17.15	17.92	12.16	19.08	19.94	0.00	0.00	8.27	0.00	0.00	7.88
Movement LOS	B	C	C	B	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.10	0.59	0.59	0.59	0.08	0.08	0.08	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.56	2.56	2.56	14.77	14.77	14.77	2.04	2.04	2.04	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.70			18.34			0.70			0.00		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	1.67											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive

Control Type:	Roundabout	Delay (sec / veh):	6.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	1	0	0	354	19	4	4	320	2	9	434	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	0	354	19	4	4	320	2	9	434	47
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	89	5	1	1	80	1	2	109	12
Total Analysis Volume [veh/h]	1	0	0	354	19	4	4	320	2	10	434	47
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1			
Circulating Flow Rate [veh/h]	485			322			47			25			
Exiting Flow Rate [veh/h]	31			51			439			674			
Demand Flow Rate [veh/h]	1	0	0	354	19	4	4	320	2	9	434	47	
Adjusted Demand Flow Rate [veh/h]	1	0	0	354	19	4	4	320	2	10	434	47	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	1	377	326	491
Capacity of Entry and Bypass Lanes [veh/h]	842	994	1316	1346
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	842	994	1316	1346
X, volume / capacity	0.00	0.38	0.25	0.36

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.00	1.79	0.98	1.70
95th-Percentile Queue Length [ft]	0.09	44.81	24.52	42.43
Approach Delay [s/veh]	4.29	7.72	4.88	6.03
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	6.25			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	24.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	2	0	0	0	0	1	12	585	21	53	387	26
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	0	0	0	0	1	12	585	21	53	387	26
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	0	0	0	3	146	5	13	97	7
Total Analysis Volume [veh/h]	2	0	0	0	0	1	12	585	21	53	387	26
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.01	0.02	0.00	0.00	0.03
d_M, Delay for Movement [s/veh]	10.62	23.06	24.72	12.16	23.66	24.91	0.00	0.00	8.24	0.00	0.00	8.74
Movement LOS	B	C	C	B	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	0.02	0.02	0.02	0.06	0.06	0.06	0.08	0.08	0.08
95th-Percentile Queue Length [ft/ln]	0.23	0.23	0.23	0.41	0.41	0.41	1.42	1.42	1.42	2.02	2.02	2.02
d_A, Approach Delay [s/veh]	10.62			24.91			0.28			0.49		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	0.41											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	35.9
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.319

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	22	48	492	94	23	445
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	48	492	94	23	445
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	13	135	26	6	122
Total Analysis Volume [veh/h]	24	53	541	103	25	489
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.32	0.01	0.10	0.00	0.00
d_M, Delay for Movement [s/veh]	20.49	35.88	0.00	8.75	0.00	0.00
Movement LOS	C	E	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.55	1.55	0.32	0.32	0.00	0.00
95th-Percentile Queue Length [ft/ln]	38.79	38.79	8.03	8.03	0.00	0.00
d_A, Approach Delay [s/veh]	31.08		1.40		0.00	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	2.67					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	20.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.129

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	27	34	13	438	471	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	34	13	438	471	18
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	9	3	113	121	5
Total Analysis Volume [veh/h]	28	35	13	452	486	19
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.13	0.00	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	13.04	20.35	0.00	0.00	0.00	8.31
Movement LOS	B	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.63	0.63	0.00	0.00	0.05	0.05
95th-Percentile Queue Length [ft/ln]	15.63	15.63	0.00	0.00	1.31	1.31
d_A, Approach Delay [s/veh]	17.10		0.00		0.31	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	1.20					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	16.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.214

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	1	0	0	4	0	86	90	271	2	0	268	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	0	4	0	86	90	271	2	0	268	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	1	0	22	23	68	1	0	67	3
Total Analysis Volume [veh/h]	1	0	0	4	0	86	90	271	2	0	268	13
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.21	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	9.65	14.46	14.03	12.39	16.37	16.42	0.00	0.00	7.76	0.00	0.00	8.01
Movement LOS	A	B	B	B	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.83	0.83	0.83	0.00	0.00	0.00	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	0.10	0.10	0.10	20.68	20.68	20.68	0.11	0.11	0.11	0.82	0.82	0.82
d_A, Approach Delay [s/veh]	9.65			16.24			0.04			0.37		
Approach LOS	A			C			A			A		
d_I, Intersection Delay [s/veh]	2.16											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 902: Bodden Town Road at Bodden Town Bypass

Control Type:	Two-way stop	Delay (sec / veh):	17.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.140

Intersection Setup

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	46	44	29	230	204	128
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	46	44	29	230	204	128
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	12	8	61	54	34
Total Analysis Volume [veh/h]	49	47	31	245	217	136
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.14	0.00	0.00	0.00	0.10
d_M, Delay for Movement [s/veh]	11.51	17.61	0.00	0.00	0.00	8.10
Movement LOS	B	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.75	0.75	0.00	0.00	0.35	0.35
95th-Percentile Queue Length [ft/ln]	18.71	18.71	0.00	0.00	8.75	8.75
d_A, Approach Delay [s/veh]	14.49		0.00		3.12	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	3.44					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Two-way stop	Delay (sec / veh):	12.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	0	3	4	178	305	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	3	4	178	305	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	1	49	84	0
Total Analysis Volume [veh/h]	0	3	4	196	335	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.29	12.09	0.00	0.00	0.00	7.60
Movement LOS	A	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.44	0.44	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.09		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.07					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1100: Frank Sound Road at Bodden Town Road

Control Type:	Two-way stop	Delay (sec / veh):	27.9
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.224

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	385	58	56	98	236	212
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	385	58	56	98	236	212
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	103	16	15	26	63	57
Total Analysis Volume [veh/h]	414	62	60	105	254	228
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.45	0.22	0.00	0.00	0.00	0.15
d_M, Delay for Movement [s/veh]	18.83	27.94	0.00	0.00	0.00	7.83
Movement LOS	C	D	A	A	A	A
95th-Percentile Queue Length [veh/ln]	5.26	5.26	0.00	0.00	0.54	0.54
95th-Percentile Queue Length [ft/ln]	131.49	131.49	0.00	0.00	13.41	13.41
d_A, Approach Delay [s/veh]	20.02		0.00		3.70	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	10.08					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Roundabout	Delay (sec / veh):	8.3
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter HS Entrance	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter HS Entrance	
Base Volume Input [veh/h]	90	320	414	252	211	131
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	90	320	414	252	211	131
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	80	104	63	53	33
Total Analysis Volume [veh/h]	90	320	414	252	211	131
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Number of Conflicting Circulating Lanes	1		1		1	
Circulating Flow Rate [veh/h]	252		131		320	
Exiting Flow Rate [veh/h]	545		531		342	
Demand Flow Rate [veh/h]	90	320	414	252	211	131
Adjusted Demand Flow Rate [veh/h]	90	320	414	252	211	131

Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	410	666	342
Capacity of Entry and Bypass Lanes [veh/h]	1068	1208	996
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1068	1208	996
X, volume / capacity	0.38	0.55	0.34

Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	1.83	3.51	1.54
95th-Percentile Queue Length [ft]	45.77	87.71	38.51
Approach Delay [s/veh]	7.38	9.34	7.21
Approach LOS	A	A	A
Intersection Delay [s/veh]	8.26		
Intersection LOS	A		

Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	12.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.046

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	170	37	32	146	69	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	170	37	32	146	69	22
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	48	10	9	41	19	6
Total Analysis Volume [veh/h]	191	42	36	164	78	25
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.00	0.00	0.09	0.05
d_M, Delay for Movement [s/veh]	0.00	7.68	0.00	0.00	9.90	12.34
Movement LOS	A	A	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.09	0.09	0.00	0.00	0.47	0.47
95th-Percentile Queue Length [ft/ln]	2.35	2.35	0.00	0.00	11.73	11.73
d_A, Approach Delay [s/veh]	1.38		0.00		10.49	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.62					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	14.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			50.00			50.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	Yes			Yes			Yes			Yes			

Volumes

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Base Volume Input [veh/h]	36	23	5	50	29	8	37	1037	408	7	575	50	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	36	23	5	50	29	8	37	1037	408	7	575	50	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	9	6	1	13	7	2	9	259	102	2	144	13	0
Total Analysis Volume [veh/h]	36	23	5	50	29	8	37	1037	408	7	575	50	0
Pedestrian Volume [ped/h]	0			0			0			0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1			1			
Circulating Flow Rate [veh/h]	633			1450			78			445			
Exiting Flow Rate [veh/h]	444			110			619			1092			
Demand Flow Rate [veh/h]	36	23	5	50	29	8	37	1037	408	7	575	50	0
Adjusted Demand Flow Rate [veh/h]	36	23	5	50	29	8	37	1037	408	7	575	50	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1380.00
B (coefficient)	0.00085	0.00085	0.00091	0.00091	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	64	87	1074	408	632
Capacity of Entry and Bypass Lanes [veh/h]	830	415	1323	1323	877
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	830	415	1323	1323	877
X, volume / capacity	0.08	0.21	0.81	0.31	0.72

Movement, Approach, & Intersection Results

Lane LOS	A	B	C	A	C
95th-Percentile Queue Length [veh]	0.25	0.78	9.84	1.32	6.41
95th-Percentile Queue Length [ft]	6.26	19.58	246.01	33.07	160.25
Approach Delay [s/veh]	5.09	12.04	14.00		17.56
Approach LOS	A	B	B		C
Intersection Delay [s/veh]	14.67				
Intersection LOS	B				

Intersection Level Of Service Report
Intersection 1501: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	13.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name							East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			30.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name							East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	1	0	4	0	0	0	0	1007	86	0	30	629	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	4	0	0	0	0	1007	86	0	30	629	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	0	0	1	0	0	0	0	252	22	0	8	157	0	0
Total Analysis Volume [veh/h]	1	0	4	0	0	0	0	1007	86	0	30	629	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1					
Circulating Flow Rate [veh/h]	629			1097			4				86					
Exiting Flow Rate [veh/h]	116			0			630				1011					
Demand Flow Rate [veh/h]	1	0	4	0	0	0	0	1007	86	0	30	629	0	0		
Adjusted Demand Flow Rate [veh/h]	1	0	4	0	0	0	0	1007	86	0	30	629	0	0		

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	5	0	1093	659
Capacity of Entry and Bypass Lanes [veh/h]	727	451	1375	1265
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	727	451	1375	1265
X, volume / capacity	0.01	0.00	0.80	0.52

Movement, Approach, & Intersection Results

Lane LOS	A	A	C	A
95th-Percentile Queue Length [veh]	0.02	0.00	9.23	3.14
95th-Percentile Queue Length [ft]	0.52	0.00	230.77	78.43
Approach Delay [s/veh]	5.02	7.99	15.84	8.51
Approach LOS	A	A	C	A
Intersection Delay [s/veh]	13.06			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 1502: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	11.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name			East-West Arterial			East-West Arterial		
Approach	Northbound		Eastbound			Westbound		
Lane Configuration								
Turning Movement	Left	Right	Thru	Right	U-turn	Left	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00			50.00		
Grade [%]	0.00		0.00			0.00		
Crosswalk	Yes		Yes			Yes		

Volumes

Name			East-West Arterial			East-West Arterial		
Base Volume Input [veh/h]	15	1	981	29	0	3	644	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	1	981	29	0	3	644	16
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	0	245	7	0	1	161	4
Total Analysis Volume [veh/h]	15	1	981	29	0	3	644	16
Pedestrian Volume [ped/h]	0		0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1		1			1		
Circulating Flow Rate [veh/h]	660		17			29		
Exiting Flow Rate [veh/h]	32		659			998		
Demand Flow Rate [veh/h]	15	1	981	29	0	3	644	16
Adjusted Demand Flow Rate [veh/h]	15	1	981	29	0	3	644	16

Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	16	1010	663
Capacity of Entry and Bypass Lanes [veh/h]	704	1357	1340
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	704	1357	1340
X, volume / capacity	0.02	0.74	0.49

Movement, Approach, & Intersection Results

Lane LOS	A	B	A
95th-Percentile Queue Length [veh]	0.07	7.46	2.84
95th-Percentile Queue Length [ft]	1.74	186.58	71.08
Approach Delay [s/veh]	5.35	13.66	7.76
Approach LOS	A	B	A
Intersection Delay [s/veh]	11.27		
Intersection LOS	B		

Intersection Level Of Service Report
Intersection 1600: East-West Arterial at Northward Rd

Control Type:	Two-way stop	Delay (sec / veh):	13.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.053

Intersection Setup

Name	Northward Rd		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	25	0	998	0	17	638
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	25	0	998	0	17	638
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	0	250	0	4	160
Total Analysis Volume [veh/h]	25	0	998	0	17	638
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	13.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	B		A		A	A
95th-Percentile Queue Length [veh/ln]	0.17	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.16	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.00		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.19					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1700: East-West Arterial at Lookout Rd

Control Type:	Roundabout	Delay (sec / veh):	11.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Lookout Rd			Lookout Rd			East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Lookout Rd			Lookout Rd			East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	21	0	9	0	0	0	0	763	127	108	16	591	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	0	9	0	0	0	0	763	127	108	16	591	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	5	0	2	0	0	0	0	191	32	27	4	148	0	0
Total Analysis Volume [veh/h]	21	0	9	0	0	0	0	763	127	108	16	591	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1				
Circulating Flow Rate [veh/h]	699			1007			9				235				
Exiting Flow Rate [veh/h]	143			0			720				772				
Demand Flow Rate [veh/h]	21	0	9	0	0	0	0	763	127	108	16	591	0	0	
Adjusted Demand Flow Rate [veh/h]	21	0	9	0	0	0	0	763	127	108	16	591	0	0	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	30	0	998	607
Capacity of Entry and Bypass Lanes [veh/h]	677	495	1368	1086
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	677	495	1368	1086
X, volume / capacity	0.04	0.00	0.73	0.56

Movement, Approach, & Intersection Results

Lane LOS	A	A	B	B
95th-Percentile Queue Length [veh]	0.14	0.00	7.03	3.59
95th-Percentile Queue Length [ft]	3.47	0.00	175.84	89.69
Approach Delay [s/veh]	5.79	7.29	13.02	10.23
Approach LOS	A	A	B	B
Intersection Delay [s/veh]	11.85			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 1800: East-West Arterial at Longfellow Rd

Control Type:	Roundabout	Delay (sec / veh):	7.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Longfellow Rd			Longfellow Rd			East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Longfellow Rd			Longfellow Rd			East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	8	0	0	0	0	0	0	752	20	0	0	559	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	0	0	0	0	0	0	752	20	0	0	559	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	2	0	0	0	0	0	0	188	5	0	0	140	0	0
Total Analysis Volume [veh/h]	8	0	0	0	0	0	0	752	20	0	0	559	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1				
Circulating Flow Rate [veh/h]	559			772			0				20				
Exiting Flow Rate [veh/h]	20			0			567				752				
Demand Flow Rate [veh/h]	8	0	0	0	0	0	0	752	20	0	0	559	0	0	
Adjusted Demand Flow Rate [veh/h]	8	0	0	0	0	0	0	752	20	0	0	559	0	0	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	8	0	772	559
Capacity of Entry and Bypass Lanes [veh/h]	781	628	1380	1353
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	781	628	1380	1353
X, volume / capacity	0.01	0.00	0.56	0.41

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.03	0.00	3.64	2.07
95th-Percentile Queue Length [ft]	0.78	0.00	90.88	51.78
Approach Delay [s/veh]	4.71	5.73	8.66	6.59
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	7.78			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 1900: East West Arterial North/South Spurs

Control Type:	Roundabout	Delay (sec / veh):	7.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	East-West Arterial			East-West Arterial			East-West Arterial		
Approach	Northbound			Eastbound			Westbound		
Lane Configuration									
Turning Movement	Left	Right	U-turn	Thru	Right	U-turn	Left	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			50.00			40.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes		

Volumes

Name	East-West Arterial			East-West Arterial			East-West Arterial		
Base Volume Input [veh/h]	441	1	9	144	608	0	1	118	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	441	1	9	144	608	0	1	118	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	110	0	2	36	152	0	0	30	0
Total Analysis Volume [veh/h]	441	1	9	144	608	0	1	118	0
Pedestrian Volume [ped/h]	0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1		
Circulating Flow Rate [veh/h]	118			10			617		
Exiting Flow Rate [veh/h]	618			559			145		
Demand Flow Rate [veh/h]	441	1	9	144	608	0	1	118	0
Adjusted Demand Flow Rate [veh/h]	441	1	9	144	608	0	1	118	0

Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	451	752	119
Capacity of Entry and Bypass Lanes [veh/h]	1224	1366	736
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1224	1366	736
X, volume / capacity	0.37	0.55	0.16

Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	1.72	3.51	0.57
95th-Percentile Queue Length [ft]	43.02	87.84	14.37
Approach Delay [s/veh]	6.49	8.57	6.65
Approach LOS	A	A	A
Intersection Delay [s/veh]	7.69		
Intersection LOS	A		

Intersection Level Of Service Report
Intersection 2000: Frank Sound Road at East-West Arterial

Control Type:	Roundabout	Delay (sec / veh):	3.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		East-West Arterial		
Approach	Northbound		Southbound		Eastbound		
Lane Configuration							
Turning Movement	Left	Thru	Thru	Right	Left	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		40.00		
Grade [%]	0.00		0.00		0.00		
Crosswalk	Yes		Yes		Yes		

Volumes

Name	Frank Sound Rd		Frank Sound Rd		East-West Arterial		
Base Volume Input [veh/h]	7	102	124	112	138	7	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	102	124	112	138	7	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	26	31	28	35	2	0
Total Analysis Volume [veh/h]	7	102	124	112	138	7	0
Pedestrian Volume [ped/h]	0		0		0		

Intersection Settings

Number of Conflicting Circulating Lanes	1		1		1		
Circulating Flow Rate [veh/h]	112		7		102		
Exiting Flow Rate [veh/h]	131		240		119		
Demand Flow Rate [veh/h]	7	102	124	112	138	7	0
Adjusted Demand Flow Rate [veh/h]	7	102	124	112	138	7	0

Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	109	236	145
Capacity of Entry and Bypass Lanes [veh/h]	1232	1371	1244
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1232	1371	1244
X, volume / capacity	0.09	0.17	0.12

Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	0.29	0.62	0.39
95th-Percentile Queue Length [ft]	7.27	15.54	9.87
Approach Delay [s/veh]	3.65	4.03	3.86
Approach LOS	A	A	A
Intersection Delay [s/veh]	3.90		
Intersection LOS	A		

Intersection Level Of Service Report
Intersection 2100: Frank Sound Road at East-West Arterial

Control Type:	Roundabout	Delay (sec / veh):	7.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		East-West Arterial		
Approach	Northbound		Southbound		Eastbound		
Lane Configuration							
Turning Movement	Left	Thru	Thru	Right	Left	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		40.00		
Grade [%]	0.00		0.00		0.00		
Crosswalk	Yes		Yes		Yes		

Volumes

Name	Frank Sound Rd		Frank Sound Rd		East-West Arterial		
Base Volume Input [veh/h]	408	123	139	9	22	528	59
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	408	123	139	9	22	528	59
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	102	31	35	2	6	132	15
Total Analysis Volume [veh/h]	408	123	139	9	22	528	59
Pedestrian Volume [ped/h]	0		0		0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1	
Circulating Flow Rate [veh/h]	68			587			123	
Exiting Flow Rate [veh/h]	667			145			476	
Demand Flow Rate [veh/h]	408	123		139	9		22	528	59
Adjusted Demand Flow Rate [veh/h]	408	123		139	9		22	528	59

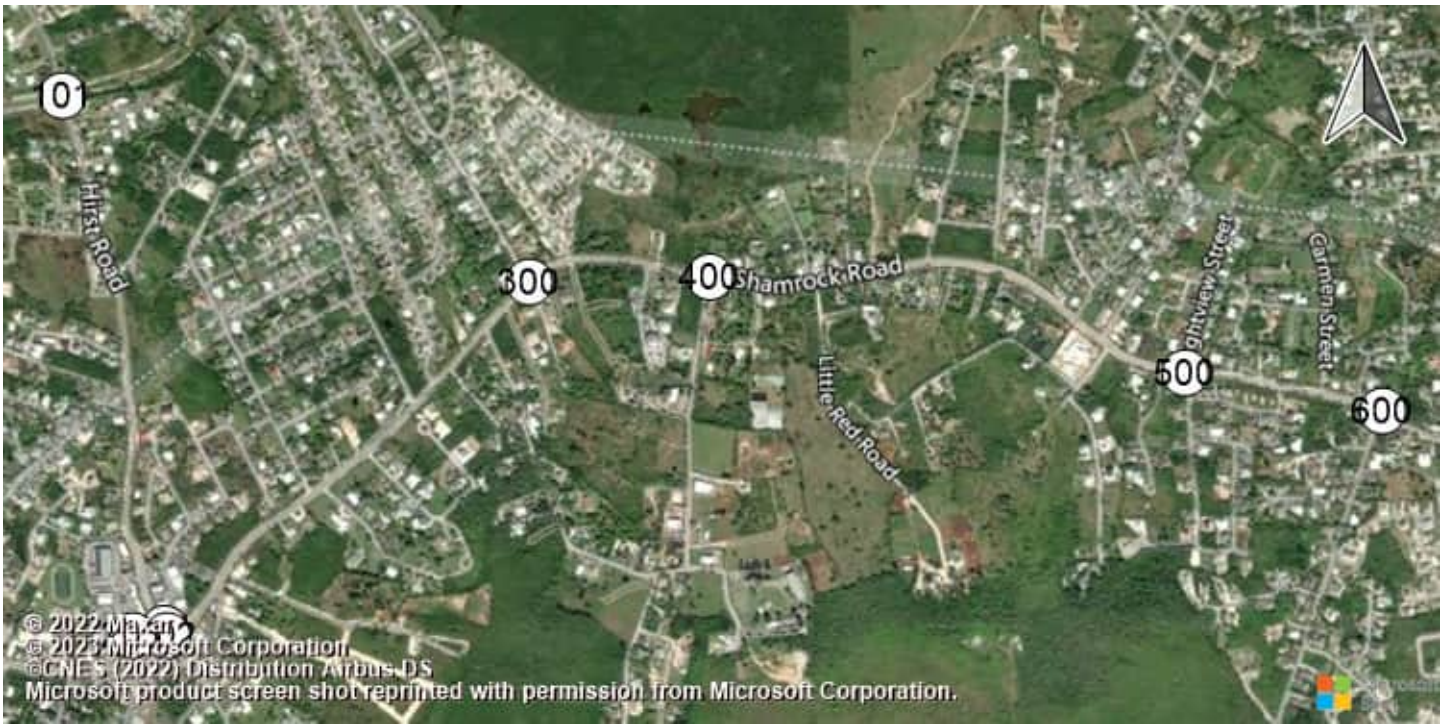
Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	531	148	609
Capacity of Entry and Bypass Lanes [veh/h]	1288	759	1218
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1288	759	1218
X, volume / capacity	0.41	0.20	0.50

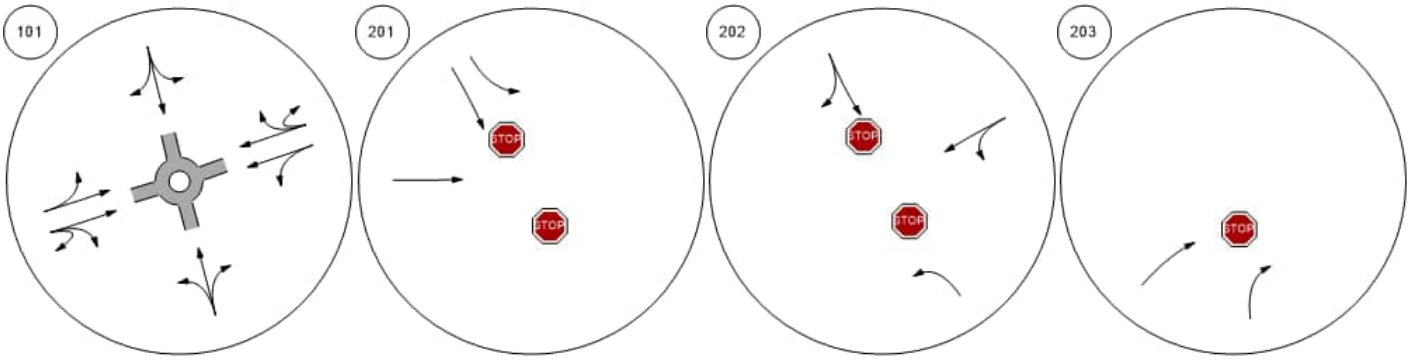
Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	2.06	0.72	2.89
95th-Percentile Queue Length [ft]	51.52	18.02	72.34
Approach Delay [s/veh]	6.81	6.87	8.38
Approach LOS	A	A	A
Intersection Delay [s/veh]	7.56		
Intersection LOS	A		

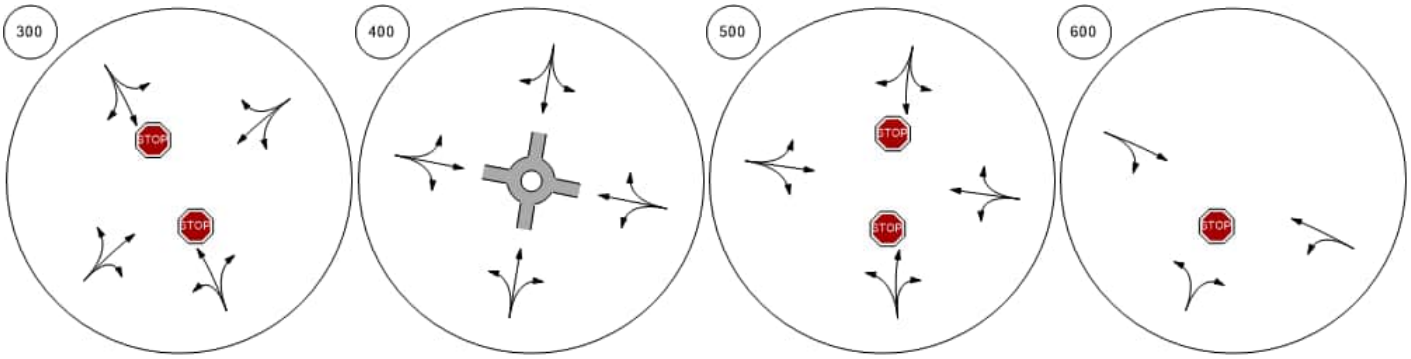
Lane Configuration and Traffic Control



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

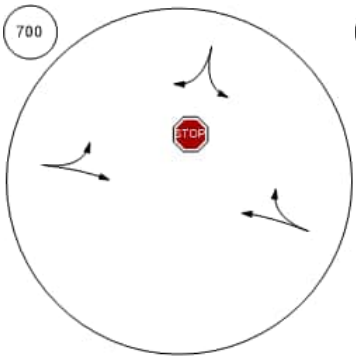


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

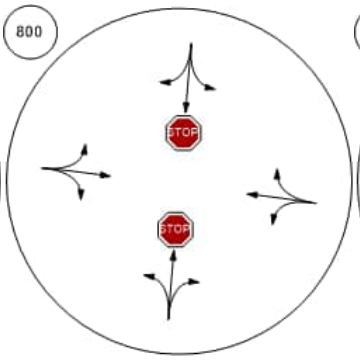


Lane Configuration and Traffic Control

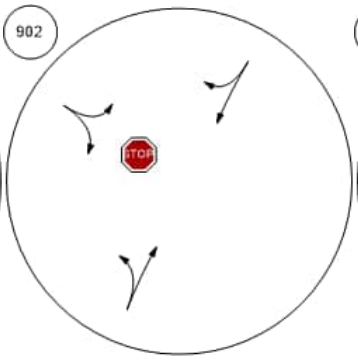
Shamrock Road at Northward



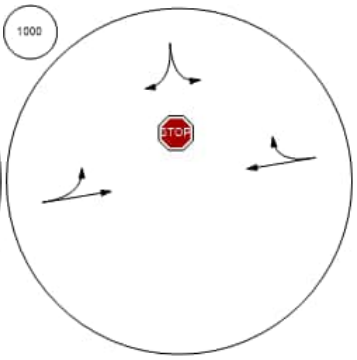
Shamrock Road at Condor R



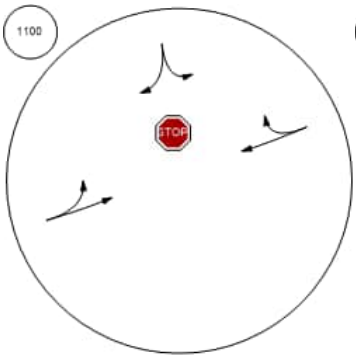
Bodden Town Road at Bodde



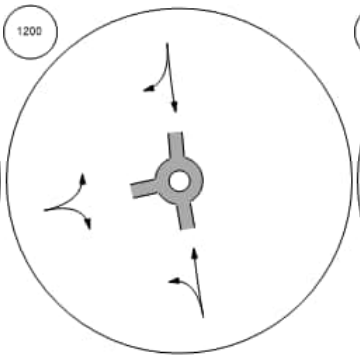
Bodden Town Road at Long



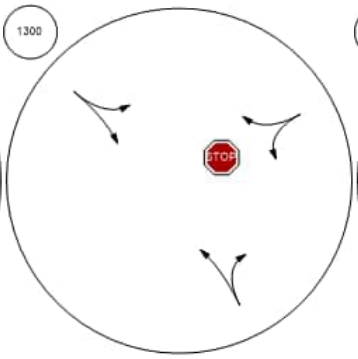
Frank Sound Road at Bodde



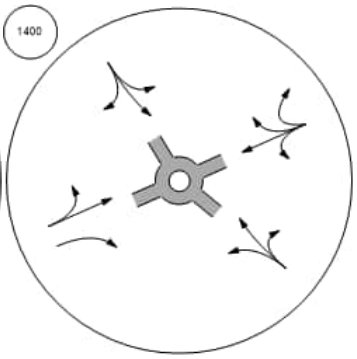
Frank Sound Road at Clifton



Frank Sound Road at North S

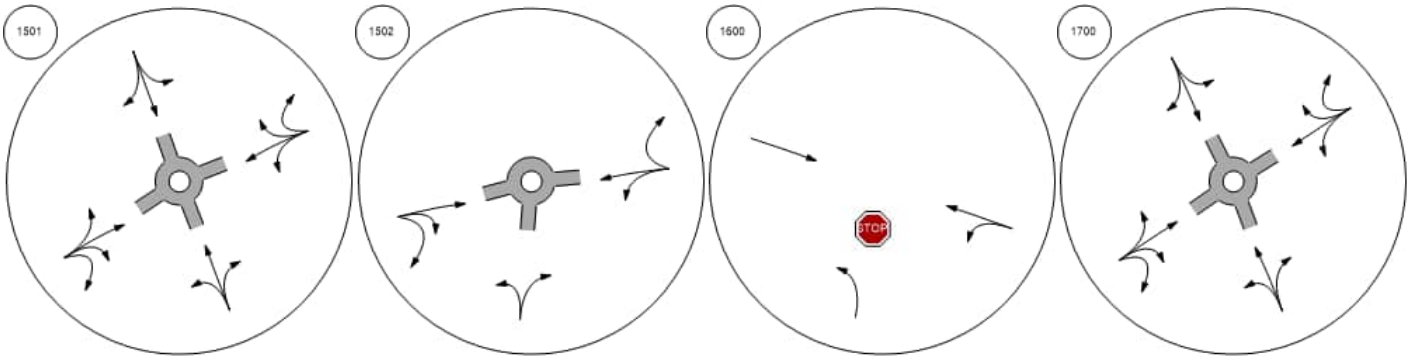


East-West Arterial at Agricola

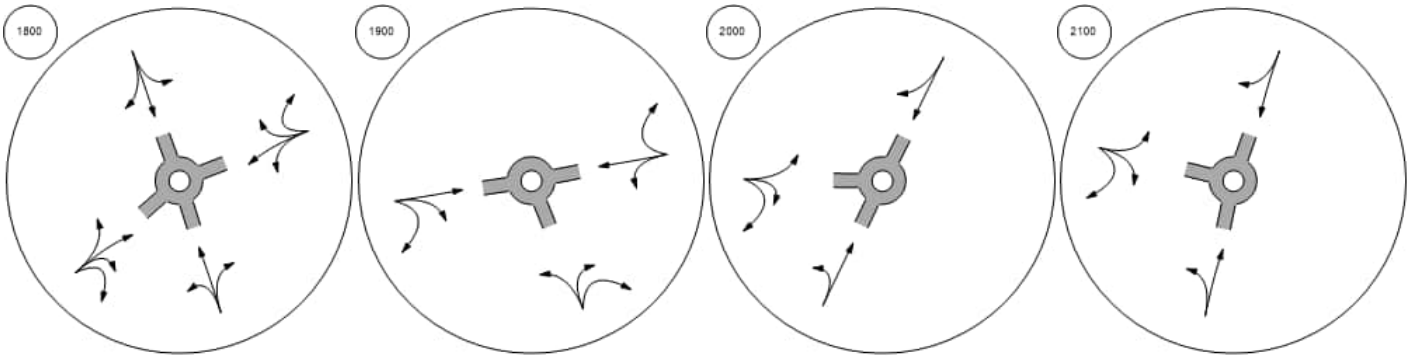


Lane Configuration and Traffic Control

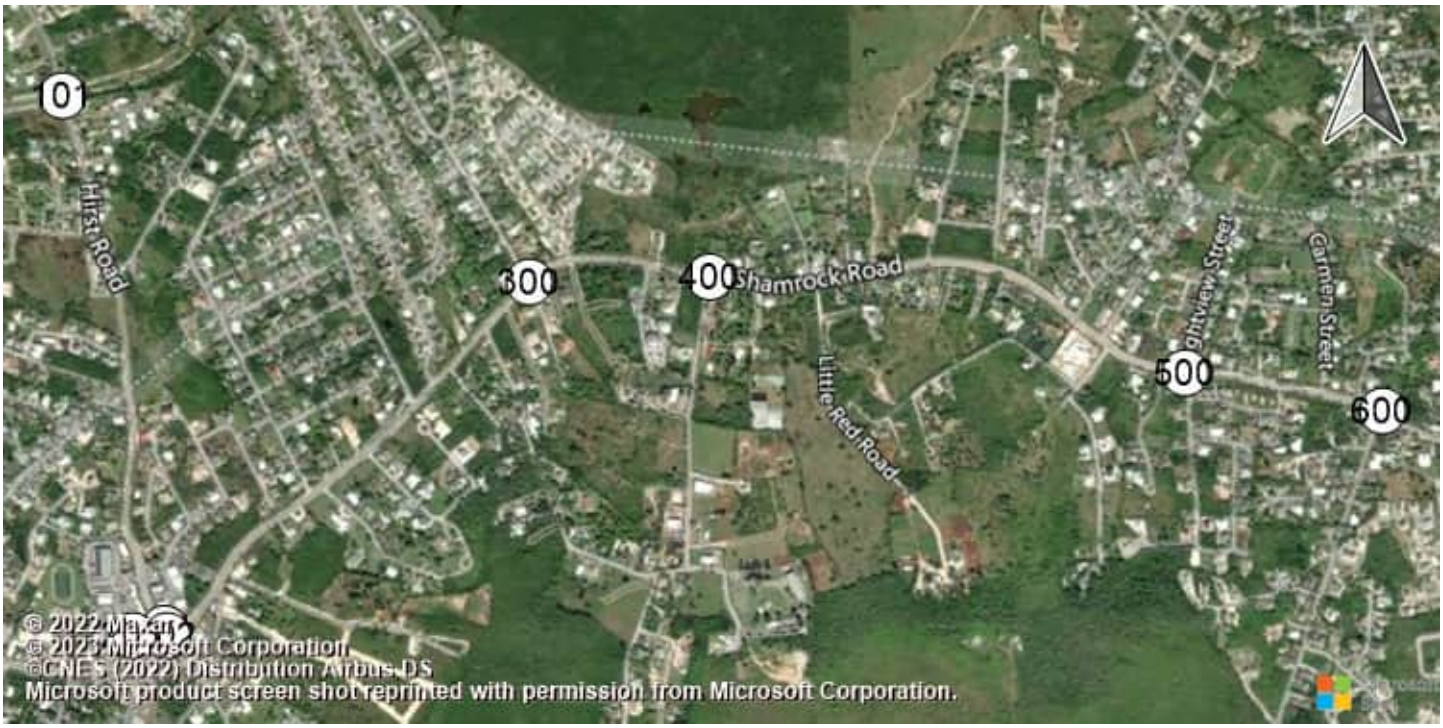
East-West Arterial at Will T C East-West Arterial at Will T C East-West Arterial at Northwa East-West Arterial at Lookout



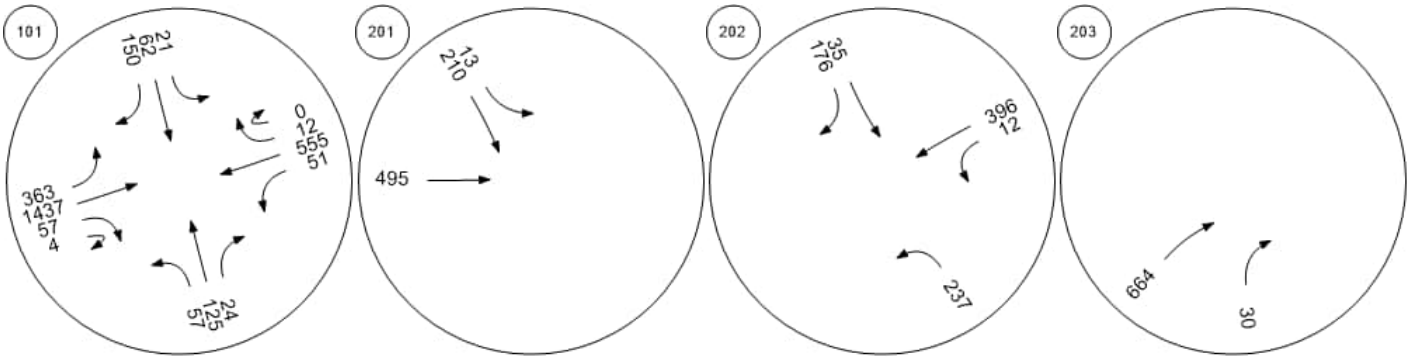
East-West Arterial at Longfell East West Arterial North/Sout Frank Sound Road at East-W Frank Sound Road at East-W



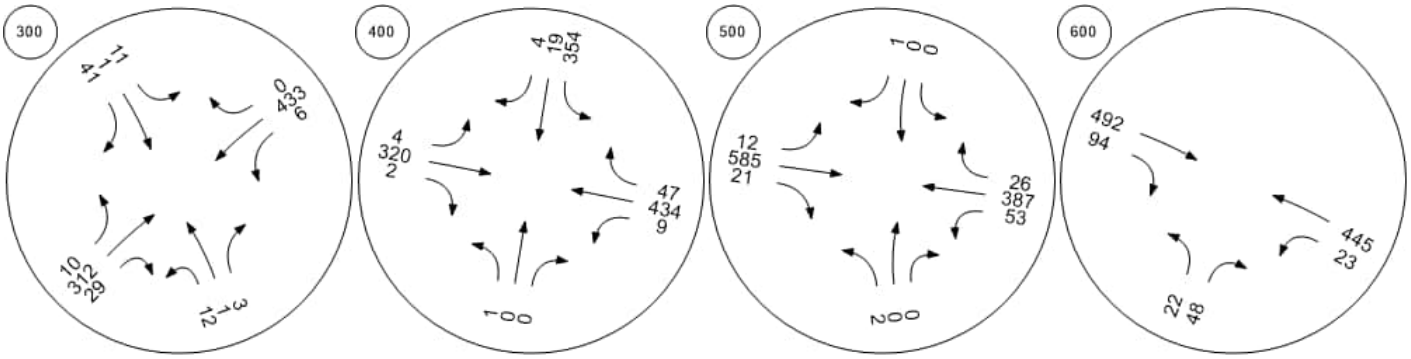
Traffic Volume - Base Volume



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

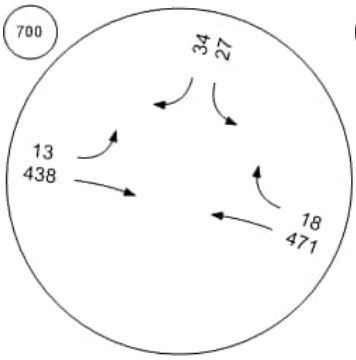


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

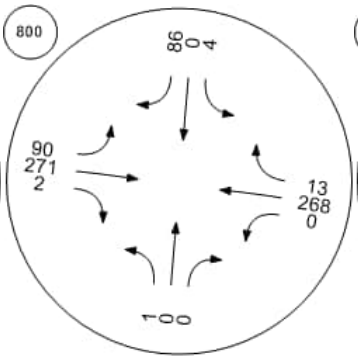


Traffic Volume - Base Volume

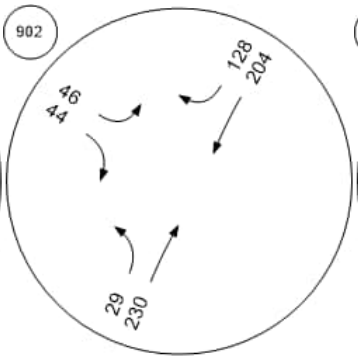
Shamrock Road at Northward



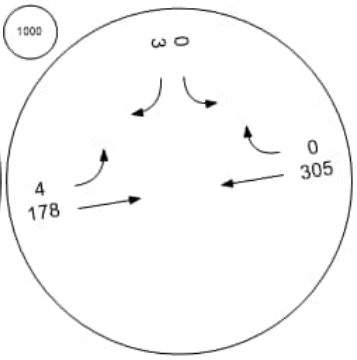
Shamrock Road at Condor R



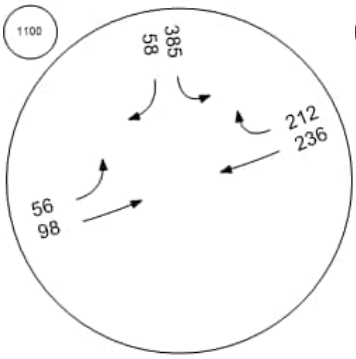
Bodden Town Road at Bodde



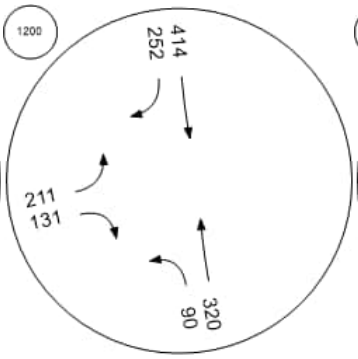
Bodden Town Road at Long



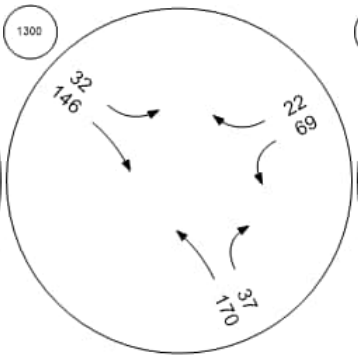
Frank Sound Road at Bodde



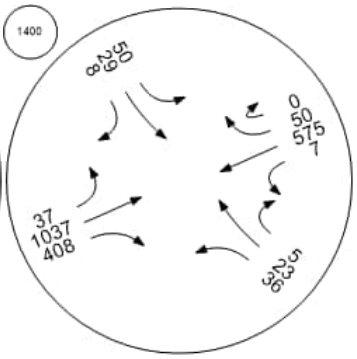
Frank Sound Road at Clifton



Frank Sound Road at North S

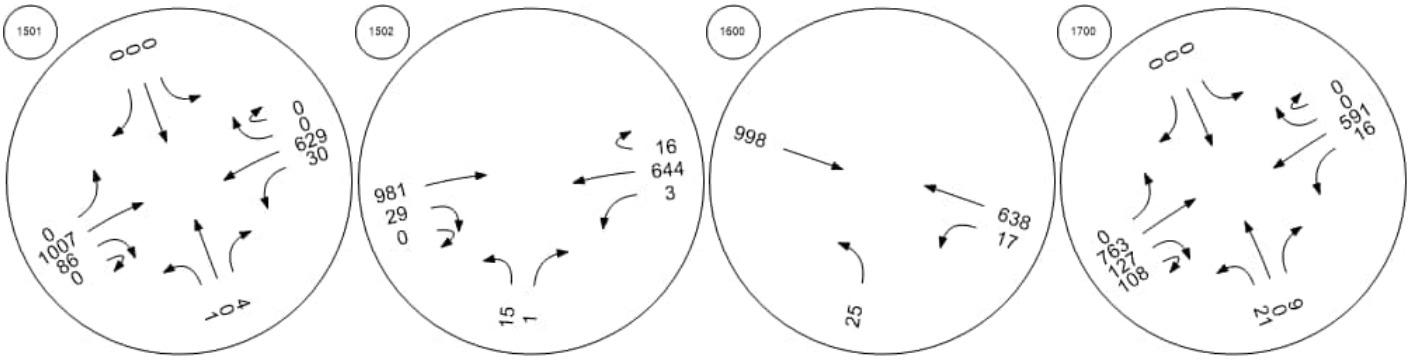


East-West Arterial at Agricola

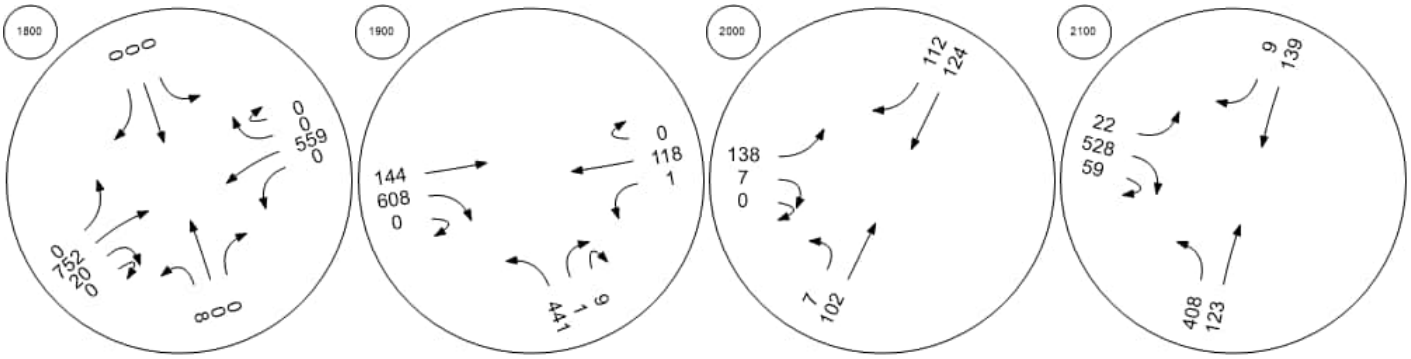


Traffic Volume - Base Volume

East-West Arterial at Will T C East-West Arterial at Will T C East-West Arterial at Northwa East-West Arterial at Lookout



East-West Arterial at Longfell East West Arterial North/Sout Frank Sound Road at East-W Frank Sound Road at East-W



Intersection Level Of Service Report
Intersection 101: East-West Arterial Road at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	20.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes		

Intersection Setup

Name									East-West Arterial				East-West Arterial				
Approach	Northbound				Southbound				Eastbound				Westbound				
Lane Configuration																	
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	U-tu	Left	Thr	Thr	Rig	U-t
Lane Width [ft]	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.	12.	12.	12.	12.
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100	100	100	100	100
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Speed [mph]	30.00				30.00				40.00				50.00				
Grade [%]	0.00				0.00				0.00				0.00				
Crosswalk	Yes				Yes				Yes				Yes				

Volumes

Name									East-West Arterial				East-West Arterial				
Base Volume Input [veh/h]	17	0	38	31	17	64	0	530	63	651	9	20	15	132	0	4	0
Base Volume Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	0	38	31	17	64	0	530	63	651	9	20	15	132	0	4	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Other Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Total 15-Minute Volume [veh/h]	4	0	10	8	4	16	0	133	16	163	2	5	4	331	0	1	0
Total Analysis Volume [veh/h]	17	0	38	31	17	64	0	530	63	651	9	20	15	132	0	4	0
Pedestrian Volume [ped/h]	0				0				0				0				

Intersection Settings

Number of Conflicting Circulating Lanes	2				2				2				2				
Circulating Flow Rate [veh/h]	1878				711				73				623				
Exiting Flow Rate [veh/h]	88				105				1891				699				
Demand Flow Rate [veh/h]	17	0	38	31	17	64	0	530	63	651	9	20	15	132	0	4	0
Adjusted Demand Flow Rate [veh/h]	17	0	38	31	17	64	0	530	63	651	9	20	15	132	0	4	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1350.00	1420.00	1350.00
B (coefficient)	0.00085	0.00085	0.00085	0.00092	0.00085	0.00092
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	86	611	394	350	712	632
Capacity of Entry and Bypass Lanes [veh/h]	288	776	1335	1263	837	762
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	288	776	1335	1263	837	762
X, volume / capacity	0.30	0.79	0.30	0.28	0.85	0.83

Movement, Approach, & Intersection Results

Lane LOS	C	C	A	A	D	D
95th-Percentile Queue Length [veh]	1.22	8.01	1.24	1.14	10.32	9.28
95th-Percentile Queue Length [ft]	30.49	200.13	31.07	28.40	257.96	231.98
Approach Delay [s/veh]	19.25	23.45	5.31		27.57	
Approach LOS	C	C	A		D	
Intersection Delay [s/veh]	20.46					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	14.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.246

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	21	114	0	0	430	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	21	114	0	0	430	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	6	31	0	0	116	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	23	123	0	0	462	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance		No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.04	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	11.20	14.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS				B	B			A				
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.12	0.96	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	2.96	24.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			14.01			0.00			0.00		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	3.37											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	189.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.038

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	310	0	0	0	19	95	0	0	0	7	629	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	310	0	0	0	19	95	0	0	0	7	629	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	83	0	0	0	5	26	0	0	0	2	169	0
Total Analysis Volume [veh/h]	333	0	0	0	20	102	0	0	0	8	676	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.73	0.00	0.00	0.00	0.05	1.04	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	31.70	0.00	0.00	0.00	162.59	189.58	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	D				F	F				A	A	
95th-Percentile Queue Length [veh/ln]	5.92	0.00	0.00	0.00	7.43	7.43	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	147.93	0.00	0.00	0.00	185.79	185.79	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	31.70			185.16			0.00			0.00		
Approach LOS	D			F			A			A		
d_I, Intersection Delay [s/veh]	29.10											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 203: Shamrock Road atHirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	12.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.038

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	19	482	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	19	482	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	5	130	0	0	0
Total Analysis Volume [veh/h]	0	20	518	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	12.18	0.00	0.00	0.00	0.00
Movement LOS		B	A			
95th-Percentile Queue Length [veh/ln]	0.00	0.12	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	2.99	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.18		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.45					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	22.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.097

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	40	1	5	0	0	21	7	323	6	2	574	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	40	1	5	0	0	21	7	323	6	2	574	0
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	0	1	0	0	5	2	81	2	1	144	0
Total Analysis Volume [veh/h]	41	1	5	0	0	22	7	323	6	2	574	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.00	0.02	0.00	0.00	0.10	0.00	0.00	0.01	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	12.79	19.12	20.02	11.71	19.89	22.60	0.00	0.00	8.60	0.00	0.00	7.90
Movement LOS	B	C	C	B	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.34	0.34	0.34	0.32	0.32	0.32	0.02	0.02	0.02	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	8.46	8.46	8.46	7.97	7.97	7.97	0.45	0.45	0.45	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.69			22.60			0.15			0.00		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	1.22											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive

Control Type:	Roundabout	Delay (sec / veh):	9.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	1	7	1	40	12	37	2	325	2	3	538	312
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	7	1	40	12	37	2	325	2	3	538	312
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	2	0	10	3	9	1	81	1	1	135	78
Total Analysis Volume [veh/h]	1	7	1	40	12	37	2	325	2	3	538	312
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	887			328			320			51		
Exiting Flow Rate [veh/h]	17			321			576			366		
Demand Flow Rate [veh/h]	1	7	1	40	12	37	2	325	2	3	538	312
Adjusted Demand Flow Rate [veh/h]	1	7	1	40	12	37	2	325	2	3	538	312

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	9	89	329	853
Capacity of Entry and Bypass Lanes [veh/h]	559	988	996	1311
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	559	988	996	1311
X, volume / capacity	0.02	0.09	0.33	0.65

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	B
95th-Percentile Queue Length [veh]	0.05	0.30	1.46	5.14
95th-Percentile Queue Length [ft]	1.23	7.41	36.38	128.43
Approach Delay [s/veh]	6.63	4.46	7.04	10.97
Approach LOS	A	A	A	B
Intersection Delay [s/veh]	9.48			
Intersection LOS	A			

Intersection Level Of Service Report

Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	23.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.030

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	11	0	5	3	0	6	1	362	1	0	683	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	0	5	3	0	6	1	362	1	0	683	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	1	1	0	2	0	91	0	0	171	0
Total Analysis Volume [veh/h]	11	0	5	3	0	6	1	362	1	0	683	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.02	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	13.51	21.25	23.02	10.73	21.17	23.42	0.00	0.00	8.92	0.00	0.00	7.98
Movement LOS	B	C	C	B	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.15	0.15	0.15	0.11	0.11	0.11	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.81	3.81	3.81	2.65	2.65	2.65	0.08	0.08	0.08	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	16.48			19.19			0.02			0.00		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	0.42											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	41.5
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.157

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	7	16	179	190	47	676
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	16	179	190	47	676
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	4	49	52	13	186
Total Analysis Volume [veh/h]	8	18	197	209	52	743
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.16	0.00	0.25	0.00	0.01
d_M, Delay for Movement [s/veh]	19.07	41.49	0.00	10.74	0.00	0.00
Movement LOS	C	E	A	B	A	A
95th-Percentile Queue Length [veh/ln]	0.62	0.62	0.99	0.99	0.00	0.00
95th-Percentile Queue Length [ft/ln]	15.44	15.44	24.71	24.71	0.00	0.00
d_A, Approach Delay [s/veh]	34.59		5.53		0.00	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	2.56					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	18.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.028

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	10	8	9	195	680	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	8	9	195	680	22
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	2	2	50	175	6
Total Analysis Volume [veh/h]	10	8	9	201	701	23
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.03	0.00	0.00	0.01	0.02
d_M, Delay for Movement [s/veh]	9.62	18.10	0.00	0.00	0.00	7.67
Movement LOS	A	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.13	0.13	0.00	0.00	0.05	0.05
95th-Percentile Queue Length [ft/ln]	3.14	3.14	0.00	0.00	1.28	1.28
d_A, Approach Delay [s/veh]	13.39		0.00		0.24	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.44					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	16.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.398

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	4	0	0	1	0	213	69	132	0	0	248	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	0	0	1	0	213	69	132	0	0	248	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	0	0	53	17	33	0	0	62	2
Total Analysis Volume [veh/h]	4	0	0	1	0	213	69	132	0	0	248	6
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.40	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.55	12.25	11.71	13.46	16.30	16.11	0.00	0.00	7.71	0.00	0.00	7.61
Movement LOS	A	B	B	B	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	1.90	1.90	1.90	0.00	0.00	0.00	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.38	0.38	0.38	47.54	47.54	47.54	0.00	0.00	0.00	0.33	0.33	0.33
d_A, Approach Delay [s/veh]	9.55			16.10			0.00			0.18		
Approach LOS	A			C			A			A		
d_I, Intersection Delay [s/veh]	5.24											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 902: Bodden Town Road at Bodden Town Bypass

Control Type:	Two-way stop	Delay (sec / veh):	14.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.051

Intersection Setup

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	46	19	12	126	175	146
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	46	19	12	126	175	146
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	5	3	34	47	39
Total Analysis Volume [veh/h]	49	20	13	134	186	155
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.05	0.00	0.00	0.00	0.11
d_M, Delay for Movement [s/veh]	9.58	14.83	0.00	0.00	0.00	7.79
Movement LOS	A	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.35	0.35	0.00	0.00	0.36	0.36
95th-Percentile Queue Length [ft/ln]	8.73	8.73	0.00	0.00	8.98	8.98
d_A, Approach Delay [s/veh]	11.10		0.00		3.54	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	3.54					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Two-way stop	Delay (sec / veh):	11.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.014

Intersection Setup

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	52	7	0	103	270	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	52	7	0	103	270	15
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	2	0	28	74	4
Total Analysis Volume [veh/h]	57	8	0	113	297	16
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.01	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	9.14	11.65	0.00	0.00	0.00	7.44
Movement LOS	A	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.24	0.24	0.00	0.00	0.03	0.03
95th-Percentile Queue Length [ft/ln]	6.01	6.01	0.00	0.00	0.81	0.81
d_A, Approach Delay [s/veh]	9.45		0.00		0.38	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.49					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1100: Frank Sound Road at Bodden Town Road

Control Type:	Two-way stop	Delay (sec / veh):	23.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.190

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Southwestbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	262	48	40	110	236	213
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	262	48	40	110	236	213
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	70	13	11	30	63	57
Total Analysis Volume [veh/h]	282	52	43	118	254	229
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.31	0.19	0.00	0.00	0.00	0.15
d_M, Delay for Movement [s/veh]	14.18	23.42	0.00	0.00	0.00	7.87
Movement LOS	B	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	2.80	2.80	0.00	0.00	0.55	0.55
95th-Percentile Queue Length [ft/ln]	70.03	70.03	0.00	0.00	13.65	13.65
d_A, Approach Delay [s/veh]	15.62		0.00		3.73	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	7.18					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Roundabout	Delay (sec / veh):	6.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter HS Entrance	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		20.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter HS Entrance	
Base Volume Input [veh/h]	134	236	369	187	229	95
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	134	236	369	187	229	95
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	59	92	47	57	24
Total Analysis Volume [veh/h]	134	236	369	187	229	95
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Number of Conflicting Circulating Lanes	1		1		1	
Circulating Flow Rate [veh/h]	187		95		236	
Exiting Flow Rate [veh/h]	464		465		321	
Demand Flow Rate [veh/h]	134	236	369	187	229	95
Adjusted Demand Flow Rate [veh/h]	134	236	369	187	229	95

Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	370	556	324
Capacity of Entry and Bypass Lanes [veh/h]	1141	1253	1085
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1141	1253	1085
X, volume / capacity	0.32	0.44	0.30

Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	1.42	2.33	1.26
95th-Percentile Queue Length [ft]	35.50	58.30	31.52
Approach Delay [s/veh]	6.29	7.37	6.22
Approach LOS	A	A	A
Intersection Delay [s/veh]	6.75		
Intersection LOS	A		

Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	10.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	100	32	8	98	42	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	100	32	8	98	42	2
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	9	2	28	12	1
Total Analysis Volume [veh/h]	112	36	9	110	47	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.00	0.00	0.05	0.00
d_M, Delay for Movement [s/veh]	0.00	7.49	0.00	0.00	9.03	10.52
Movement LOS	A	A	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.07	0.07	0.00	0.00	0.17	0.17
95th-Percentile Queue Length [ft/ln]	1.87	1.87	0.00	0.00	4.17	4.17
d_A, Approach Delay [s/veh]	1.82		0.00		9.09	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.26					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	14.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			50.00			50.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	Yes			Yes			Yes			Yes			

Volumes

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Base Volume Input [veh/h]	367	19	6	36	55	45	4	624	71	5	931	20	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	367	19	6	36	55	45	4	624	71	5	931	20	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	92	5	2	9	14	11	1	156	18	1	233	5	0
Total Analysis Volume [veh/h]	367	19	6	36	55	45	4	624	71	5	931	20	0
Pedestrian Volume [ped/h]	0			0			0			0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1			1			
Circulating Flow Rate [veh/h]	996			701			45			171			
Exiting Flow Rate [veh/h]	131			43			1343			666			
Demand Flow Rate [veh/h]	367	19	6	36	55	45	4	624	71	5	931	20	0
Adjusted Demand Flow Rate [veh/h]	367	19	6	36	55	45	4	624	71	5	931	20	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1380.00
B (coefficient)	0.00085	0.00085	0.00091	0.00091	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	392	136	628	71	956
Capacity of Entry and Bypass Lanes [veh/h]	609	783	1364	1364	1160
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	609	783	1364	1364	1160
X, volume / capacity	0.64	0.17	0.46	0.05	0.82

Movement, Approach, & Intersection Results

Lane LOS	C	A	A	A	C
95th-Percentile Queue Length [veh]	4.63	0.63	2.50	0.16	10.10
95th-Percentile Queue Length [ft]	115.73	15.65	62.39	4.12	252.53
Approach Delay [s/veh]	19.18	6.43	6.76		19.83
Approach LOS	C	A	A		C
Intersection Delay [s/veh]	14.70				
Intersection LOS	B				

Intersection Level Of Service Report
Intersection 1501: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	9.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name							East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			30.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name							East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	13	0	8	0	0	0	0	660	6	0	5	939	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	0	8	0	0	0	0	660	6	0	5	939	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	3	0	2	0	0	0	0	165	2	0	1	235	0	0
Total Analysis Volume [veh/h]	13	0	8	0	0	0	0	660	6	0	5	939	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1				
Circulating Flow Rate [veh/h]	939			674			8				6				
Exiting Flow Rate [veh/h]	11			0			952				668				
Demand Flow Rate [veh/h]	13	0	8	0	0	0	0	660	6	0	5	939	0	0	
Adjusted Demand Flow Rate [veh/h]	13	0	8	0	0	0	0	660	6	0	5	939	0	0	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	21	0	666	944
Capacity of Entry and Bypass Lanes [veh/h]	530	694	1369	1372
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	530	694	1369	1372
X, volume / capacity	0.04	0.00	0.49	0.69

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	B
95th-Percentile Queue Length [veh]	0.12	0.00	2.76	5.96
95th-Percentile Queue Length [ft]	3.09	0.00	68.91	148.97
Approach Delay [s/veh]	7.28	5.19	7.53	11.64
Approach LOS	A	A	A	B
Intersection Delay [s/veh]	9.90			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 1502: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	8.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name			East-West Arterial			East-West Arterial		
Approach	Northbound		Eastbound			Westbound		
Lane Configuration								
Turning Movement	Left	Right	Thru	Right	U-turn	Left	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00			50.00		
Grade [%]	0.00		0.00			0.00		
Crosswalk	Yes		Yes			Yes		

Volumes

Name			East-West Arterial			East-West Arterial		
Base Volume Input [veh/h]	162	4	666	2	0	1	782	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	162	4	666	2	0	1	782	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	1	167	1	0	0	196	3
Total Analysis Volume [veh/h]	162	4	666	2	0	1	782	12
Pedestrian Volume [ped/h]	0		0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1		1			1		
Circulating Flow Rate [veh/h]	794		16			2		
Exiting Flow Rate [veh/h]	3		944			682		
Demand Flow Rate [veh/h]	162	4	666	2	0	1	782	12
Adjusted Demand Flow Rate [veh/h]	162	4	666	2	0	1	782	12

Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	166	668	795
Capacity of Entry and Bypass Lanes [veh/h]	614	1358	1378
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	614	1358	1378
X, volume / capacity	0.27	0.49	0.58

Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	1.09	2.81	3.89
95th-Percentile Queue Length [ft]	27.26	70.35	97.22
Approach Delay [s/veh]	9.37	7.65	9.01
Approach LOS	A	A	A
Intersection Delay [s/veh]	8.49		
Intersection LOS	A		

Intersection Level Of Service Report
Intersection 1600: East-West Arterial at Northward Rd

Control Type:	Two-way stop	Delay (sec / veh):	15.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.166

Intersection Setup

Name	Northward Rd		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	71	0	682	0	7	724
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	71	0	682	0	7	724
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	0	171	0	2	181
Total Analysis Volume [veh/h]	71	0	682	0	7	724
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.17	0.00	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	15.10	0.00	0.00	0.00	0.00	0.00
Movement LOS	C		A		A	A
95th-Percentile Queue Length [veh/ln]	0.59	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	14.76	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	15.10		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.72					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1700: East-West Arterial at Lookout Rd

Control Type:	Roundabout	Delay (sec / veh):	8.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Lookout Rd			Lookout Rd			East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Lookout Rd			Lookout Rd			East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	68	0	5	0	0	0	0	617	23	42	5	677	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	68	0	5	0	0	0	0	617	23	42	5	677	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	17	0	1	0	0	0	0	154	6	11	1	169	0	0
Total Analysis Volume [veh/h]	68	0	5	0	0	0	0	617	23	42	5	677	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1				
Circulating Flow Rate [veh/h]	719			687			5				65				
Exiting Flow Rate [veh/h]	28			0			787				622				
Demand Flow Rate [veh/h]	68	0	5	0	0	0	0	617	23	42	5	677	0	0	
Adjusted Demand Flow Rate [veh/h]	68	0	5	0	0	0	0	617	23	42	5	677	0	0	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	73	0	682	682
Capacity of Entry and Bypass Lanes [veh/h]	663	685	1373	1292
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	663	685	1373	1292
X, volume / capacity	0.11	0.00	0.50	0.53

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.37	0.00	2.87	3.22
95th-Percentile Queue Length [ft]	9.24	0.00	71.65	80.52
Approach Delay [s/veh]	6.65	5.26	7.66	8.50
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	8.01			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 1800: East-West Arterial at Longfellow Rd

Control Type:	Roundabout	Delay (sec / veh):	7.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Longfellow Rd			Longfellow Rd			East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Longfellow Rd			Longfellow Rd			East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	27	0	1	0	0	0	0	563	58	0	6	594	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	0	1	0	0	0	0	563	58	0	6	594	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	7	0	0	0	0	0	0	141	15	0	2	149	0	0
Total Analysis Volume [veh/h]	27	0	1	0	0	0	0	563	58	0	6	594	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1			
Circulating Flow Rate [veh/h]	594			622			1				58			
Exiting Flow Rate [veh/h]	64			0			621				564			
Demand Flow Rate [veh/h]	27	0	1	0	0	0	0	563	58	0	6	594	0	0
Adjusted Demand Flow Rate [veh/h]	27	0	1	0	0	0	0	563	58	0	6	594	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	28	0	621	600
Capacity of Entry and Bypass Lanes [veh/h]	753	732	1379	1301
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	753	732	1379	1301
X, volume / capacity	0.04	0.00	0.45	0.46

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.12	0.00	2.40	2.50
95th-Percentile Queue Length [ft]	2.89	0.00	59.96	62.44
Approach Delay [s/veh]	5.15	4.92	6.99	7.42
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	7.15			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 1900: East West Arterial

Control Type:	Roundabout	Delay (sec / veh):	6.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name							East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			50.00				40.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name							East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	0	0	4	0	0	12	1	540	22	0	0	535	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	4	0	0	12	1	540	22	0	0	535	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	0	0	1	0	0	3	0	135	6	0	0	134	0	0
Total Analysis Volume [veh/h]	0	0	4	0	0	12	1	540	22	0	0	535	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1				
Circulating Flow Rate [veh/h]	547			566			4				34				
Exiting Flow Rate [veh/h]	22			1			547				544				
Demand Flow Rate [veh/h]	0	0	4	0	0	12	1	540	22	0	0	535	0	0	
Adjusted Demand Flow Rate [veh/h]	0	0	4	0	0	12	1	540	22	0	0	535	0	0	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	4	12	563	535
Capacity of Entry and Bypass Lanes [veh/h]	790	775	1375	1333
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	790	775	1375	1333
X, volume / capacity	0.01	0.02	0.41	0.40

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.02	0.05	2.04	1.97
95th-Percentile Queue Length [ft]	0.38	1.18	51.01	49.31
Approach Delay [s/veh]	4.61	4.80	6.47	6.51
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	6.46			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 2000: Frank Sound Road at East-West Arterial

Control Type:	Unknown	Delay (sec / veh):	?
Analysis Method:	?	Level Of Service:	?
Analysis Period:	15 minutes	Volume to Capacity (v/c):	?

Intersection Setup

Name	Frank Sound Rd	Frank Sound Rd
Approach	Northeastbound	Southwestbound
Lane Configuration		
Turning Movement	Thru	Thru
Crosswalk	Yes	Yes

Volumes

Name	Frank Sound Rd	Frank Sound Rd
Base Volume Input [veh/h]	138	167
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Left-Turn on Red Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	138	167
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	42
Total Analysis Volume [veh/h]	138	167
Presence of On-Street Parking	No	No
On-Street Parking Maneuver Rate [/h]	0	0
Local Bus Stopping Rate [/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Level Of Service Report
Intersection 2100: Frank Sound Road at East-West Arterial

Control Type:	Roundabout	Delay (sec / veh):	7.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		East-West Arterial		
Approach	Northbound		Southbound		Eastbound		
Lane Configuration							
Turning Movement	Left	Thru	Thru	Right	Left	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		20.00		40.00		
Grade [%]	0.00		0.00		0.00		
Crosswalk	Yes		Yes		Yes		

Volumes

Name	Frank Sound Rd		Frank Sound Rd		East-West Arterial		
Base Volume Input [veh/h]	389	76	82	145	75	474	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	389	76	82	145	75	474	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	97	19	21	36	19	119	0
Total Analysis Volume [veh/h]	389	76	82	145	75	474	0
Pedestrian Volume [ped/h]	0		0		0		

Intersection Settings

Number of Conflicting Circulating Lanes	1		1		1		
Circulating Flow Rate [veh/h]	145		474		76		
Exiting Flow Rate [veh/h]	556		151		534		
Demand Flow Rate [veh/h]	389	76	82	145	75	474	0
Adjusted Demand Flow Rate [veh/h]	389	76	82	145	75	474	0

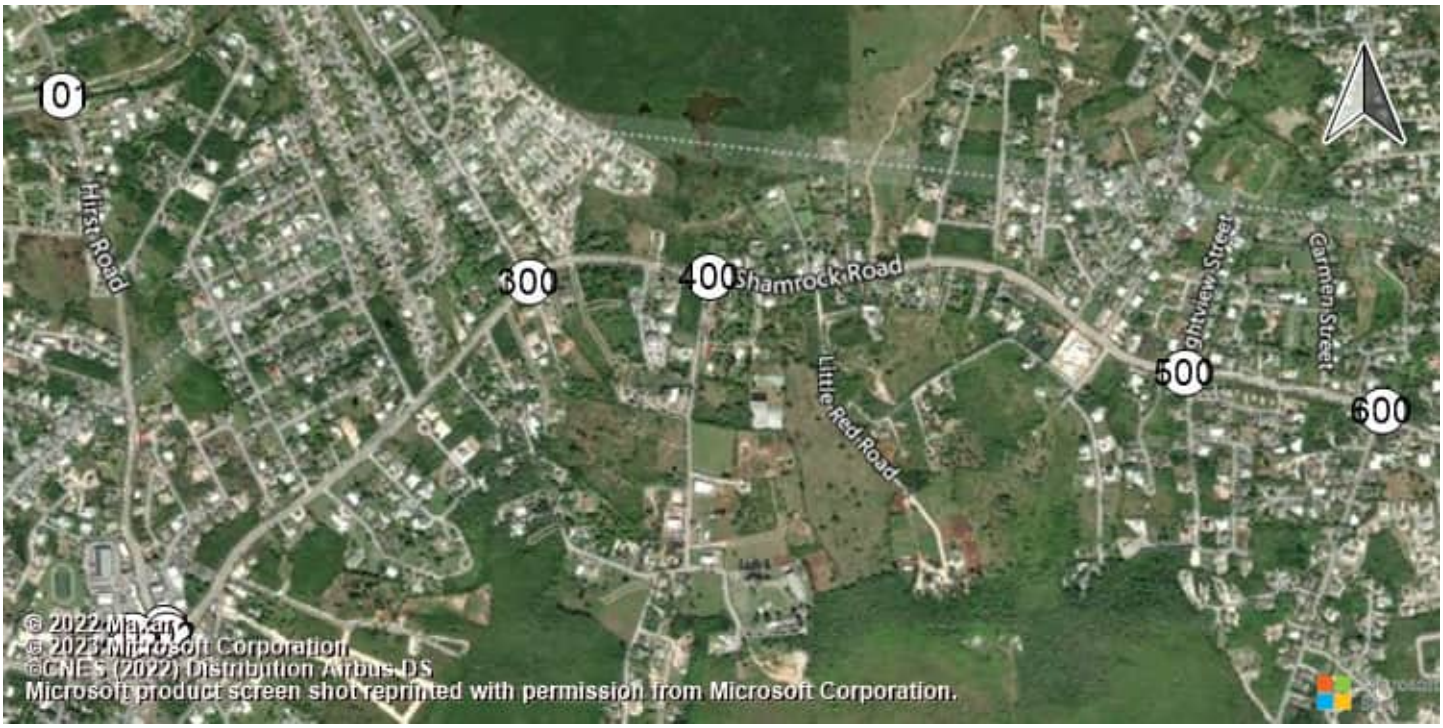
Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	465	227	549
Capacity of Entry and Bypass Lanes [veh/h]	1191	851	1278
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1191	851	1278
X, volume / capacity	0.39	0.27	0.43

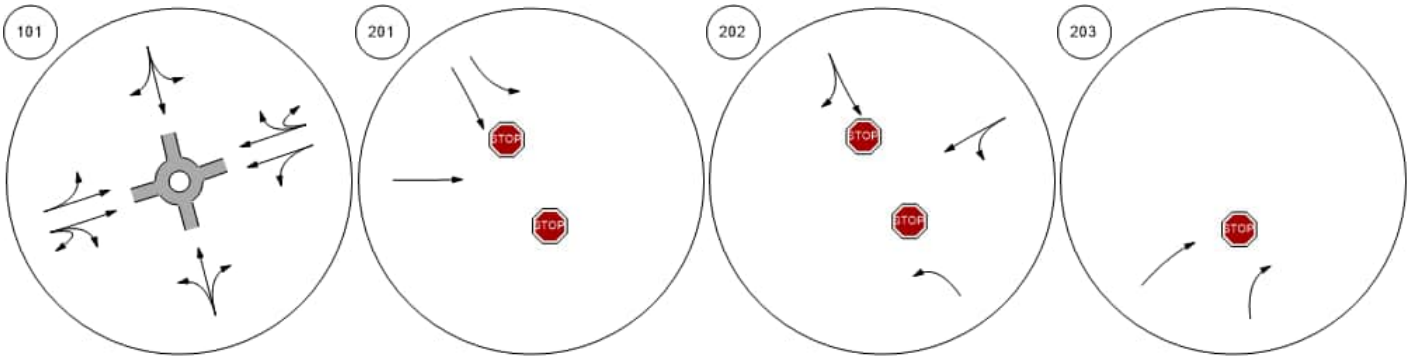
Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	1.88	1.08	2.21
95th-Percentile Queue Length [ft]	47.11	26.91	55.21
Approach Delay [s/veh]	6.90	7.10	7.08
Approach LOS	A	A	A
Intersection Delay [s/veh]	7.02		
Intersection LOS	A		

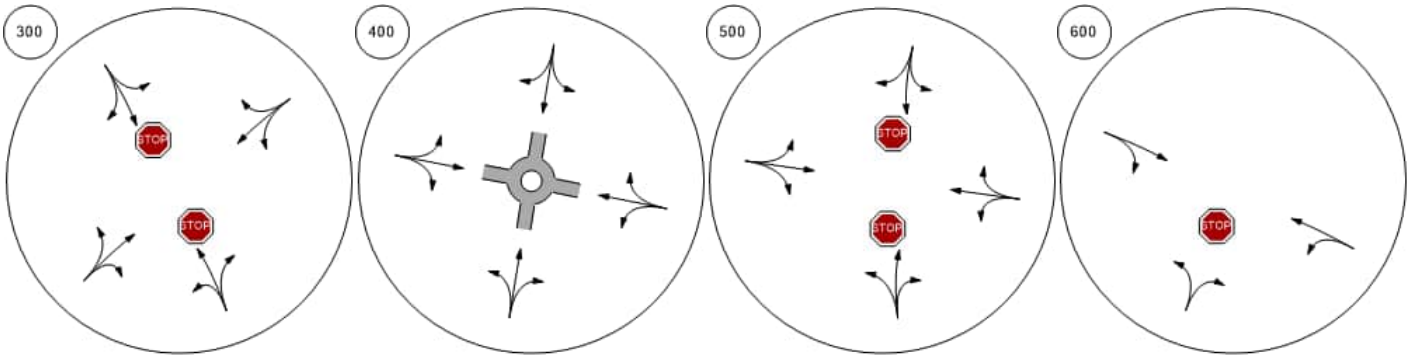
Lane Configuration and Traffic Control



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

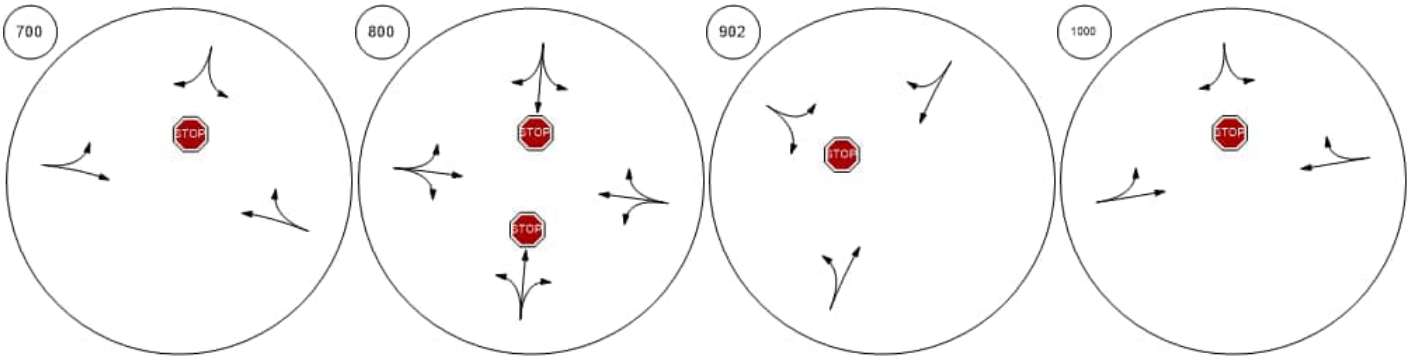


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

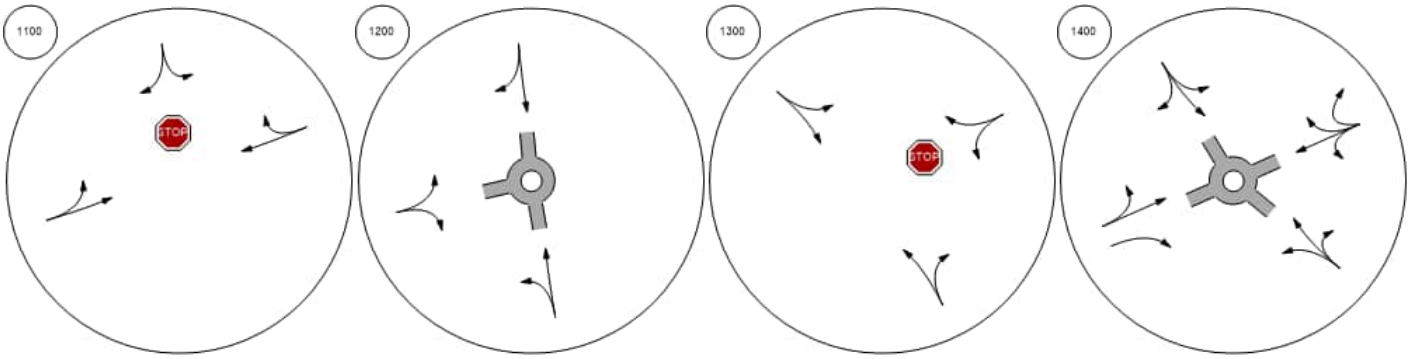


Lane Configuration and Traffic Control

Shamrock Road at Northward | Shamrock Road at Condor R | Bodden Town Road at Bodde | Bodden Town Road at Long

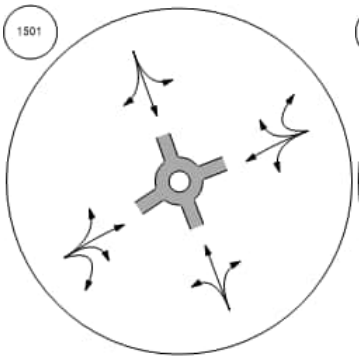


Frank Sound Road at Bodde | Frank Sound Road at Clifton | Frank Sound Road at North S | East-West Arterial at Agricola

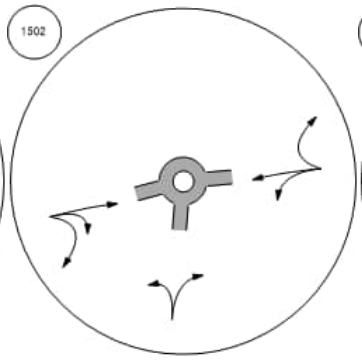


Lane Configuration and Traffic Control

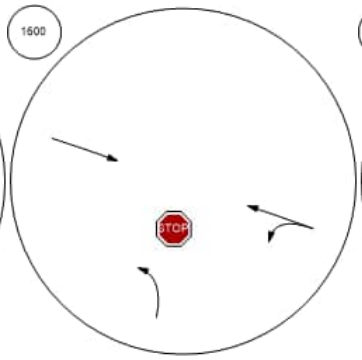
East-West Arterial at Will T C



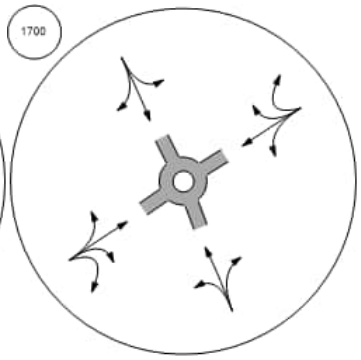
East-West Arterial at Will T C



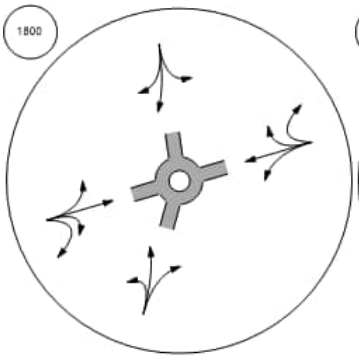
East-West Arterial at Northwa



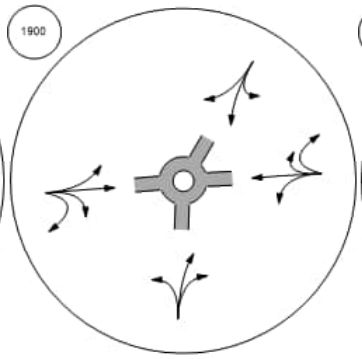
East-West Arterial at Lookout



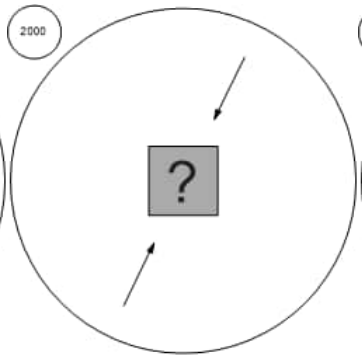
East-West Arterial at Longfell



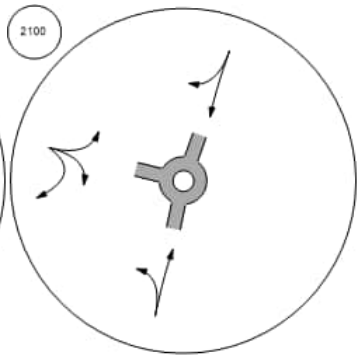
East West Arterial



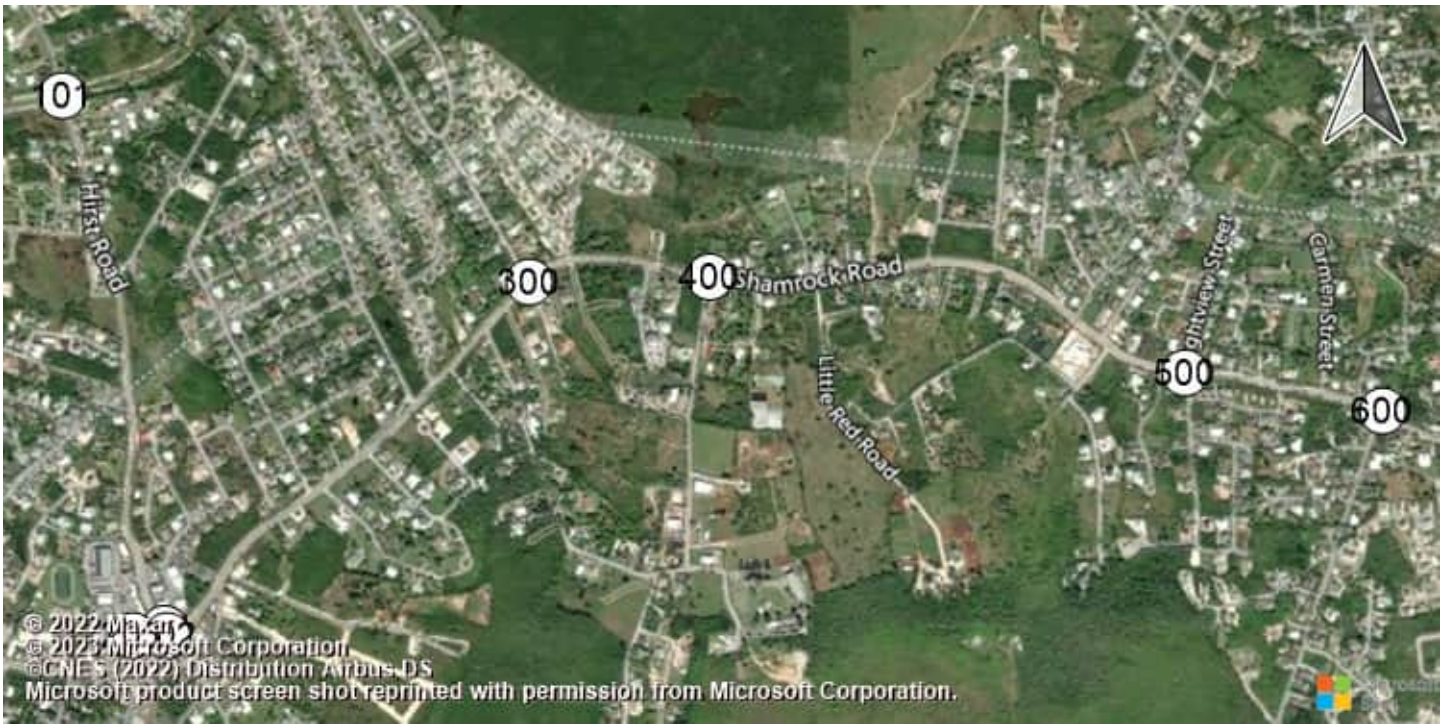
Frank Sound Road at East-W



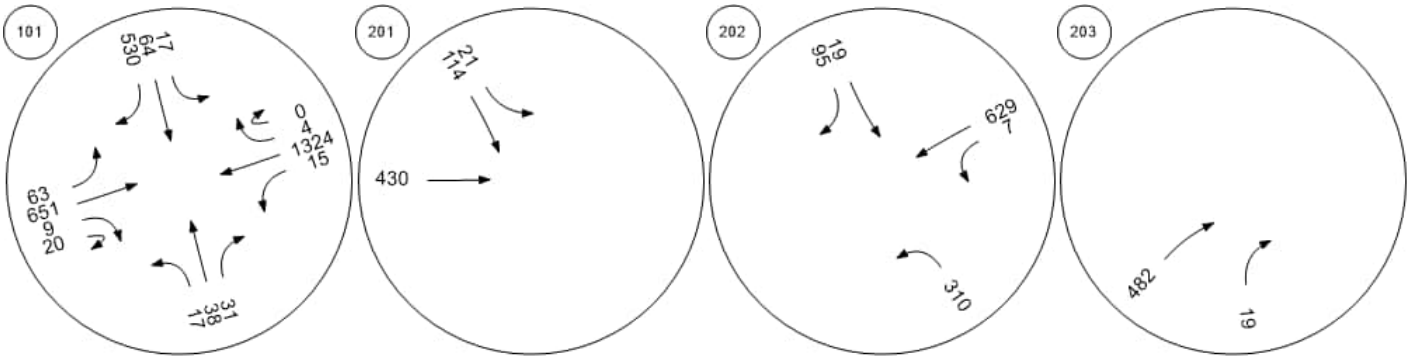
Frank Sound Road at East-W



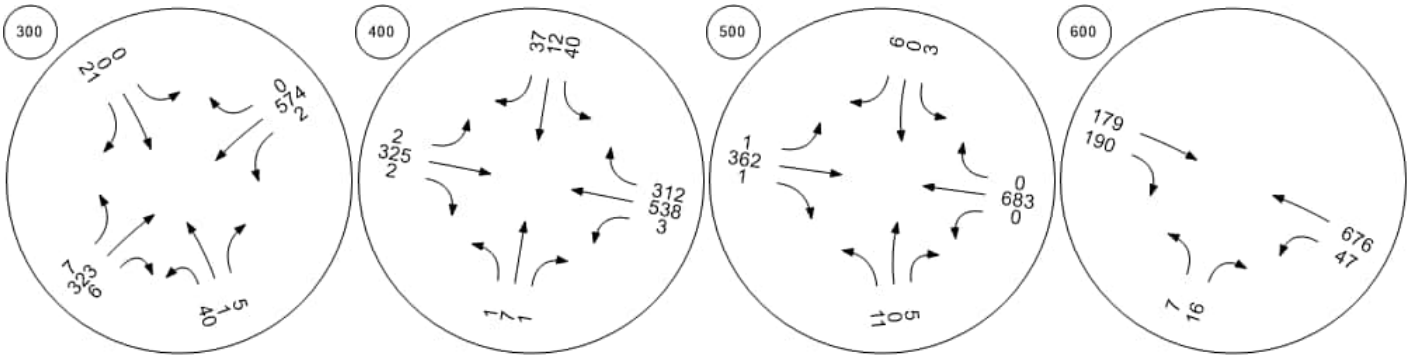
Traffic Volume - Base Volume



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

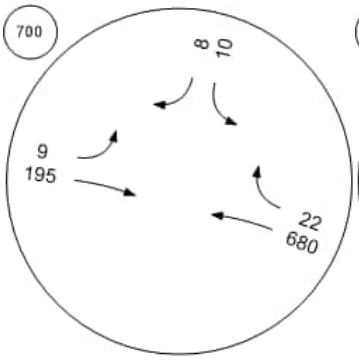


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

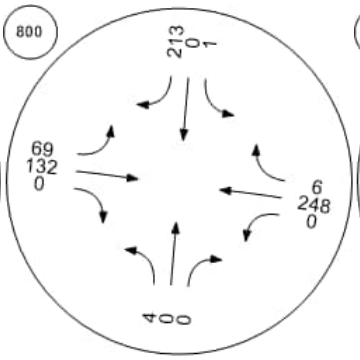


Traffic Volume - Base Volume

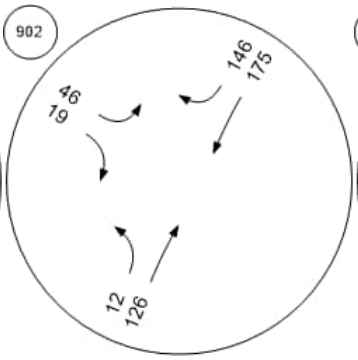
Shamrock Road at Northward



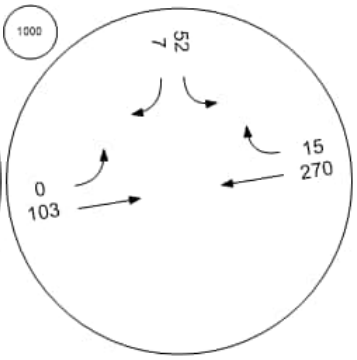
Shamrock Road at Condor R



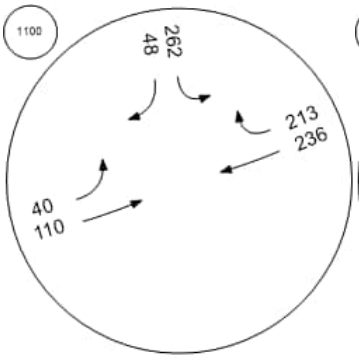
Bodden Town Road at Bodde



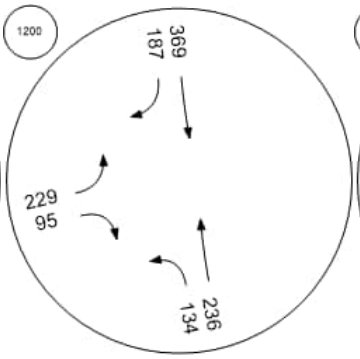
Bodden Town Road at Long



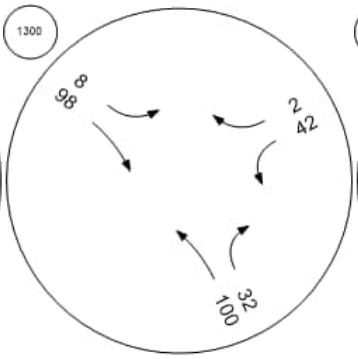
Frank Sound Road at Bodde



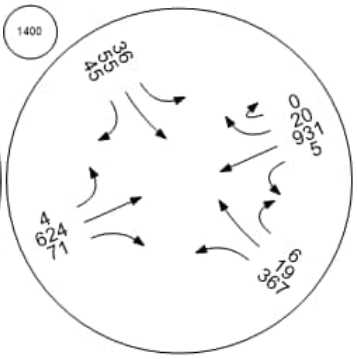
Frank Sound Road at Clifton



Frank Sound Road at North S

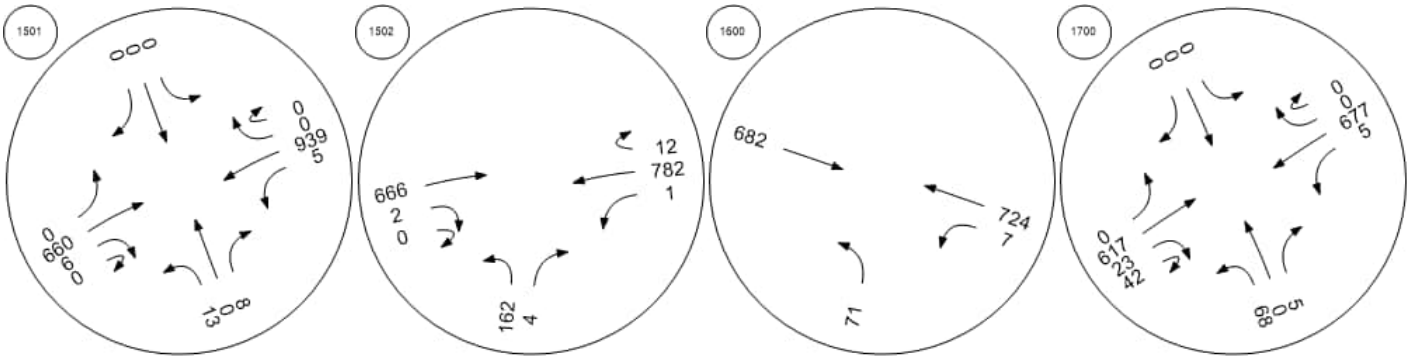


East-West Arterial at Agricola

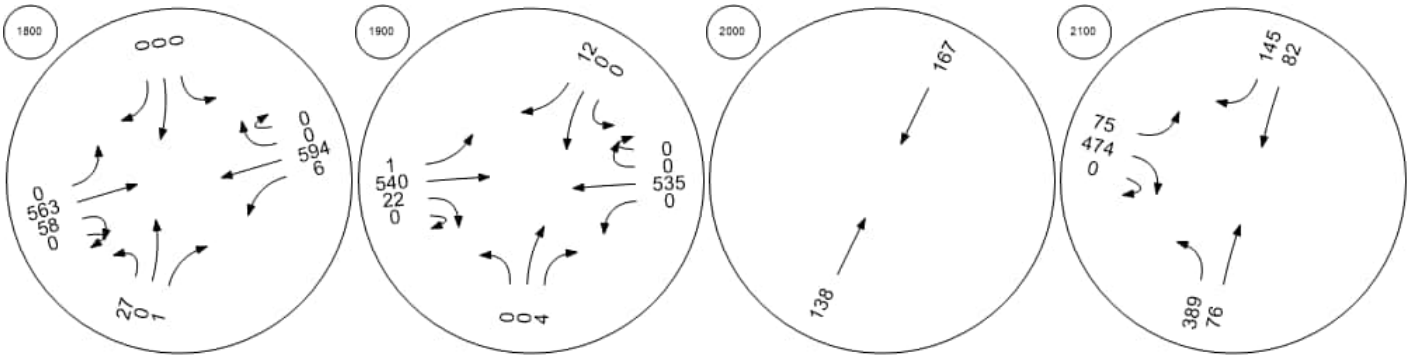


Traffic Volume - Base Volume

East-West Arterial at Will T C East-West Arterial at Will T C East-West Arterial at Northwa East-West Arterial at Lookout



East-West Arterial at Longfell East West Arterial Frank Sound Road at East-W Frank Sound Road at East-W



Intersection Level Of Service Report
Intersection 101: East-West Arterial Road at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	14.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name									East-West Arterial				East-West Arterial				
Approach	Northbound				Southbound				Eastbound				Westbound				
Lane Configuration																	
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	U-tu	Left	Thr	Thr	Rig	U-t
Lane Width [ft]	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.	12.	12.	12.	12.
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100	100	100	100	100
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Speed [mph]	30.00				30.00				40.00				50.00				
Grade [%]	0.00				0.00				0.00				0.00				
Crosswalk	Yes				Yes				Yes				Yes				

Volumes

Name									East-West Arterial				East-West Arterial				
Base Volume Input [veh/h]	41	0	126	27	21	62	0	150	362	1428	57	4	49	581	0	12	0
Base Volume Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	41	0	126	27	21	62	0	150	362	1428	57	4	49	581	0	12	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Other Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Total 15-Minute Volume [veh/h]	10	0	32	7	5	16	0	38	91	357	14	1	12	145	0	3	0
Total Analysis Volume [veh/h]	41	0	126	27	21	62	0	150	362	1428	57	4	49	581	0	12	0
Pedestrian Volume [ped/h]	0				0				0				0				

Intersection Settings

Number of Conflicting Circulating Lanes	2				2				2				2			
Circulating Flow Rate [veh/h]	747				1516				165				273			
Exiting Flow Rate [veh/h]	168				500				776				1476			
Demand Flow Rate [veh/h]	41	0	126	27	21	62	0	150	362	1428	57	4	49	581	0	12	0
Adjusted Demand Flow Rate [veh/h]	41	0	126	27	21	62	0	150	362	1428	57	4	49	581	0	12	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1350.00	1420.00	1350.00
B (coefficient)	0.00085	0.00085	0.00085	0.00092	0.00085	0.00092
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	194	233	982	870	341	302
Capacity of Entry and Bypass Lanes [veh/h]	753	392	1235	1160	1126	1051
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	753	392	1235	1160	1126	1051
X, volume / capacity	0.26	0.60	0.79	0.75	0.30	0.29

Movement, Approach, & Intersection Results

Lane LOS	A	C	C	C	A	A
95th-Percentile Queue Length [veh]	1.03	3.72	9.04	7.47	1.28	1.19
95th-Percentile Queue Length [ft]	25.67	92.88	226.05	186.63	32.06	29.86
Approach Delay [s/veh]	7.73	24.82	16.33		6.16	
Approach LOS	A	C	C		A	
Intersection Delay [s/veh]	14.20					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	20.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.500

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	13	209	0	0	505	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	13	209	0	0	505	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	3	56	0	0	136	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	14	225	0	0	543	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance		No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.03	0.50	0.00	0.00	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	11.80	20.76	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS				B	C			A				
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.08	2.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	1.98	68.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			20.23			0.00			0.00		
Approach LOS	A			C			A			A		
d_I, Intersection Delay [s/veh]	6.18											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	31.4
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.560

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	237	0	0	0	34	175	0	0	0	12	376	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	237	0	0	0	34	175	0	0	0	12	376	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	64	0	0	0	9	47	0	0	0	3	101	0
Total Analysis Volume [veh/h]	255	0	0	0	37	188	0	0	0	13	404	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.40	0.00	0.00	0.00	0.07	0.56	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	14.17	0.00	0.00	0.00	27.45	31.37	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	B				D	D				A	A	
95th-Percentile Queue Length [veh/ln]	1.89	0.00	0.00	0.00	4.09	4.09	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	47.15	0.00	0.00	0.00	102.23	102.23	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.17			30.73			0.00			0.00		
Approach LOS	B			D			A			A		
d_I, Intersection Delay [s/veh]	11.74											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 203: Shamrock Road atHirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	14.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.081

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	30	674	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	30	674	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	8	181	0	0	0
Total Analysis Volume [veh/h]	0	32	725	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.08	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	14.92	0.00	0.00	0.00	0.00
Movement LOS		B	A			
95th-Percentile Queue Length [veh/ln]	0.00	0.26	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	6.57	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.92		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.63					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	19.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.174

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	12	1	3	11	1	49	10	321	29	5	404	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	1	3	11	1	49	10	321	29	5	404	0
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	1	3	0	13	3	80	7	1	101	0
Total Analysis Volume [veh/h]	12	1	3	11	1	51	10	321	30	5	404	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.01	0.02	0.00	0.17	0.00	0.00	0.03	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.78	16.80	17.50	12.62	19.14	19.93	0.00	0.00	8.18	0.00	0.00	7.90
Movement LOS	B	C	C	B	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.10	0.70	0.70	0.70	0.08	0.08	0.08	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.47	2.47	2.47	17.56	17.56	17.56	1.99	1.99	1.99	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.42			18.64			0.68			0.00		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	1.91											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive

Control Type:	Roundabout	Delay (sec / veh):	6.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	1	0	0	335	18	4	4	328	3	9	405	49
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	0	335	18	4	4	328	3	9	405	49
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	84	5	1	1	82	1	2	101	12
Total Analysis Volume [veh/h]	1	0	0	335	18	4	4	328	3	10	405	49
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1			
Circulating Flow Rate [veh/h]	458			331			49			25			
Exiting Flow Rate [veh/h]	31			53			410			663			
Demand Flow Rate [veh/h]	1	0	0	335	18	4	4	328	3	9	405	49	
Adjusted Demand Flow Rate [veh/h]	1	0	0	335	18	4	4	328	3	10	405	49	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	1	357	335	464
Capacity of Entry and Bypass Lanes [veh/h]	865	985	1313	1346
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	865	985	1313	1346
X, volume / capacity	0.00	0.36	0.26	0.34

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.00	1.67	1.02	1.56
95th-Percentile Queue Length [ft]	0.09	41.77	25.48	38.94
Approach Delay [s/veh]	4.17	7.53	4.96	5.80
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	6.09			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	23.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	2	0	0	0	0	1	13	572	21	53	357	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	0	0	0	0	1	13	572	21	53	357	25
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	0	0	0	3	143	5	13	89	6
Total Analysis Volume [veh/h]	2	0	0	0	0	1	13	572	21	53	357	25
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.01	0.02	0.00	0.00	0.03
d_M, Delay for Movement [s/veh]	10.40	21.95	23.34	12.03	22.50	23.50	0.00	0.00	8.16	0.00	0.00	8.69
Movement LOS	B	C	C	B	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	0.02	0.02	0.02	0.06	0.06	0.06	0.08	0.08	0.08
95th-Percentile Queue Length [ft/ln]	0.23	0.23	0.23	0.39	0.39	0.39	1.38	1.38	1.38	1.92	1.92	1.92
d_A, Approach Delay [s/veh]	10.40			23.50			0.28			0.50		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	0.41											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	33.0
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.301

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	22	49	478	94	23	413
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	49	478	94	23	413
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	13	131	26	6	113
Total Analysis Volume [veh/h]	24	54	525	103	25	454
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.30	0.01	0.09	0.00	0.00
d_M, Delay for Movement [s/veh]	18.91	32.96	0.00	8.63	0.00	0.00
Movement LOS	C	D	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.44	1.44	0.31	0.31	0.00	0.00
95th-Percentile Queue Length [ft/ln]	36.00	36.00	7.78	7.78	0.00	0.00
d_A, Approach Delay [s/veh]	28.64		1.42		0.00	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	2.64					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	19.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.114

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	26	32	14	424	442	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	32	14	424	442	17
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	8	4	109	114	4
Total Analysis Volume [veh/h]	27	33	14	437	456	18
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.11	0.00	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	12.58	19.16	0.00	0.00	0.00	8.27
Movement LOS	B	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.55	0.55	0.00	0.00	0.05	0.05
95th-Percentile Queue Length [ft/ln]	13.82	13.82	0.00	0.00	1.22	1.22
d_A, Approach Delay [s/veh]	16.20		0.00		0.31	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	1.14					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	15.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.195

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	1	0	0	4	0	86	91	228	2	0	249	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	0	4	0	86	91	228	2	0	249	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	1	0	22	23	57	1	0	62	3
Total Analysis Volume [veh/h]	1	0	0	4	0	86	91	228	2	0	249	13
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.19	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	9.54	13.73	13.21	11.66	15.21	15.14	0.00	0.00	7.71	0.00	0.00	7.90
Movement LOS	A	B	B	B	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.74	0.74	0.74	0.00	0.00	0.00	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	0.09	0.09	0.09	18.45	18.45	18.45	0.11	0.11	0.11	0.79	0.79	0.79
d_A, Approach Delay [s/veh]	9.54			14.99			0.05			0.39		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	2.19											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 902: Bodden Town Road at Bodden Town Bypass

Control Type:	Two-way stop	Delay (sec / veh):	15.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.121

Intersection Setup

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	45	44	29	186	185	116
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	45	44	29	186	185	116
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	12	8	49	49	31
Total Analysis Volume [veh/h]	48	47	31	198	197	123
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.12	0.00	0.00	0.00	0.09
d_M, Delay for Movement [s/veh]	10.79	15.72	0.00	0.00	0.00	7.93
Movement LOS	B	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.64	0.64	0.00	0.00	0.30	0.30
95th-Percentile Queue Length [ft/ln]	16.12	16.12	0.00	0.00	7.50	7.50
d_A, Approach Delay [s/veh]	13.23		0.00		3.05	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	3.47					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Two-way stop	Delay (sec / veh):	11.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.012

Intersection Setup

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	0	6	3	143	268	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	6	3	143	268	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	2	1	39	74	0
Total Analysis Volume [veh/h]	0	7	3	157	295	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.11	11.42	0.00	0.00	0.00	7.51
Movement LOS	A	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.04	0.04	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.94	0.94	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.42		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.17					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1100: Frank Sound Road at Bodden Town Road

Control Type:	Two-way stop	Delay (sec / veh):	30.1
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.251

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	408	62	55	75	206	243
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	408	62	55	75	206	243
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	110	17	15	20	55	65
Total Analysis Volume [veh/h]	439	67	59	81	222	261
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.46	0.25	0.00	0.00	0.00	0.17
d_M, Delay for Movement [s/veh]	20.42	30.11	0.00	0.00	0.00	7.84
Movement LOS	C	D	A	A	A	A
95th-Percentile Queue Length [veh/ln]	6.04	6.04	0.00	0.00	0.61	0.61
95th-Percentile Queue Length [ft/ln]	151.11	151.11	0.00	0.00	15.37	15.37
d_A, Approach Delay [s/veh]	21.70		0.00		4.24	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	11.54					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Roundabout	Delay (sec / veh):	8.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter HS Entrance	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter HS Entrance	
Base Volume Input [veh/h]	88	352	445	256	216	129
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	88	352	445	256	216	129
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	88	111	64	54	32
Total Analysis Volume [veh/h]	88	352	445	256	216	129
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Number of Conflicting Circulating Lanes	1		1		1	
Circulating Flow Rate [veh/h]	256		129		352	
Exiting Flow Rate [veh/h]	574		568		344	
Demand Flow Rate [veh/h]	88	352	445	256	216	129
Adjusted Demand Flow Rate [veh/h]	88	352	445	256	216	129

Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	440	701	345
Capacity of Entry and Bypass Lanes [veh/h]	1063	1210	964
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1063	1210	964
X, volume / capacity	0.41	0.58	0.36

Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	2.06	3.89	1.64
95th-Percentile Queue Length [ft]	51.61	97.36	40.95
Approach Delay [s/veh]	7.83	9.89	7.59
Approach LOS	A	A	A
Intersection Delay [s/veh]	8.74		
Intersection LOS	A		

Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	12.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.045

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	169	36	33	145	69	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	169	36	33	145	69	22
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	10	9	41	19	6
Total Analysis Volume [veh/h]	190	40	37	163	78	25
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.00	0.00	0.09	0.05
d_M, Delay for Movement [s/veh]	0.00	7.68	0.00	0.00	9.90	12.27
Movement LOS	A	A	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.09	0.09	0.00	0.00	0.47	0.47
95th-Percentile Queue Length [ft/ln]	2.23	2.23	0.00	0.00	11.68	11.68
d_A, Approach Delay [s/veh]	1.34		0.00		10.47	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.60					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	15.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			50.00			50.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	Yes			Yes			Yes			Yes			

Volumes

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Base Volume Input [veh/h]	28	24	6	50	29	8	37	1052	388	7	606	49	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	24	6	50	29	8	37	1052	388	7	606	49	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	7	6	2	13	7	2	9	263	97	2	152	12	0
Total Analysis Volume [veh/h]	28	24	6	50	29	8	37	1052	388	7	606	49	0
Pedestrian Volume [ped/h]	0			0			0			0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1			1			
Circulating Flow Rate [veh/h]	663			1446			79			425			
Exiting Flow Rate [veh/h]	424			110			642			1108			
Demand Flow Rate [veh/h]	28	24	6	50	29	8	37	1052	388	7	606	49	0
Adjusted Demand Flow Rate [veh/h]	28	24	6	50	29	8	37	1052	388	7	606	49	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1380.00
B (coefficient)	0.00085	0.00085	0.00091	0.00091	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	58	87	1089	388	662
Capacity of Entry and Bypass Lanes [veh/h]	809	416	1322	1322	895
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	809	416	1322	1322	895
X, volume / capacity	0.07	0.21	0.82	0.29	0.74

Movement, Approach, & Intersection Results

Lane LOS	A	B	C	A	C
95th-Percentile Queue Length [veh]	0.23	0.78	10.36	1.23	6.90
95th-Percentile Queue Length [ft]	5.78	19.50	258.98	30.85	172.53
Approach Delay [s/veh]	5.16	11.99	14.69		18.24
Approach LOS	A	B	B		C
Intersection Delay [s/veh]	15.37				
Intersection LOS	C				

Intersection Level Of Service Report
Intersection 1501: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	13.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name							East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			30.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name							East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	0	0	5	0	0	0	0	1022	86	0	30	662	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	5	0	0	0	0	1022	86	0	30	662	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	0	0	1	0	0	0	0	256	22	0	8	166	0	0
Total Analysis Volume [veh/h]	0	0	5	0	0	0	0	1022	86	0	30	662	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1					
Circulating Flow Rate [veh/h]	662			1113			5				86					
Exiting Flow Rate [veh/h]	116			0			662				1027					
Demand Flow Rate [veh/h]	0	0	5	0	0	0	0	1022	86	0	30	662	0	0		
Adjusted Demand Flow Rate [veh/h]	0	0	5	0	0	0	0	1022	86	0	30	662	0	0		

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	5	0	1108	692
Capacity of Entry and Bypass Lanes [veh/h]	703	444	1373	1265
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	703	444	1373	1265
X, volume / capacity	0.01	0.00	0.81	0.55

Movement, Approach, & Intersection Results

Lane LOS	A	A	C	A
95th-Percentile Queue Length [veh]	0.02	0.00	9.70	3.46
95th-Percentile Queue Length [ft]	0.54	0.00	242.56	86.53
Approach Delay [s/veh]	5.20	8.12	16.50	8.97
Approach LOS	A	A	C	A
Intersection Delay [s/veh]	13.59			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 1502: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	11.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name			East-West Arterial			East-West Arterial		
Approach	Northbound		Eastbound			Westbound		
Lane Configuration								
Turning Movement	Left	Right	Thru	Right	U-turn	Left	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00			50.00		
Grade [%]	0.00		0.00			0.00		
Crosswalk	Yes		Yes			Yes		

Volumes

Name			East-West Arterial			East-West Arterial		
Base Volume Input [veh/h]	15	1	998	29	0	5	677	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	1	998	29	0	5	677	18
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	0	250	7	0	1	169	5
Total Analysis Volume [veh/h]	15	1	998	29	0	5	677	18
Pedestrian Volume [ped/h]	0		0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1		1			1		
Circulating Flow Rate [veh/h]	695		19			29		
Exiting Flow Rate [veh/h]	34		692			1017		
Demand Flow Rate [veh/h]	15	1	998	29	0	5	677	18
Adjusted Demand Flow Rate [veh/h]	15	1	998	29	0	5	677	18

Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	16	1027	700
Capacity of Entry and Bypass Lanes [veh/h]	680	1354	1340
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	680	1354	1340
X, volume / capacity	0.02	0.76	0.52

Movement, Approach, & Intersection Results

Lane LOS	A	B	A
95th-Percentile Queue Length [veh]	0.07	7.91	3.16
95th-Percentile Queue Length [ft]	1.81	197.63	78.94
Approach Delay [s/veh]	5.55	14.26	8.20
Approach LOS	A	B	A
Intersection Delay [s/veh]	11.75		
Intersection LOS	B		

Intersection Level Of Service Report
Intersection 1600: East-West Arterial at Northward Rd

Control Type:	Two-way stop	Delay (sec / veh):	13.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.053

Intersection Setup

Name	Northward Rd		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	24	0	1017	0	14	676
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	24	0	1017	0	14	676
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	0	254	0	4	169
Total Analysis Volume [veh/h]	24	0	1017	0	14	676
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	13.40	0.00	0.00	0.00	0.00	0.00
Movement LOS	B		A		A	A
95th-Percentile Queue Length [veh/ln]	0.17	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.19	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.40		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.19					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1700: East-West Arterial at Lookout Rd

Control Type:	Roundabout	Delay (sec / veh):	12.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Lookout Rd			Lookout Rd			East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Lookout Rd			Lookout Rd			East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	17	0	10	0	0	0	0	811	98	107	19	626	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	0	10	0	0	0	0	811	98	107	19	626	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	4	0	3	0	0	0	0	203	25	27	5	157	0	0
Total Analysis Volume [veh/h]	17	0	10	0	0	0	0	811	98	107	19	626	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1				
Circulating Flow Rate [veh/h]	733			1026			10				205				
Exiting Flow Rate [veh/h]	117			0			750				821				
Demand Flow Rate [veh/h]	17	0	10	0	0	0	0	811	98	107	19	626	0	0	
Adjusted Demand Flow Rate [veh/h]	17	0	10	0	0	0	0	811	98	107	19	626	0	0	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	27	0	1016	645
Capacity of Entry and Bypass Lanes [veh/h]	654	485	1366	1120
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	654	485	1366	1120
X, volume / capacity	0.04	0.00	0.74	0.58

Movement, Approach, & Intersection Results

Lane LOS	A	A	B	B
95th-Percentile Queue Length [veh]	0.13	0.00	7.44	3.83
95th-Percentile Queue Length [ft]	3.23	0.00	186.06	95.74
Approach Delay [s/veh]	5.95	7.43	13.56	10.37
Approach LOS	A	A	B	B
Intersection Delay [s/veh]	12.22			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 1800: East-West Arterial at Longfellow Rd

Control Type:	Roundabout	Delay (sec / veh):	8.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Longfellow Rd			Longfellow Rd			East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Longfellow Rd			Longfellow Rd			East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	10	0	2	0	0	0	0	792	30	0	7	597	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	2	0	0	0	0	792	30	0	7	597	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	3	0	1	0	0	0	0	198	8	0	2	149	0	0
Total Analysis Volume [veh/h]	10	0	2	0	0	0	0	792	30	0	7	597	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1				
Circulating Flow Rate [veh/h]	597			824			2				30				
Exiting Flow Rate [veh/h]	37			0			607				794				
Demand Flow Rate [veh/h]	10	0	2	0	0	0	0	792	30	0	7	597	0	0	
Adjusted Demand Flow Rate [veh/h]	10	0	2	0	0	0	0	792	30	0	7	597	0	0	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	12	0	822	604
Capacity of Entry and Bypass Lanes [veh/h]	751	596	1378	1339
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	751	596	1378	1339
X, volume / capacity	0.02	0.00	0.60	0.45

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.05	0.00	4.19	2.40
95th-Percentile Queue Length [ft]	1.22	0.00	104.72	60.11
Approach Delay [s/veh]	4.95	6.05	9.39	7.14
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	8.41			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 1900: East West Arterial

Control Type:	Roundabout	Delay (sec / veh):	8.3
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name							East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			50.00				40.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name							East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	0	0	7	0	0	3	9	715	70	0	0	553	3	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	7	0	0	3	9	715	70	0	0	553	3	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	0	0	2	0	0	1	2	179	18	0	0	138	1	0
Total Analysis Volume [veh/h]	0	0	7	0	0	3	9	715	70	0	0	553	3	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1			
Circulating Flow Rate [veh/h]	559			792			10				73			
Exiting Flow Rate [veh/h]	70			12			556				722			
Demand Flow Rate [veh/h]	0	0	7	0	0	3	9	715	70	0	0	553	3	0
Adjusted Demand Flow Rate [veh/h]	0	0	7	0	0	3	9	715	70	0	0	553	3	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	7	3	794	556
Capacity of Entry and Bypass Lanes [veh/h]	781	616	1366	1281
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	781	616	1366	1281
X, volume / capacity	0.01	0.00	0.58	0.43

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.03	0.01	3.95	2.25
95th-Percentile Queue Length [ft]	0.68	0.37	98.66	56.13
Approach Delay [s/veh]	4.70	5.90	9.13	7.12
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	8.28			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 2000: Frank Sound Road at East-West Arterial

Control Type:	Unknown	Delay (sec / veh):	?
Analysis Method:	?	Level Of Service:	?
Analysis Period:	15 minutes	Volume to Capacity (v/c):	?

Intersection Setup

Name	Frank Sound Rd	Frank Sound Rd
Approach	Northeastbound	Southwestbound
Lane Configuration		
Turning Movement	Thru	Thru
Crosswalk	Yes	Yes

Volumes

Name	Frank Sound Rd	Frank Sound Rd
Base Volume Input [veh/h]	237	234
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Left-Turn on Red Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	237	234
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	59
Total Analysis Volume [veh/h]	237	234
Presence of On-Street Parking	No	No
On-Street Parking Maneuver Rate [/h]	0	0
Local Bus Stopping Rate [/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Level Of Service Report
Intersection 2100: Frank Sound Road at East-West Arterial

Control Type:	Roundabout	Delay (sec / veh):	9.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		East-West Arterial		
Approach	Northbound		Southbound		Eastbound		
Lane Configuration							
Turning Movement	Left	Thru	Thru	Right	Left	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		40.00		
Grade [%]	0.00		0.00		0.00		
Crosswalk	Yes		Yes		Yes		

Volumes

Name	Frank Sound Rd		Frank Sound Rd		East-West Arterial		
Base Volume Input [veh/h]	445	123	144	120	166	556	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	445	123	144	120	166	556	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	111	31	36	30	42	139	0
Total Analysis Volume [veh/h]	445	123	144	120	166	556	0
Pedestrian Volume [ped/h]	0		0		0		

Intersection Settings

Number of Conflicting Circulating Lanes	1		1		1		
Circulating Flow Rate [veh/h]	120		556		123		
Exiting Flow Rate [veh/h]	700		289		565		
Demand Flow Rate [veh/h]	445	123	144	120	166	556	0
Adjusted Demand Flow Rate [veh/h]	445	123	144	120	166	556	0

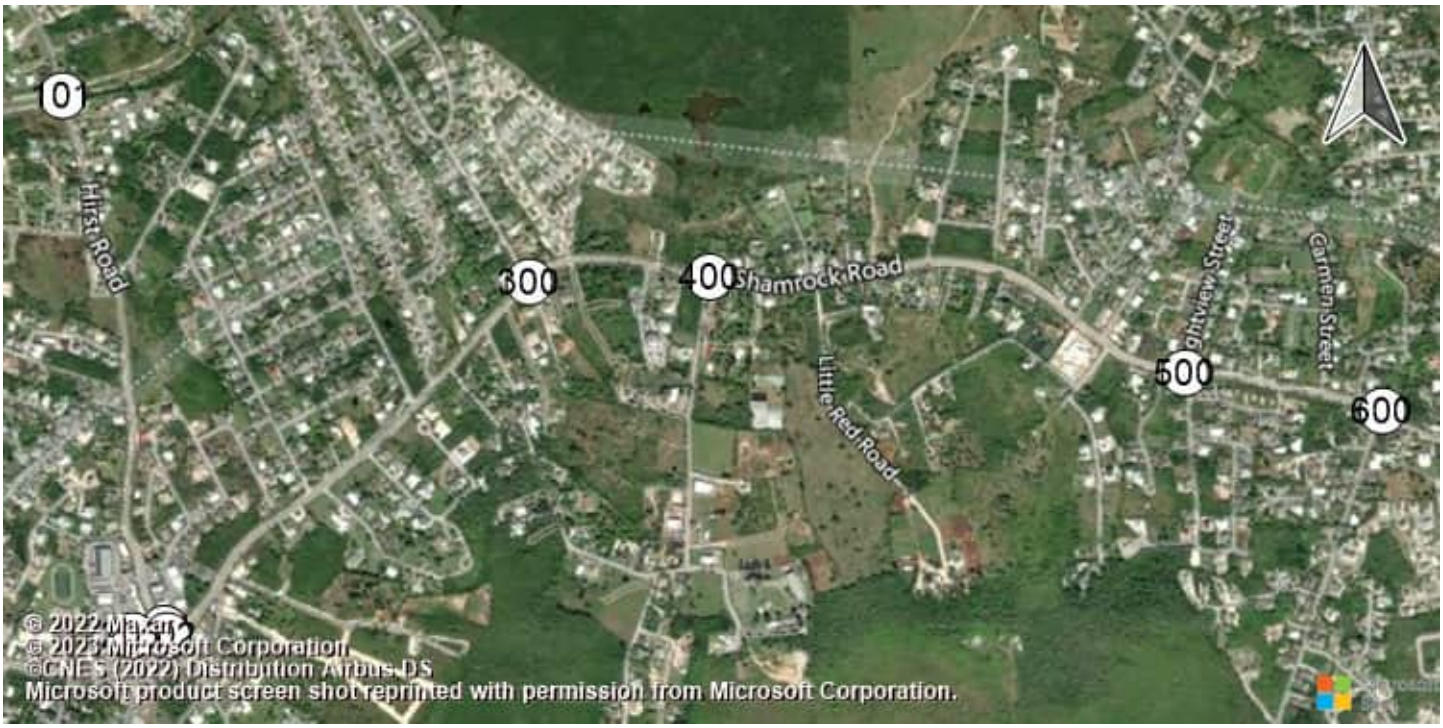
Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	568	264	722
Capacity of Entry and Bypass Lanes [veh/h]	1222	783	1218
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1222	783	1218
X, volume / capacity	0.47	0.34	0.59

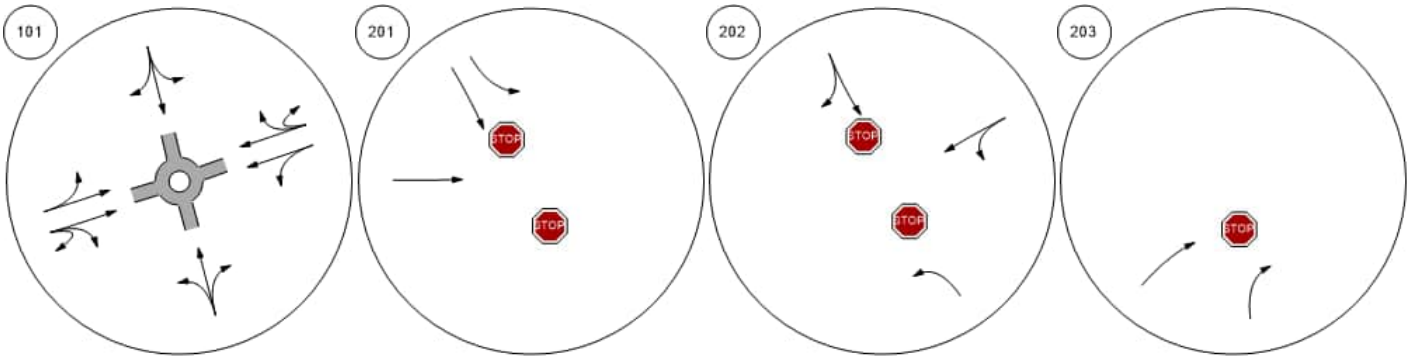
Movement, Approach, & Intersection Results

Lane LOS	A	A	B
95th-Percentile Queue Length [veh]	2.53	1.49	4.10
95th-Percentile Queue Length [ft]	63.27	37.32	102.54
Approach Delay [s/veh]	7.81	8.61	10.14
Approach LOS	A	A	B
Intersection Delay [s/veh]	9.03		
Intersection LOS	A		

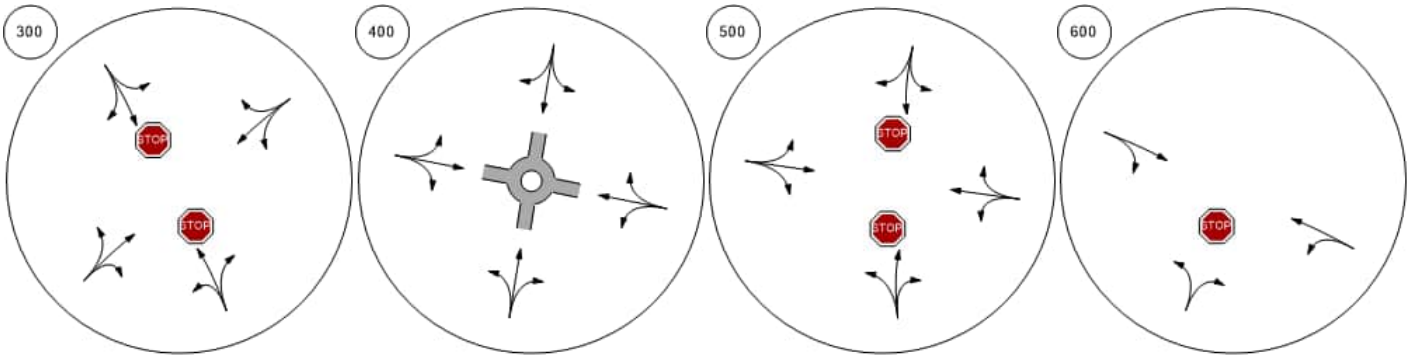
Lane Configuration and Traffic Control



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

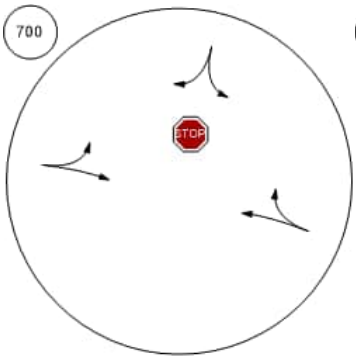


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

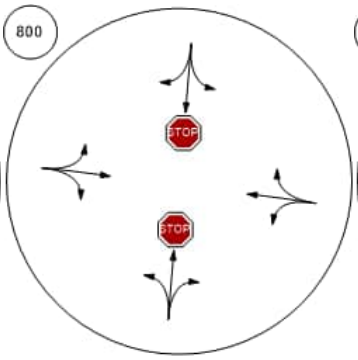


Lane Configuration and Traffic Control

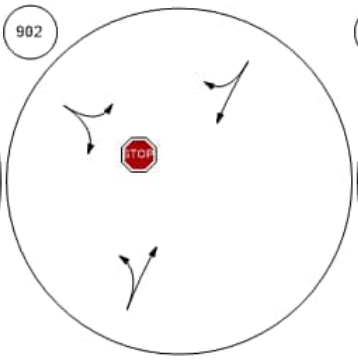
Shamrock Road at Northward



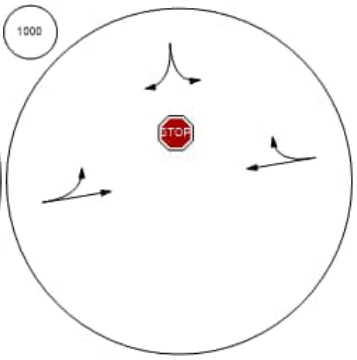
Shamrock Road at Condor R



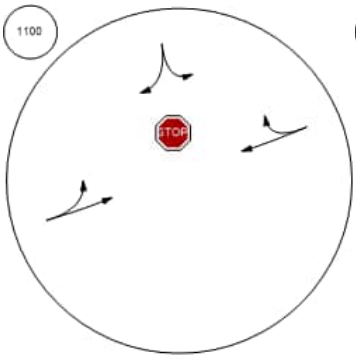
Bodden Town Road at Bodde



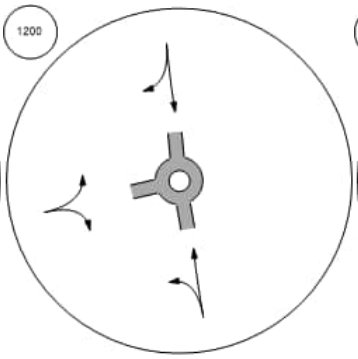
Bodden Town Road at Long



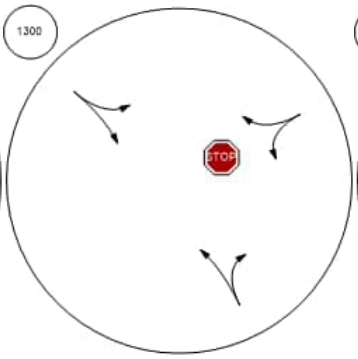
Frank Sound Road at Bodde



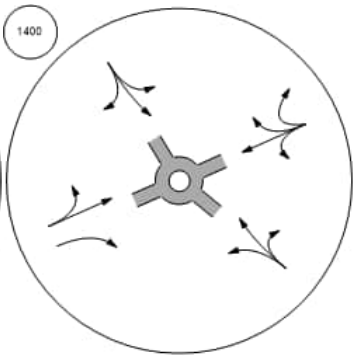
Frank Sound Road at Clifton



Frank Sound Road at North S

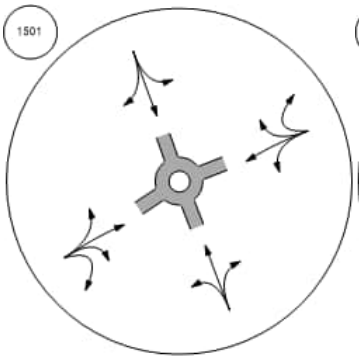


East-West Arterial at Agricola

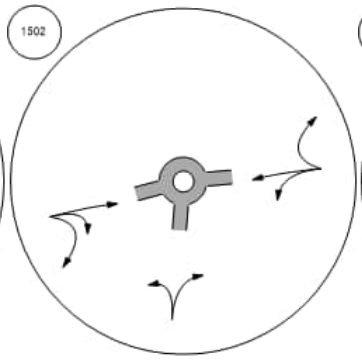


Lane Configuration and Traffic Control

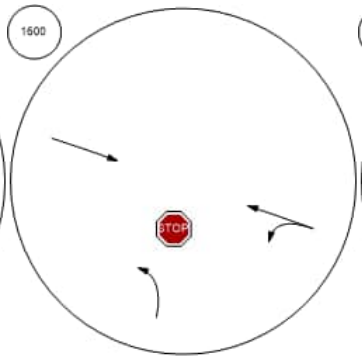
East-West Arterial at Will T C



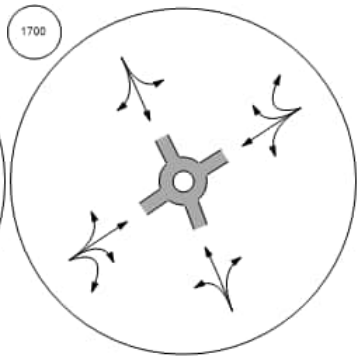
East-West Arterial at Will T C



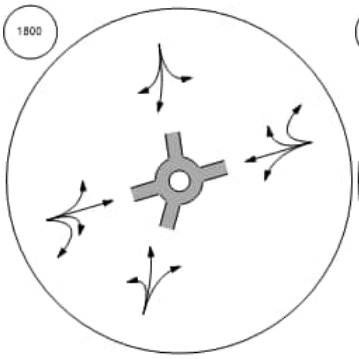
East-West Arterial at Northwa



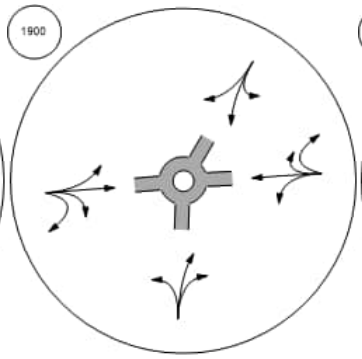
East-West Arterial at Lookout



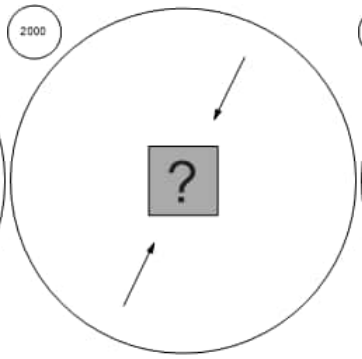
East-West Arterial at Longfell



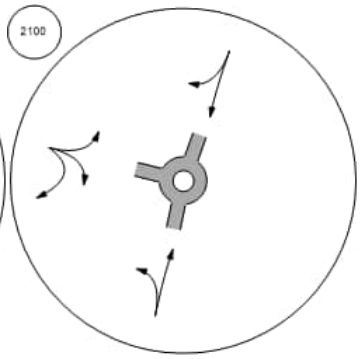
East West Arterial



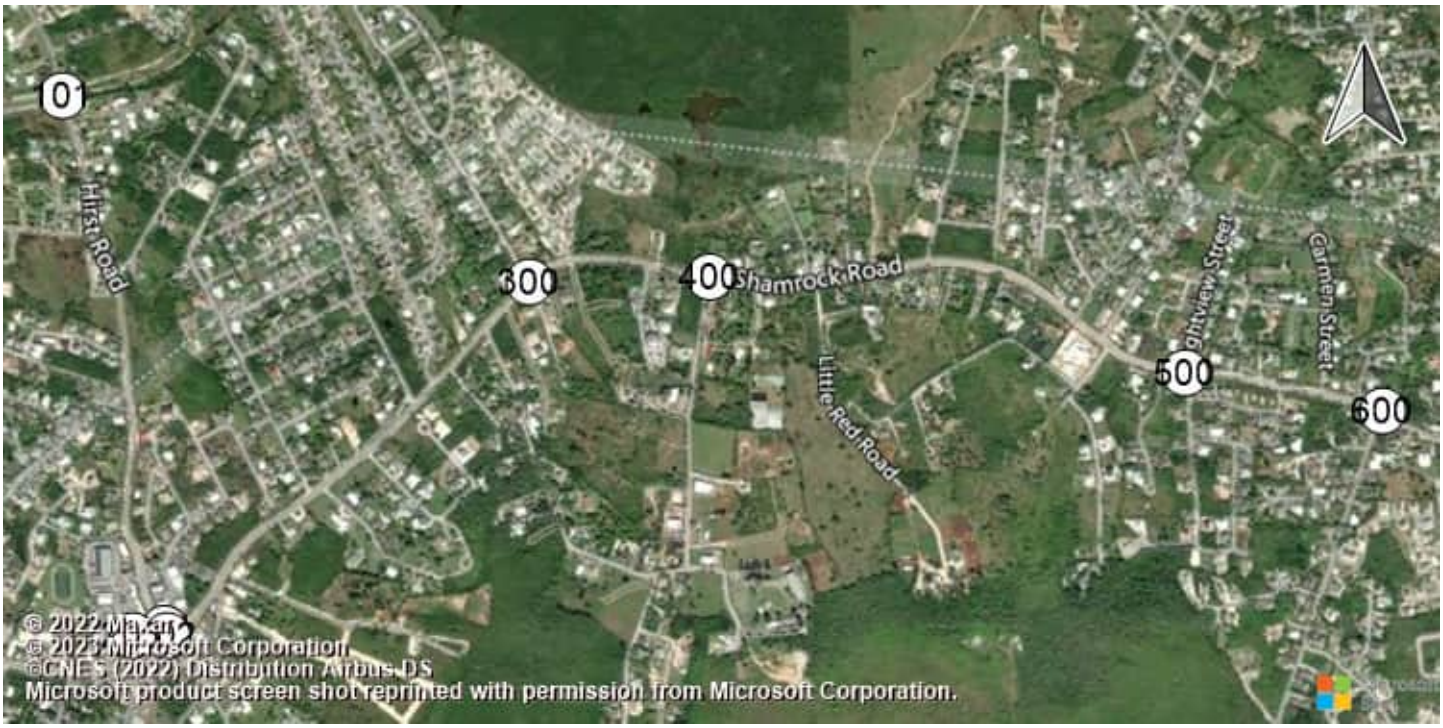
Frank Sound Road at East-W



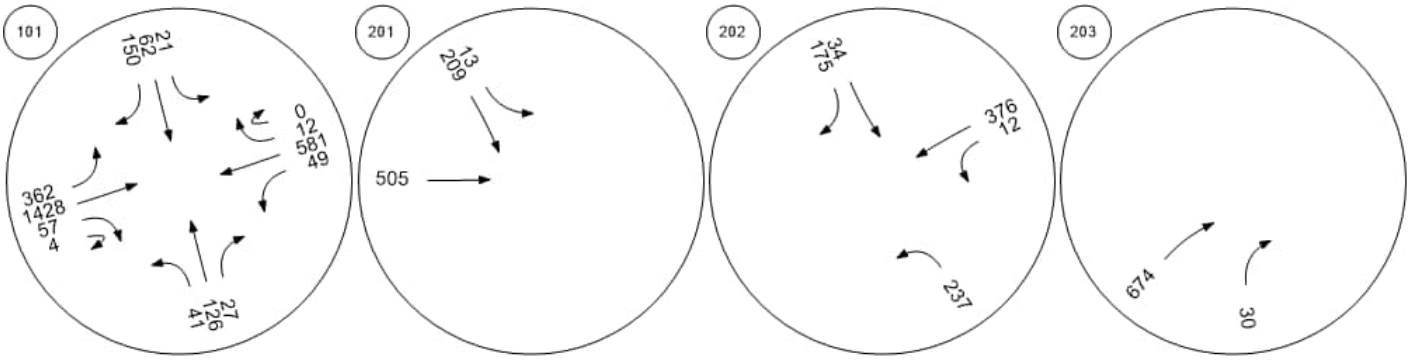
Frank Sound Road at East-W



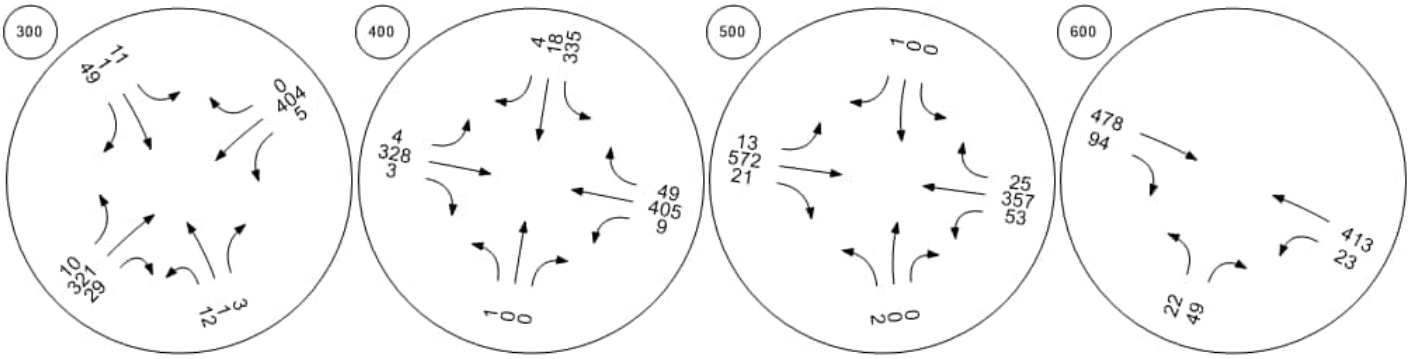
Traffic Volume - Base Volume



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

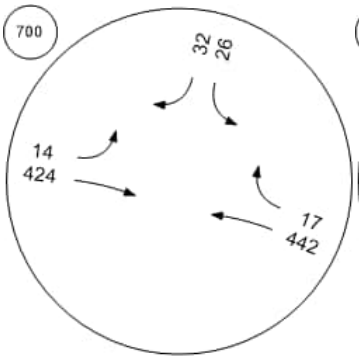


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

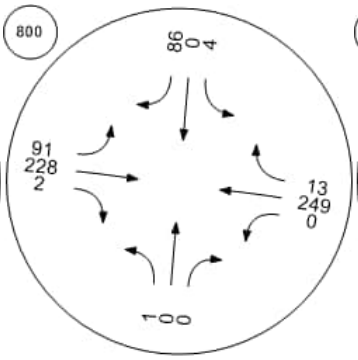


Traffic Volume - Base Volume

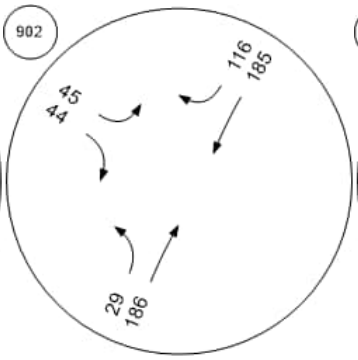
Shamrock Road at Northward



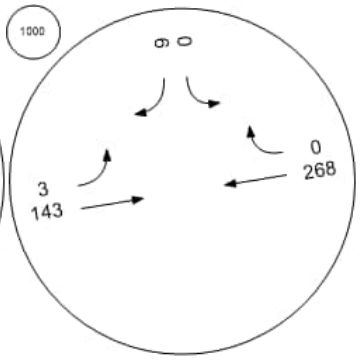
Shamrock Road at Condor R



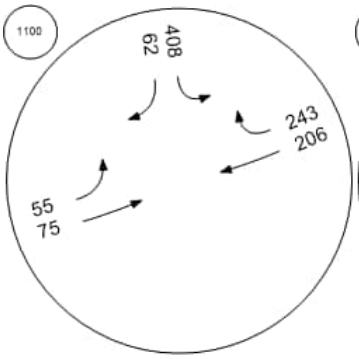
Bodden Town Road at Bodde



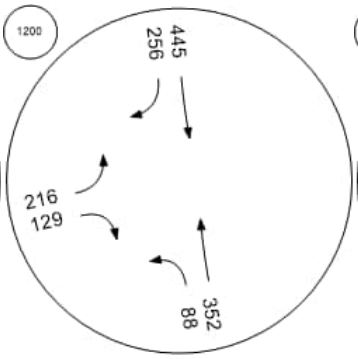
Bodden Town Road at Long



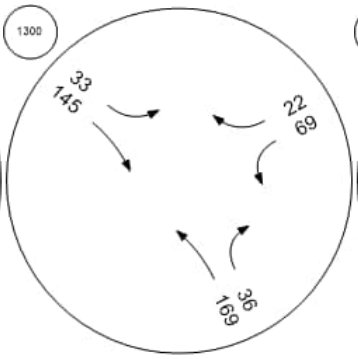
Frank Sound Road at Bodde



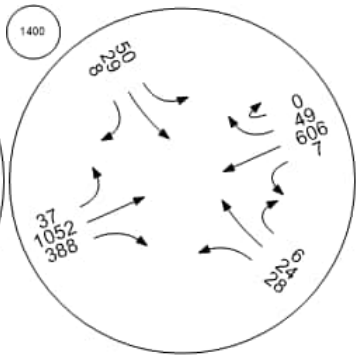
Frank Sound Road at Clifton



Frank Sound Road at North S

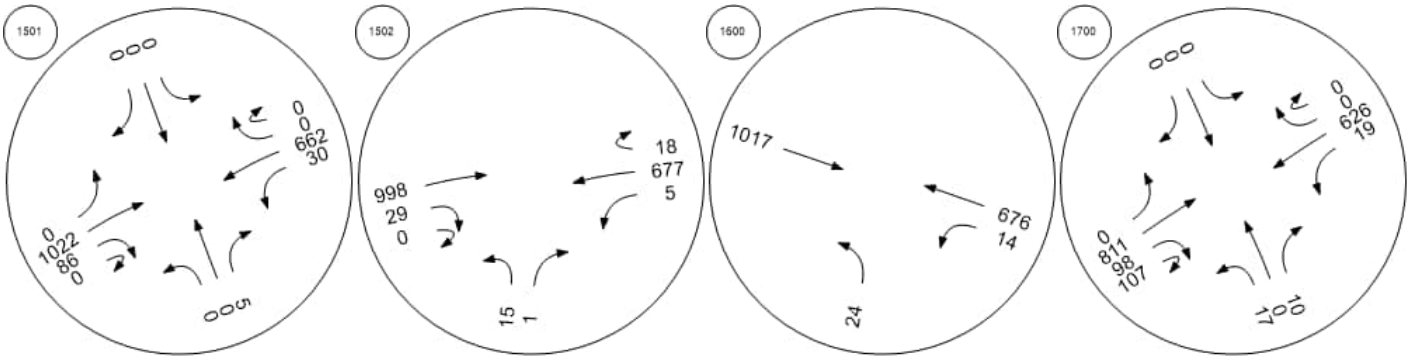


East-West Arterial at Agricola

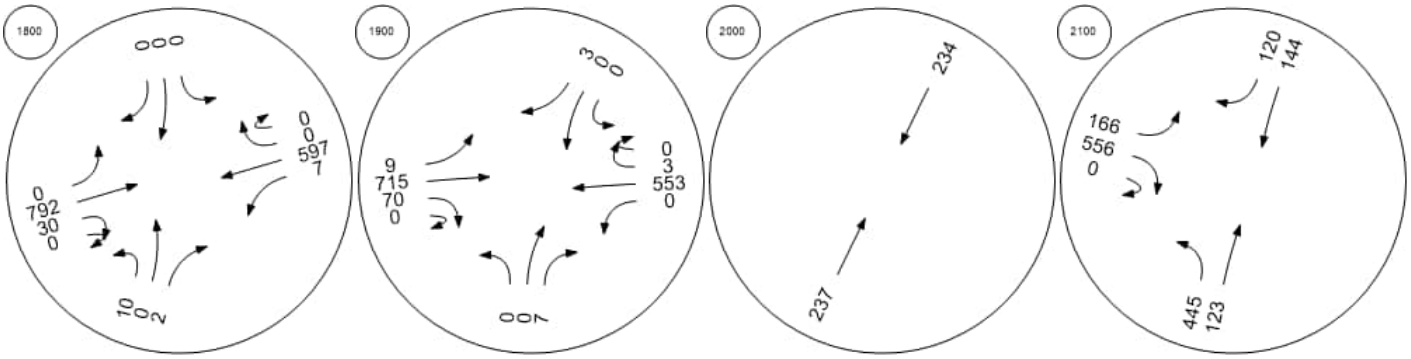


Traffic Volume - Base Volume

East-West Arterial at Will T C East-West Arterial at Will T C East-West Arterial at Northwa East-West Arterial at Lookout



East-West Arterial at Longfell East West Arterial Frank Sound Road at East-W Frank Sound Road at East-W



Intersection Level Of Service Report
Intersection 101: East-West Arterial Road at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	20.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes		

Intersection Setup

Name									East-West Arterial				East-West Arterial				
Approach	Northbound				Southbound				Eastbound				Westbound				
Lane Configuration																	
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	U-tu	Left	Thr	Thr	Rig	U-t
Lane Width [ft]	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.	12.	12.	12.	12.
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100	100	100	100	100
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Speed [mph]	30.00				30.00				40.00				50.00				
Grade [%]	0.00				0.00				0.00				0.00				
Crosswalk	Yes				Yes				Yes				Yes				

Volumes

Name									East-West Arterial				East-West Arterial				
Base Volume Input [veh/h]	17	0	38	30	17	64	0	531	63	649	8	20	15	132	0	4	0
Base Volume Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	0	38	30	17	64	0	531	63	649	8	20	15	132	0	4	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Other Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Total 15-Minute Volume [veh/h]	4	0	10	8	4	16	0	133	16	162	2	5	4	331	0	1	0
Total Analysis Volume [veh/h]	17	0	38	30	17	64	0	531	63	649	8	20	15	132	0	4	0
Pedestrian Volume [ped/h]	0				0				0				0				

Intersection Settings

Number of Conflicting Circulating Lanes	2				2				2				2				
Circulating Flow Rate [veh/h]	1878				707				72				623				
Exiting Flow Rate [veh/h]	87				105				1891				696				
Demand Flow Rate [veh/h]	17	0	38	30	17	64	0	531	63	649	8	20	15	132	0	4	0
Adjusted Demand Flow Rate [veh/h]	17	0	38	30	17	64	0	531	63	649	8	20	15	132	0	4	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1350.00	1420.00	1350.00
B (coefficient)	0.00085	0.00085	0.00085	0.00092	0.00085	0.00092
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	85	612	393	348	712	631
Capacity of Entry and Bypass Lanes [veh/h]	288	779	1336	1264	837	762
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	288	779	1336	1264	837	762
X, volume / capacity	0.30	0.79	0.29	0.28	0.85	0.83

Movement, Approach, & Intersection Results

Lane LOS	C	C	A	A	D	D
95th-Percentile Queue Length [veh]	1.20	7.97	1.23	1.13	10.29	9.26
95th-Percentile Queue Length [ft]	30.02	199.27	30.85	28.21	257.35	231.46
Approach Delay [s/veh]	19.15	23.29	5.29		27.50	
Approach LOS	C	C	A		D	
Intersection Delay [s/veh]	20.41					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	14.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.251

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	20	115	0	0	437	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	20	115	0	0	437	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	5	31	0	0	117	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	22	124	0	0	470	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance		No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.04	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	11.25	14.70	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS				B	B			A				
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.11	0.98	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	2.86	24.58	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			14.18			0.00			0.00		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	3.36											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	209.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.088

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	312	0	0	0	19	96	0	0	0	7	632	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	312	0	0	0	19	96	0	0	0	7	632	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	84	0	0	0	5	26	0	0	0	2	170	0
Total Analysis Volume [veh/h]	335	0	0	0	20	103	0	0	0	8	680	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.74	0.00	0.00	0.00	0.05	1.09	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	32.47	0.00	0.00	0.00	181.50	209.84	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	D				F	F				A	A	
95th-Percentile Queue Length [veh/ln]	6.07	0.00	0.00	0.00	7.81	7.81	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	151.67	0.00	0.00	0.00	195.34	195.34	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	32.47			205.23			0.00			0.00		
Approach LOS	D			F			A			A		
d_I, Intersection Delay [s/veh]	31.52											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 203: Shamrock Road atHirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	12.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.039

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	19	489	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	19	489	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	5	131	0	0	0
Total Analysis Volume [veh/h]	0	20	526	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	12.26	0.00	0.00	0.00	0.00
Movement LOS		B	A			
95th-Percentile Queue Length [veh/ln]	0.00	0.12	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	3.02	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.26		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.45					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	22.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.099

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	40	1	5	0	0	21	7	330	6	2	578	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	40	1	5	0	0	21	7	330	6	2	578	0
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	0	1	0	0	5	2	83	2	1	145	0
Total Analysis Volume [veh/h]	41	1	5	0	0	22	7	330	6	2	578	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.00	0.02	0.00	0.00	0.10	0.00	0.00	0.01	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	12.84	19.33	20.28	11.82	20.15	22.95	0.00	0.00	8.61	0.00	0.00	7.92
Movement LOS	B	C	C	B	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.34	0.34	0.34	0.32	0.32	0.32	0.02	0.02	0.02	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	8.53	8.53	8.53	8.12	8.12	8.12	0.45	0.45	0.45	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.77			22.95			0.15			0.00		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	1.21											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive

Control Type:	Roundabout	Delay (sec / veh):	9.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	1	7	1	40	12	37	2	331	2	3	541	309
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	7	1	40	12	37	2	331	2	3	541	309
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	2	0	10	3	9	1	83	1	1	135	77
Total Analysis Volume [veh/h]	1	7	1	40	12	37	2	331	2	3	541	309
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	887			334			317			51		
Exiting Flow Rate [veh/h]	17			318			579			372		
Demand Flow Rate [veh/h]	1	7	1	40	12	37	2	331	2	3	541	309
Adjusted Demand Flow Rate [veh/h]	1	7	1	40	12	37	2	331	2	3	541	309

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	9	89	335	853
Capacity of Entry and Bypass Lanes [veh/h]	559	982	999	1311
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	559	982	999	1311
X, volume / capacity	0.02	0.09	0.34	0.65

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	B
95th-Percentile Queue Length [veh]	0.05	0.30	1.49	5.14
95th-Percentile Queue Length [ft]	1.23	7.46	37.19	128.43
Approach Delay [s/veh]	6.63	4.49	7.09	10.97
Approach LOS	A	A	A	B
Intersection Delay [s/veh]	9.48			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	23.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.030

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	11	0	5	3	0	6	1	368	1	0	683	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	0	5	3	0	6	1	368	1	0	683	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	1	1	0	2	0	92	0	0	171	0
Total Analysis Volume [veh/h]	11	0	5	3	0	6	1	368	1	0	683	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.02	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	13.51	21.39	23.19	10.78	21.31	23.60	0.00	0.00	8.92	0.00	0.00	8.00
Movement LOS	B	C	C	B	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.15	0.15	0.15	0.11	0.11	0.11	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.83	3.83	3.83	2.68	2.68	2.68	0.08	0.08	0.08	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	16.54			19.32			0.02			0.00		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	0.42											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	42.2
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.159

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	7	16	184	192	47	676
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	16	184	192	47	676
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	4	51	53	13	186
Total Analysis Volume [veh/h]	8	18	202	211	52	743
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.16	0.00	0.25	0.00	0.01
d_M, Delay for Movement [s/veh]	19.24	42.22	0.00	10.76	0.00	0.00
Movement LOS	C	E	A	B	A	A
95th-Percentile Queue Length [veh/ln]	0.63	0.63	1.00	1.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	15.71	15.71	25.02	25.02	0.00	0.00
d_A, Approach Delay [s/veh]	35.15		5.50		0.00	
Approach LOS	E		A		A	
d_I, Intersection Delay [s/veh]	2.58					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	18.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.025

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	13	7	9	200	681	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	7	9	200	681	22
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	2	2	52	176	6
Total Analysis Volume [veh/h]	13	7	9	206	702	23
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.03	0.00	0.00	0.01	0.02
d_M, Delay for Movement [s/veh]	9.62	18.18	0.00	0.00	0.00	7.68
Movement LOS	A	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.13	0.13	0.00	0.00	0.05	0.05
95th-Percentile Queue Length [ft/ln]	3.17	3.17	0.00	0.00	1.28	1.28
d_A, Approach Delay [s/veh]	12.62		0.00		0.24	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.45					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	16.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.400

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	4	0	0	1	0	211	69	140	0	0	249	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	0	0	1	0	211	69	140	0	0	249	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	0	0	53	17	35	0	0	62	2
Total Analysis Volume [veh/h]	4	0	0	1	0	211	69	140	0	0	249	6
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.40	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.55	12.34	11.80	13.59	16.47	16.29	0.00	0.00	7.71	0.00	0.00	7.63
Movement LOS	A	B	B	B	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	1.91	1.91	1.91	0.00	0.00	0.00	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.38	0.38	0.38	47.83	47.83	47.83	0.00	0.00	0.00	0.33	0.33	0.33
d_A, Approach Delay [s/veh]	9.55			16.28			0.00			0.18		
Approach LOS	A			C			A			A		
d_I, Intersection Delay [s/veh]	5.20											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 902: Bodden Town Road at Bodden Town Bypass

Control Type:	Two-way stop	Delay (sec / veh):	15.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.052

Intersection Setup

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	47	19	12	134	176	146
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	47	19	12	134	176	146
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	5	3	36	47	39
Total Analysis Volume [veh/h]	50	20	13	143	187	155
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.05	0.00	0.00	0.00	0.11
d_M, Delay for Movement [s/veh]	9.65	14.98	0.00	0.00	0.00	7.81
Movement LOS	A	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.36	0.36	0.00	0.00	0.36	0.36
95th-Percentile Queue Length [ft/ln]	8.96	8.96	0.00	0.00	9.05	9.05
d_A, Approach Delay [s/veh]	11.17		0.00		3.54	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	3.51					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Two-way stop	Delay (sec / veh):	11.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.007

Intersection Setup

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	0	4	0	107	273	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	4	0	107	273	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	0	29	75	0
Total Analysis Volume [veh/h]	0	4	0	118	300	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.87	11.09	0.00	0.00	0.00	7.43
Movement LOS	A	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.51	0.51	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.09		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.11					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1100: Frank Sound Road at Bodden Town Road

Control Type:	Two-way stop	Delay (sec / veh):	23.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.192

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	315	50	40	60	218	234
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	315	50	40	60	218	234
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	85	13	11	16	59	63
Total Analysis Volume [veh/h]	339	54	43	65	234	252
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.35	0.19	0.00	0.00	0.00	0.16
d_M, Delay for Movement [s/veh]	14.31	23.45	0.00	0.00	0.00	7.77
Movement LOS	B	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	3.26	3.26	0.00	0.00	0.58	0.58
95th-Percentile Queue Length [ft/ln]	81.41	81.41	0.00	0.00	14.51	14.51
d_A, Approach Delay [s/veh]	15.56		0.00		4.03	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	8.18					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Roundabout	Delay (sec / veh):	7.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter HS Entrance	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		20.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter HS Entrance	
Base Volume Input [veh/h]	133	255	421	187	228	95
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	133	255	421	187	228	95
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	64	105	47	57	24
Total Analysis Volume [veh/h]	133	255	421	187	228	95
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Number of Conflicting Circulating Lanes	1		1		1	
Circulating Flow Rate [veh/h]	187		95		255	
Exiting Flow Rate [veh/h]	516		483		320	
Demand Flow Rate [veh/h]	133	255	421	187	228	95
Adjusted Demand Flow Rate [veh/h]	133	255	421	187	228	95

Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	388	608	323
Capacity of Entry and Bypass Lanes [veh/h]	1141	1253	1064
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1141	1253	1064
X, volume / capacity	0.34	0.49	0.30

Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	1.52	2.74	1.29
95th-Percentile Queue Length [ft]	38.06	68.42	32.25
Approach Delay [s/veh]	6.48	7.98	6.37
Approach LOS	A	A	A
Intersection Delay [s/veh]	7.14		
Intersection LOS	A		

Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	10.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	100	31	8	98	42	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	100	31	8	98	42	2
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	9	2	28	12	1
Total Analysis Volume [veh/h]	112	35	9	110	47	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.00	0.00	0.05	0.00
d_M, Delay for Movement [s/veh]	0.00	7.49	0.00	0.00	9.03	10.50
Movement LOS	A	A	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.07	0.07	0.00	0.00	0.17	0.17
95th-Percentile Queue Length [ft/ln]	1.81	1.81	0.00	0.00	4.17	4.17
d_A, Approach Delay [s/veh]	1.78		0.00		9.09	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.25					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	14.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			50.00			50.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	Yes			Yes			Yes			Yes			

Volumes

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Base Volume Input [veh/h]	363	19	6	36	55	45	4	622	71	4	933	20	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	363	19	6	36	55	45	4	622	71	4	933	20	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	91	5	2	9	14	11	1	156	18	1	233	5	0
Total Analysis Volume [veh/h]	363	19	6	36	55	45	4	622	71	4	933	20	0
Pedestrian Volume [ped/h]	0			0			0			0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1			1			
Circulating Flow Rate [veh/h]	998			699			45			171			
Exiting Flow Rate [veh/h]	130			43			1341			664			
Demand Flow Rate [veh/h]	363	19	6	36	55	45	4	622	71	4	933	20	0
Adjusted Demand Flow Rate [veh/h]	363	19	6	36	55	45	4	622	71	4	933	20	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1380.00
B (coefficient)	0.00085	0.00085	0.00091	0.00091	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	388	136	626	71	957
Capacity of Entry and Bypass Lanes [veh/h]	608	784	1364	1364	1160
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	608	784	1364	1364	1160
X, volume / capacity	0.64	0.17	0.46	0.05	0.83

Movement, Approach, & Intersection Results

Lane LOS	C	A	A	A	C
95th-Percentile Queue Length [veh]	4.54	0.62	2.48	0.16	10.14
95th-Percentile Queue Length [ft]	113.54	15.62	62.03	4.12	253.43
Approach Delay [s/veh]	18.96	6.42	6.74		19.90
Approach LOS	C	A	A		C
Intersection Delay [s/veh]	14.68				
Intersection LOS	B				

Intersection Level Of Service Report
Intersection 1501: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	9.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name							East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			30.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name							East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	13	0	7	0	0	0	0	658	6	0	4	941	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	0	7	0	0	0	0	658	6	0	4	941	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	3	0	2	0	0	0	0	165	2	0	1	235	0	0
Total Analysis Volume [veh/h]	13	0	7	0	0	0	0	658	6	0	4	941	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1				
Circulating Flow Rate [veh/h]	941			671			7				6				
Exiting Flow Rate [veh/h]	10			0			954				665				
Demand Flow Rate [veh/h]	13	0	7	0	0	0	0	658	6	0	4	941	0	0	
Adjusted Demand Flow Rate [veh/h]	13	0	7	0	0	0	0	658	6	0	4	941	0	0	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	20	0	664	945
Capacity of Entry and Bypass Lanes [veh/h]	529	697	1371	1372
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	529	697	1371	1372
X, volume / capacity	0.04	0.00	0.48	0.69

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	B
95th-Percentile Queue Length [veh]	0.12	0.00	2.74	5.98
95th-Percentile Queue Length [ft]	2.94	0.00	68.40	149.40
Approach Delay [s/veh]	7.27	5.17	7.50	11.66
Approach LOS	A	A	A	B
Intersection Delay [s/veh]	9.91			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 1502: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	8.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name			East-West Arterial			East-West Arterial		
Approach	Northbound		Eastbound			Westbound		
Lane Configuration								
Turning Movement	Left	Right	Thru	Right	U-turn	Left	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00			50.00		
Grade [%]	0.00		0.00			0.00		
Crosswalk	Yes		Yes			Yes		

Volumes

Name			East-West Arterial			East-West Arterial		
Base Volume Input [veh/h]	162	4	663	2	0	1	783	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	162	4	663	2	0	1	783	9
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	1	166	1	0	0	196	2
Total Analysis Volume [veh/h]	162	4	663	2	0	1	783	9
Pedestrian Volume [ped/h]	0		0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1		1			1		
Circulating Flow Rate [veh/h]	792		13			2		
Exiting Flow Rate [veh/h]	3		945			676		
Demand Flow Rate [veh/h]	162	4	663	2	0	1	783	9
Adjusted Demand Flow Rate [veh/h]	162	4	663	2	0	1	783	9

Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	166	665	793
Capacity of Entry and Bypass Lanes [veh/h]	616	1362	1378
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	616	1362	1378
X, volume / capacity	0.27	0.49	0.58

Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	1.09	2.77	3.87
95th-Percentile Queue Length [ft]	27.19	69.37	96.69
Approach Delay [s/veh]	9.35	7.58	8.98
Approach LOS	A	A	A
Intersection Delay [s/veh]	8.44		
Intersection LOS	A		

Intersection Level Of Service Report
Intersection 1600: East-West Arterial at Northward Rd

Control Type:	Two-way stop	Delay (sec / veh):	15.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.166

Intersection Setup

Name	Northward Rd		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	71	0	676	0	6	722
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	71	0	676	0	6	722
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	0	169	0	2	181
Total Analysis Volume [veh/h]	71	0	676	0	6	722
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.17	0.00	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	15.06	0.00	0.00	0.00	0.00	0.00
Movement LOS	C		A		A	A
95th-Percentile Queue Length [veh/ln]	0.59	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	14.70	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	15.06		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.73					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1700: East-West Arterial at Lookout Rd

Control Type:	Roundabout	Delay (sec / veh):	8.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Lookout Rd			Lookout Rd			East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Lookout Rd			Lookout Rd			East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	68	0	4	0	0	0	0	611	23	42	5	677	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	68	0	4	0	0	0	0	611	23	42	5	677	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	17	0	1	0	0	0	0	153	6	11	1	169	0	0
Total Analysis Volume [veh/h]	68	0	4	0	0	0	0	611	23	42	5	677	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1				
Circulating Flow Rate [veh/h]	719			680			4				65				
Exiting Flow Rate [veh/h]	28			0			787				615				
Demand Flow Rate [veh/h]	68	0	4	0	0	0	0	611	23	42	5	677	0	0	
Adjusted Demand Flow Rate [veh/h]	68	0	4	0	0	0	0	611	23	42	5	677	0	0	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	72	0	676	682
Capacity of Entry and Bypass Lanes [veh/h]	663	690	1375	1292
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	663	690	1375	1292
X, volume / capacity	0.11	0.00	0.49	0.53

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.36	0.00	2.81	3.22
95th-Percentile Queue Length [ft]	9.10	0.00	70.33	80.52
Approach Delay [s/veh]	6.64	5.22	7.59	8.50
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	7.98			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 1800: East-West Arterial at Longfellow Rd

Control Type:	Roundabout	Delay (sec / veh):	6.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Longfellow Rd			Longfellow Rd			East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Longfellow Rd			Longfellow Rd			East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	10	0	0	0	0	0	0	614	0	0	0	611	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	0	0	0	0	0	614	0	0	0	611	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	3	0	0	0	0	0	0	154	0	0	0	153	0	0
Total Analysis Volume [veh/h]	10	0	0	0	0	0	0	614	0	0	0	611	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1				
Circulating Flow Rate [veh/h]	611			614			0				0				
Exiting Flow Rate [veh/h]	0			0			621				614				
Demand Flow Rate [veh/h]	10	0	0	0	0	0	0	614	0	0	0	611	0	0	
Adjusted Demand Flow Rate [veh/h]	10	0	0	0	0	0	0	614	0	0	0	611	0	0	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	10	0	614	611
Capacity of Entry and Bypass Lanes [veh/h]	740	738	1380	1380
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	740	738	1380	1380
X, volume / capacity	0.01	0.00	0.44	0.44

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.04	0.00	2.35	2.33
95th-Percentile Queue Length [ft]	1.03	0.00	58.68	58.18
Approach Delay [s/veh]	5.00	4.88	6.91	6.88
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	6.88			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 1900: East West Arterial

Control Type:	Roundabout	Delay (sec / veh):	6.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name							East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name							East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	48	0	5	0	0	12	1	591	22	0	0	550	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	48	0	5	0	0	12	1	591	22	0	0	550	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	12	0	1	0	0	3	0	148	6	0	0	138	0	0
Total Analysis Volume [veh/h]	48	0	5	0	0	12	1	591	22	0	0	550	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1			
Circulating Flow Rate [veh/h]	562			618			5				34			
Exiting Flow Rate [veh/h]	22			1			610				596			
Demand Flow Rate [veh/h]	48	0	5	0	0	12	1	591	22	0	0	550	0	0
Adjusted Demand Flow Rate [veh/h]	48	0	5	0	0	12	1	591	22	0	0	550	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	53	12	614	550
Capacity of Entry and Bypass Lanes [veh/h]	778	735	1373	1333
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	778	735	1373	1333
X, volume / capacity	0.07	0.02	0.45	0.41

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.22	0.05	2.37	2.06
95th-Percentile Queue Length [ft]	5.47	1.24	59.20	51.60
Approach Delay [s/veh]	5.31	5.06	6.96	6.65
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	6.73			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 2000: Frank Sound Road at East-West Arterial

Control Type:	Unknown	Delay (sec / veh):	?
Analysis Method:	?	Level Of Service:	?
Analysis Period:	15 minutes	Volume to Capacity (v/c):	?

Intersection Setup

Name	Frank Sound Rd	Frank Sound Rd
Approach	Northeastbound	Southwestbound
Lane Configuration		
Turning Movement	Thru	Thru
Crosswalk	Yes	Yes

Volumes

Name	Frank Sound Rd	Frank Sound Rd
Base Volume Input [veh/h]	138	167
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Left-Turn on Red Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	138	167
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	42
Total Analysis Volume [veh/h]	138	167
Presence of On-Street Parking	No	No
On-Street Parking Maneuver Rate [/h]	0	0
Local Bus Stopping Rate [/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Level Of Service Report
Intersection 2100: Frank Sound Road at East-West Arterial

Control Type:	Roundabout	Delay (sec / veh):	7.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		East-West Arterial		
Approach	Northbound		Southbound		Eastbound		
Lane Configuration							
Turning Movement	Left	Thru	Thru	Right	Left	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		20.00		50.00		
Grade [%]	0.00		0.00		0.00		
Crosswalk	Yes		Yes		Yes		

Volumes

Name	Frank Sound Rd		Frank Sound Rd		East-West Arterial		
Base Volume Input [veh/h]	407	76	83	143	75	525	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	407	76	83	143	75	525	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	102	19	21	36	19	131	0
Total Analysis Volume [veh/h]	407	76	83	143	75	525	0
Pedestrian Volume [ped/h]	0		0		0		

Intersection Settings

Number of Conflicting Circulating Lanes	1		1		1		
Circulating Flow Rate [veh/h]	143		525		76		
Exiting Flow Rate [veh/h]	608		151		550		
Demand Flow Rate [veh/h]	407	76	83	143	75	525	0
Adjusted Demand Flow Rate [veh/h]	407	76	83	143	75	525	0

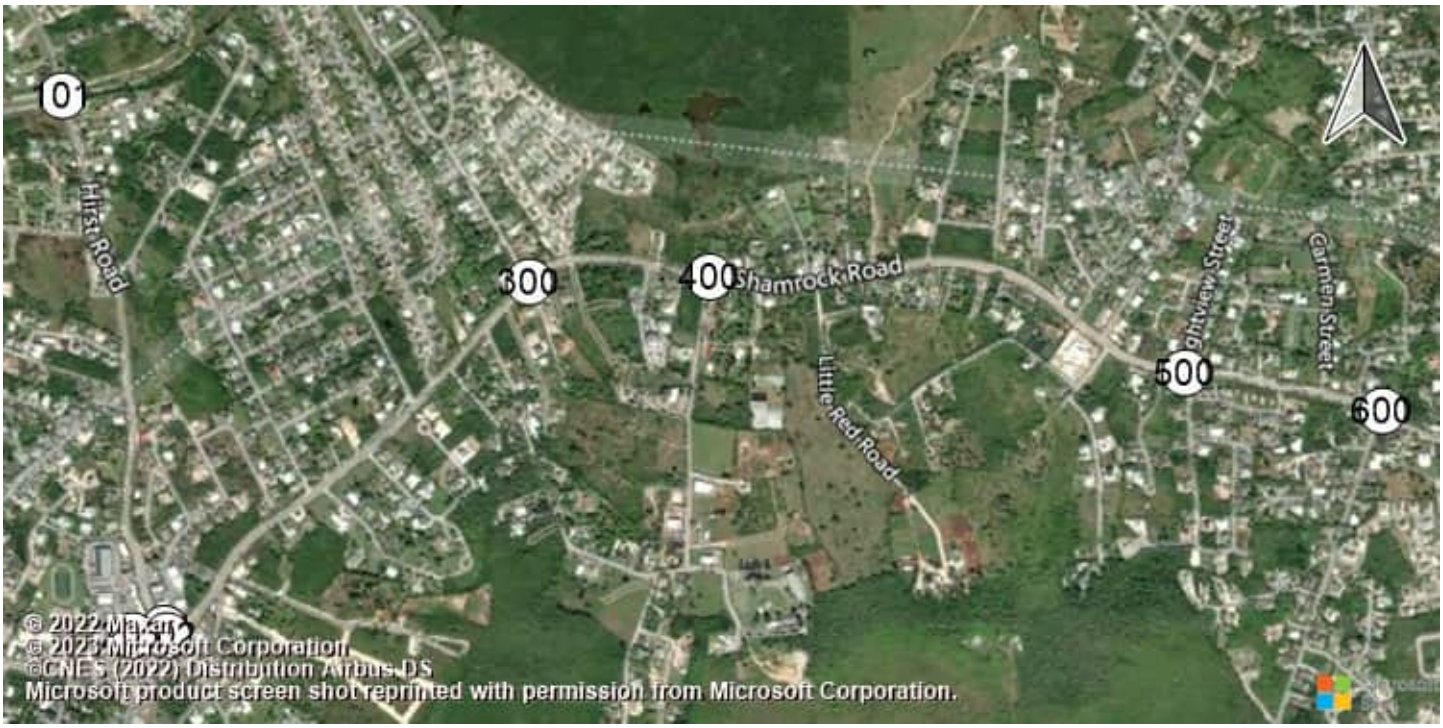
Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	483	226	600
Capacity of Entry and Bypass Lanes [veh/h]	1193	808	1278
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1193	808	1278
X, volume / capacity	0.40	0.28	0.47

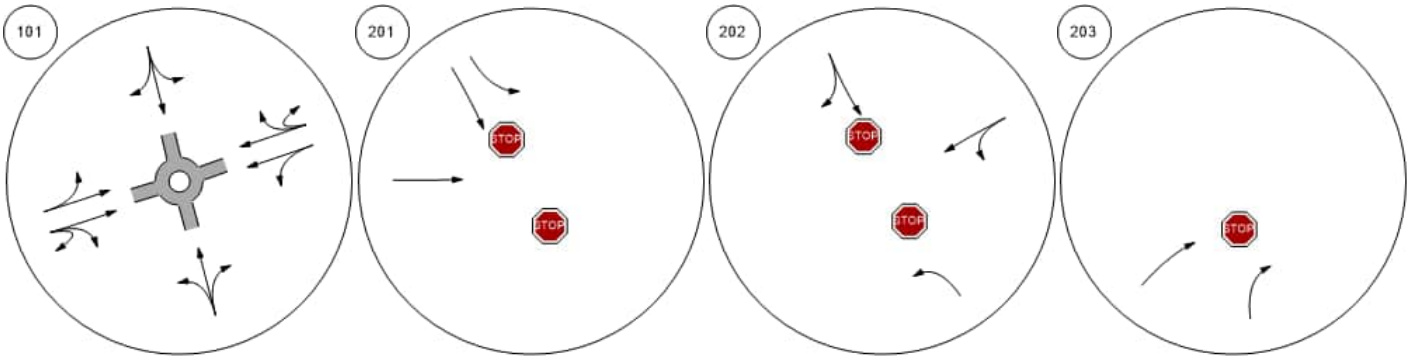
Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	2.00	1.15	2.58
95th-Percentile Queue Length [ft]	49.92	28.68	64.50
Approach Delay [s/veh]	7.08	7.58	7.64
Approach LOS	A	A	A
Intersection Delay [s/veh]	7.42		
Intersection LOS	A		

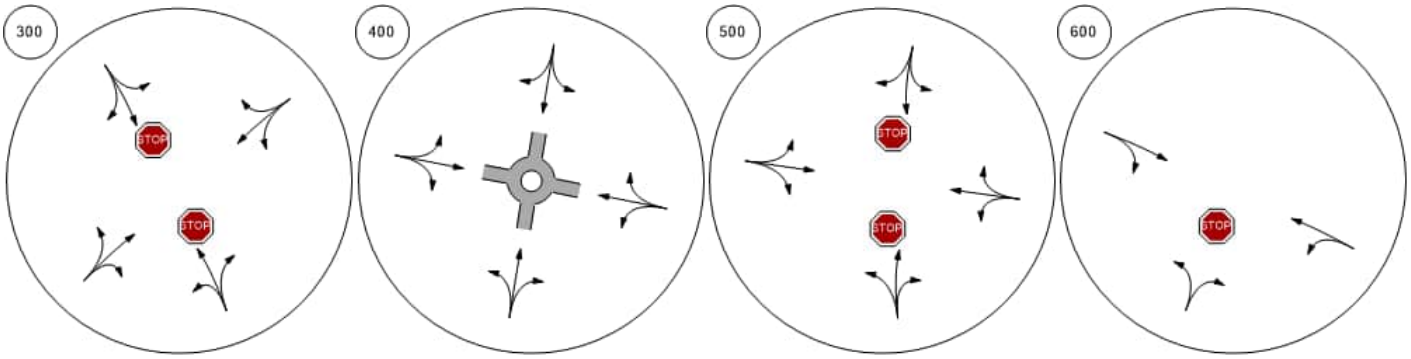
Lane Configuration and Traffic Control



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

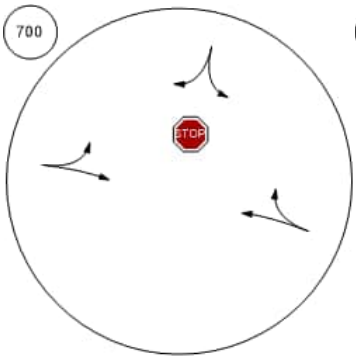


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

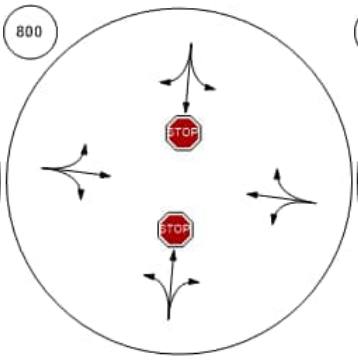


Lane Configuration and Traffic Control

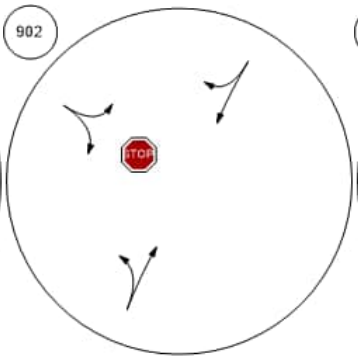
Shamrock Road at Northward



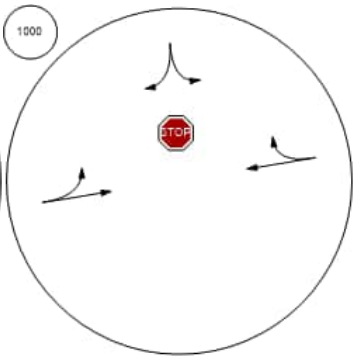
Shamrock Road at Condor R



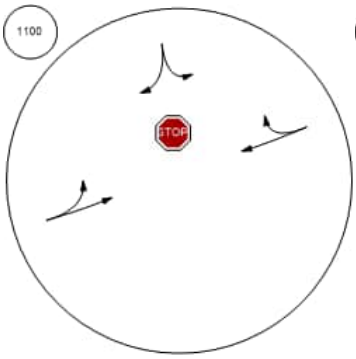
Bodden Town Road at Bodde



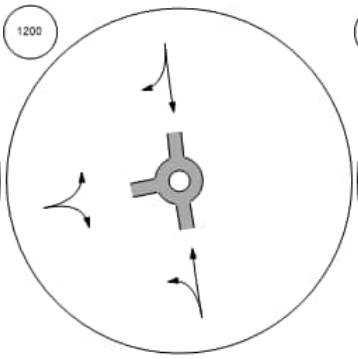
Bodden Town Road at Long



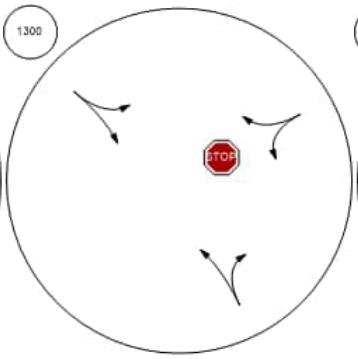
Frank Sound Road at Bodde



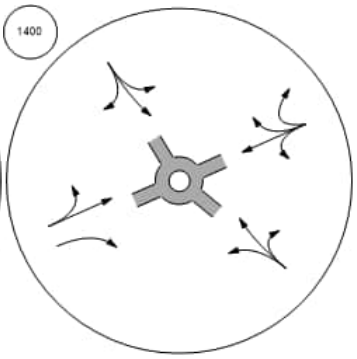
Frank Sound Road at Clifton



Frank Sound Road at North S

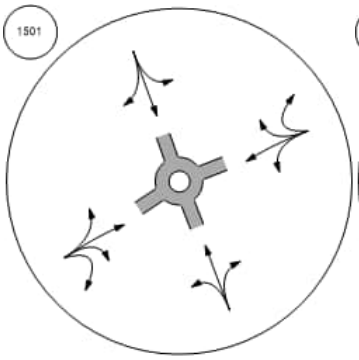


East-West Arterial at Agricola

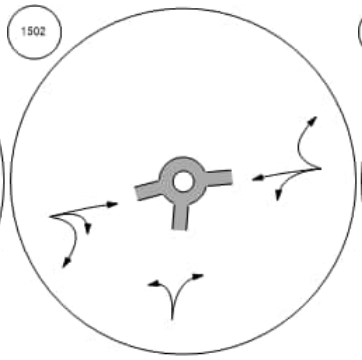


Lane Configuration and Traffic Control

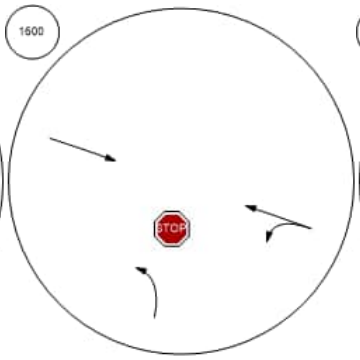
East-West Arterial at Will T C



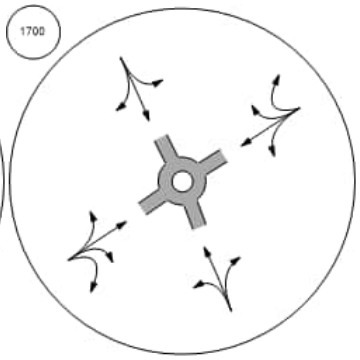
East-West Arterial at Will T C



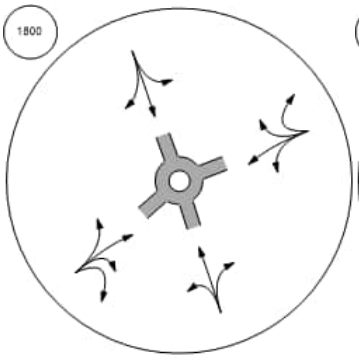
East-West Arterial at Northwa



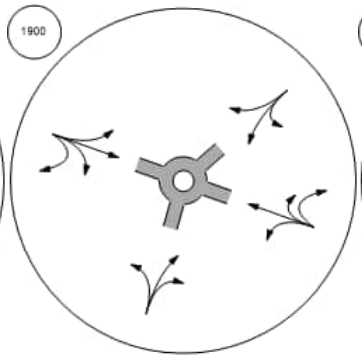
East-West Arterial at Lookout



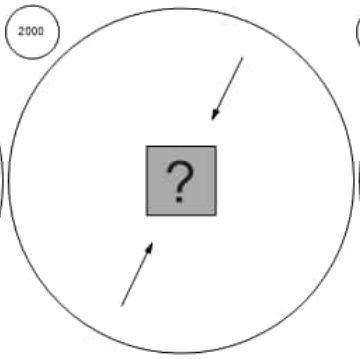
East-West Arterial at Longfell



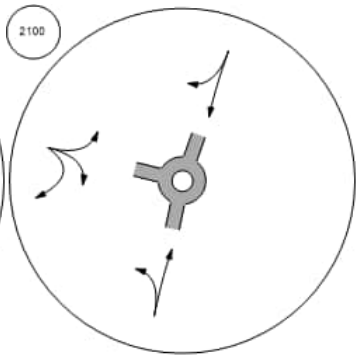
East West Arterial



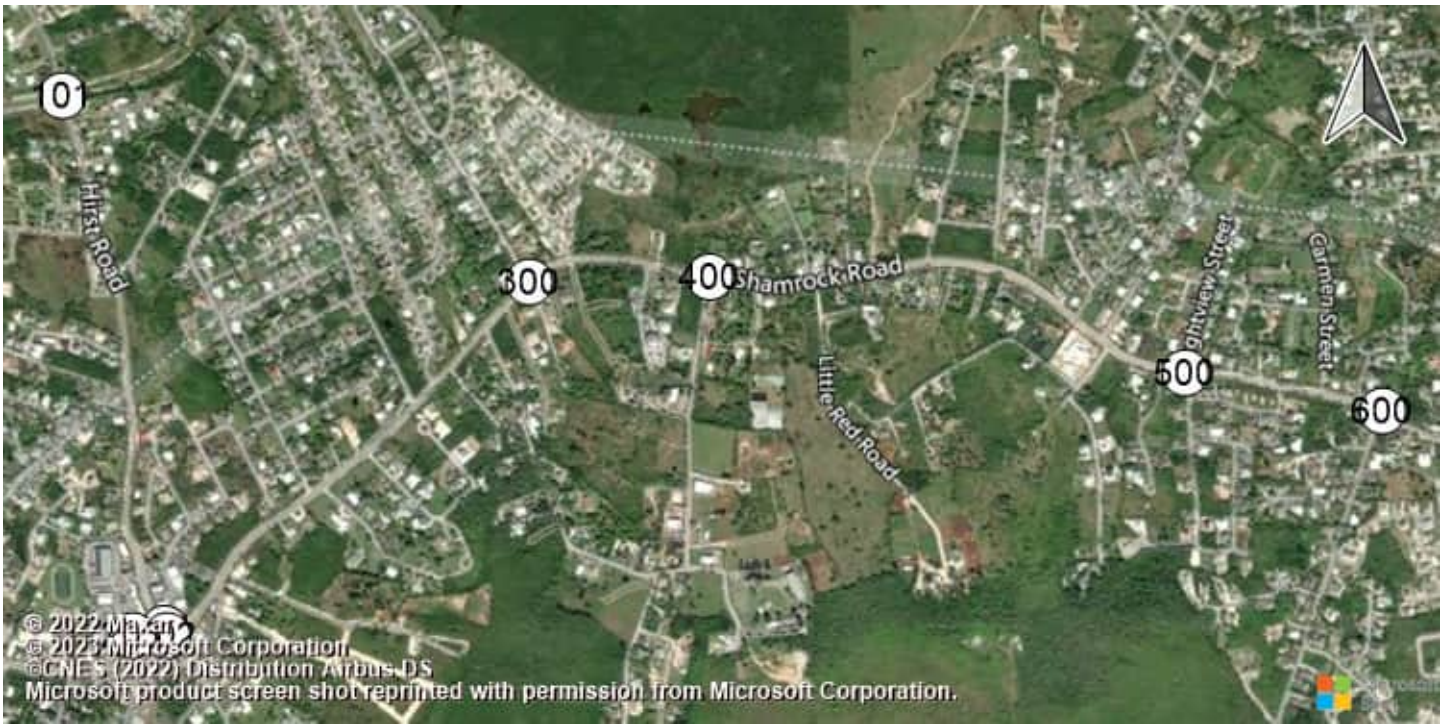
Frank Sound Road at East-W



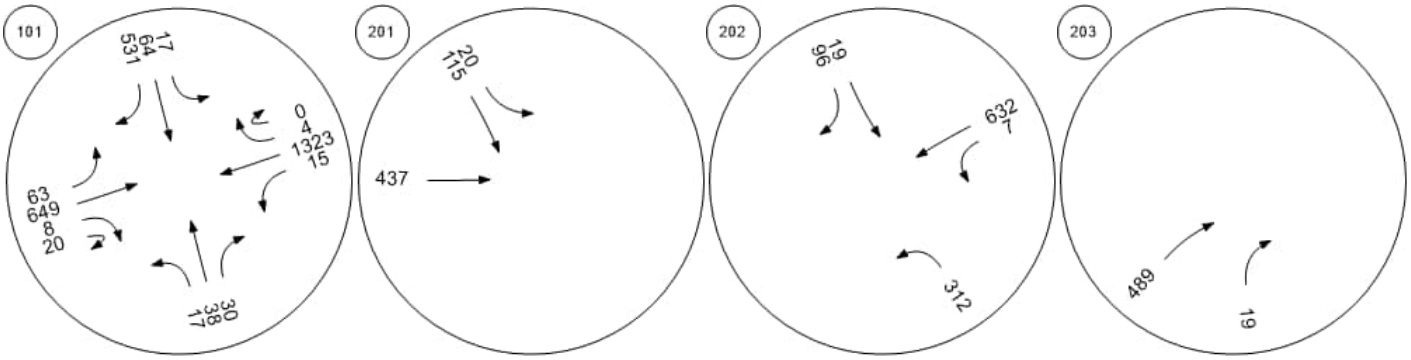
Frank Sound Road at East-W



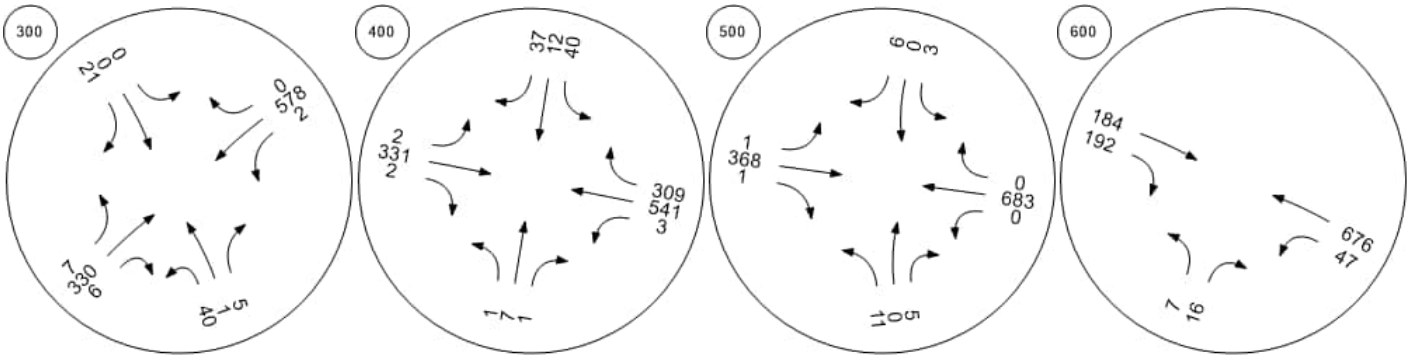
Traffic Volume - Base Volume



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

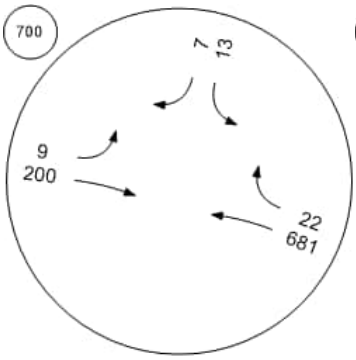


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

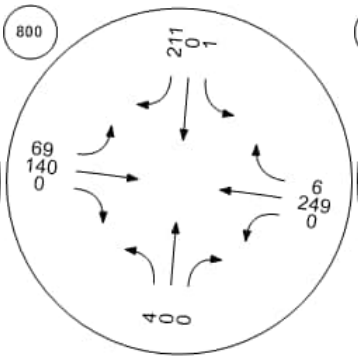


Traffic Volume - Base Volume

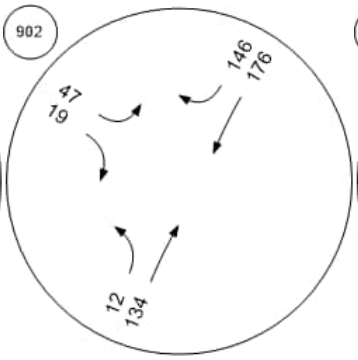
Shamrock Road at Northward



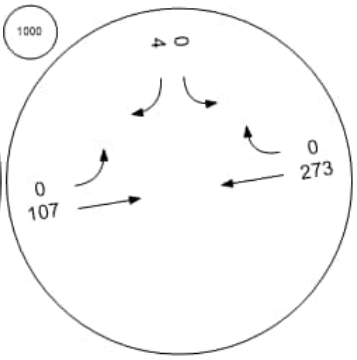
Shamrock Road at Condor R



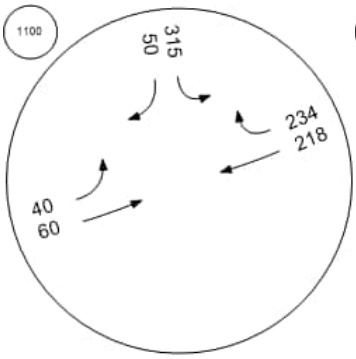
Bodden Town Road at Bodde



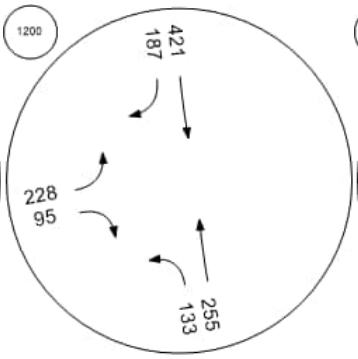
Bodden Town Road at Long



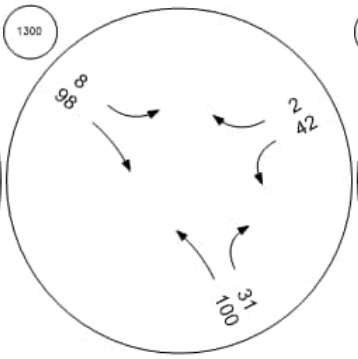
Frank Sound Road at Bodde



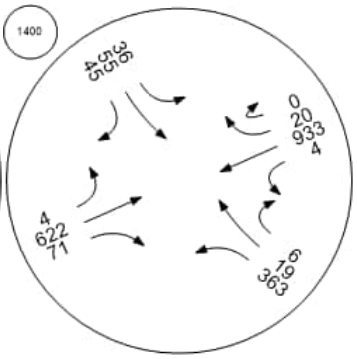
Frank Sound Road at Clifton



Frank Sound Road at North S

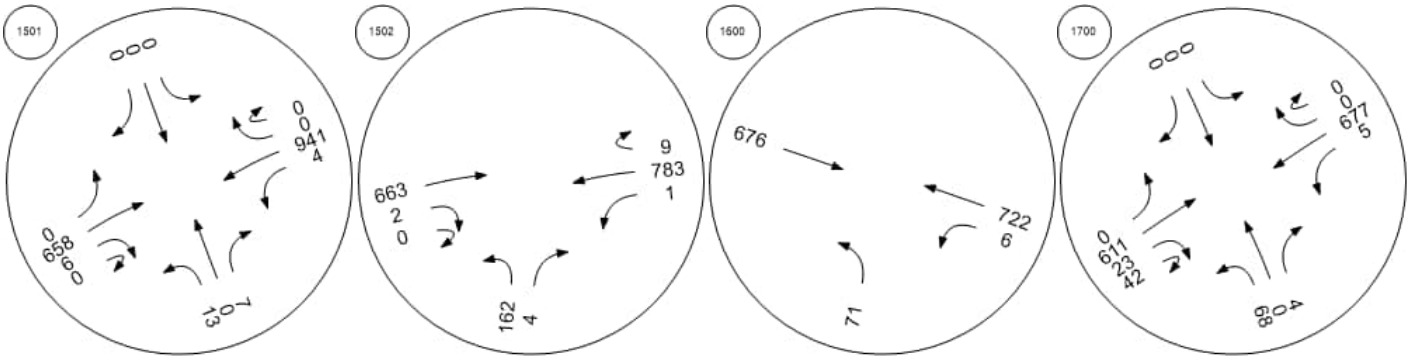


East-West Arterial at Agricola

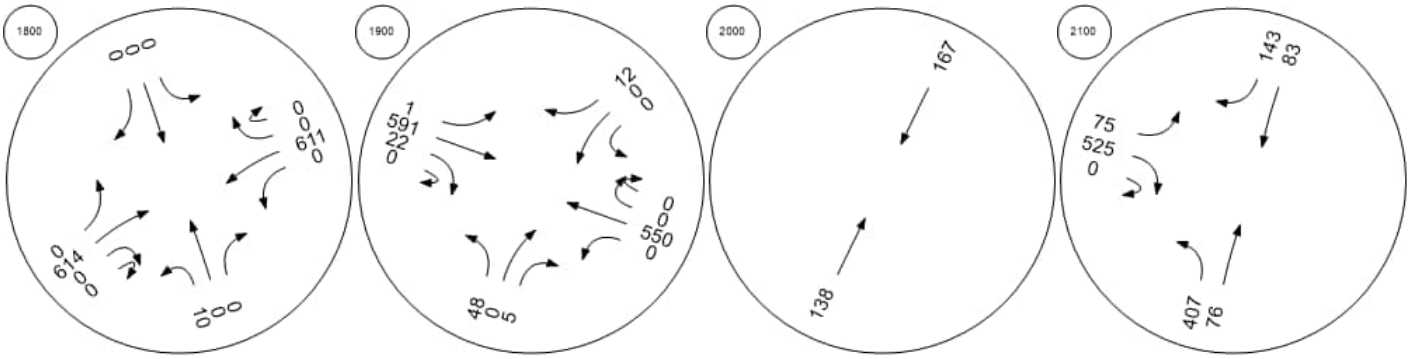


Traffic Volume - Base Volume

East-West Arterial at Will T C East-West Arterial at Will T C East-West Arterial at Northwa East-West Arterial at Lookout



East-West Arterial at Longfell East West Arterial Frank Sound Road at East-W Frank Sound Road at East-W



Intersection Level Of Service Report
Intersection 101: East-West Arterial Road at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	14.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name									East-West Arterial				East-West Arterial				
Approach	Northbound				Southbound				Eastbound				Westbound				
Lane Configuration																	
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	U-tu	Left	Thr	Thr	Rig	U-t
Lane Width [ft]	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.	12.	12.	12.	12.
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100	100	100	100	100
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Speed [mph]	30.00				30.00				40.00				50.00				
Grade [%]	0.00				0.00				0.00				0.00				
Crosswalk	Yes				Yes				Yes				Yes				

Volumes

Name									East-West Arterial				East-West Arterial				
Base Volume Input [veh/h]	39	0	125	26	21	62	0	150	362	1432	56	4	49	587	0	12	0
Base Volume Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	39	0	125	26	21	62	0	150	362	1432	56	4	49	587	0	12	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Other Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Total 15-Minute Volume [veh/h]	10	0	31	7	5	16	0	38	91	358	14	1	12	147	0	3	0
Total Analysis Volume [veh/h]	39	0	125	26	21	62	0	150	362	1432	56	4	49	587	0	12	0
Pedestrian Volume [ped/h]	0				0				0				0				

Intersection Settings

Number of Conflicting Circulating Lanes	2				2				2				2			
Circulating Flow Rate [veh/h]	753				1518				163				272			
Exiting Flow Rate [veh/h]	167				499				780				1479			
Demand Flow Rate [veh/h]	39	0	125	26	21	62	0	150	362	1432	56	4	49	587	0	12	0
Adjusted Demand Flow Rate [veh/h]	39	0	125	26	21	62	0	150	362	1432	56	4	49	587	0	12	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1350.00	1420.00	1350.00
B (coefficient)	0.00085	0.00085	0.00085	0.00092	0.00085	0.00092
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	190	233	983	872	344	305
Capacity of Entry and Bypass Lanes [veh/h]	749	391	1237	1163	1127	1052
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	749	391	1237	1163	1127	1052
X, volume / capacity	0.25	0.60	0.79	0.75	0.30	0.29

Movement, Approach, & Intersection Results

Lane LOS	A	C	C	C	A	A
95th-Percentile Queue Length [veh]	1.01	3.73	9.04	7.46	1.30	1.21
95th-Percentile Queue Length [ft]	25.14	93.16	226.06	186.55	32.45	30.20
Approach Delay [s/veh]	7.70	24.91	16.31		6.18	
Approach LOS	A	C	C		A	
Intersection Delay [s/veh]	14.19					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	20.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.499

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	13	209	0	0	503	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	13	209	0	0	503	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	3	56	0	0	135	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	14	225	0	0	541	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance		No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.03	0.50	0.00	0.00	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	11.78	20.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS				B	C			A				
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.08	2.73	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	1.98	68.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			20.16			0.00			0.00		
Approach LOS	A			C			A			A		
d_I, Intersection Delay [s/veh]	6.18											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	30.8
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.554

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	237	0	0	0	34	175	0	0	0	13	371	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	237	0	0	0	34	175	0	0	0	13	371	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	64	0	0	0	9	47	0	0	0	3	100	0
Total Analysis Volume [veh/h]	255	0	0	0	37	188	0	0	0	14	399	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.39	0.00	0.00	0.00	0.07	0.55	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	14.08	0.00	0.00	0.00	26.91	30.76	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	B				D	D				A	A	
95th-Percentile Queue Length [veh/ln]	1.87	0.00	0.00	0.00	4.02	4.02	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	46.73	0.00	0.00	0.00	100.40	100.40	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.08			30.13			0.00			0.00		
Approach LOS	B			D			A			A		
d_I, Intersection Delay [s/veh]	11.61											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 203: Shamrock Road atHirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	14.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.078

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	29	673	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	29	673	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	8	181	0	0	0
Total Analysis Volume [veh/h]	0	31	724	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.08	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	14.87	0.00	0.00	0.00	0.00
Movement LOS		B	A			
95th-Percentile Queue Length [veh/ln]	0.00	0.25	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	6.34	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.87		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.61					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	19.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.173

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	12	1	3	11	1	49	10	319	29	5	401	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	1	3	11	1	49	10	319	29	5	401	0
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	1	3	0	13	3	80	7	1	100	0
Total Analysis Volume [veh/h]	12	1	3	11	1	51	10	319	30	5	401	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.01	0.02	0.00	0.17	0.00	0.00	0.03	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.76	16.72	17.40	12.56	19.02	19.79	0.00	0.00	8.18	0.00	0.00	7.90
Movement LOS	B	C	C	B	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.10	0.70	0.70	0.70	0.08	0.08	0.08	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.46	2.46	2.46	17.40	17.40	17.40	1.98	1.98	1.98	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.38			18.52			0.68			0.00		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	1.91											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive

Control Type:	Roundabout	Delay (sec / veh):	6.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	1	0	0	334	18	4	4	326	3	9	401	49
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	0	334	18	4	4	326	3	9	401	49
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	84	5	1	1	82	1	2	100	12
Total Analysis Volume [veh/h]	1	0	0	334	18	4	4	326	3	10	401	49
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1			
Circulating Flow Rate [veh/h]	454			329			49			25			
Exiting Flow Rate [veh/h]	31			53			406			660			
Demand Flow Rate [veh/h]	1	0	0	334	18	4	4	326	3	9	401	49	
Adjusted Demand Flow Rate [veh/h]	1	0	0	334	18	4	4	326	3	10	401	49	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	1	356	333	460
Capacity of Entry and Bypass Lanes [veh/h]	869	987	1313	1346
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	869	987	1313	1346
X, volume / capacity	0.00	0.36	0.25	0.34

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.00	1.66	1.01	1.54
95th-Percentile Queue Length [ft]	0.09	41.47	25.28	38.44
Approach Delay [s/veh]	4.16	7.50	4.94	5.77
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	6.06			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	23.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	2	0	0	0	0	1	12	570	21	53	354	26
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	0	0	0	0	1	12	570	21	53	354	26
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	0	0	0	3	143	5	13	89	7
Total Analysis Volume [veh/h]	2	0	0	0	0	1	12	570	21	53	354	26
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.01	0.02	0.00	0.00	0.03
d_M, Delay for Movement [s/veh]	10.38	21.88	23.26	12.01	22.43	23.42	0.00	0.00	8.15	0.00	0.00	8.69
Movement LOS	B	C	C	B	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	0.02	0.02	0.02	0.06	0.06	0.06	0.08	0.08	0.08
95th-Percentile Queue Length [ft/ln]	0.22	0.22	0.22	0.38	0.38	0.38	1.38	1.38	1.38	2.00	2.00	2.00
d_A, Approach Delay [s/veh]	10.38			23.42			0.28			0.52		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	0.42											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	32.8
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.299

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	22	49	476	94	24	411
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	49	476	94	24	411
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	13	131	26	7	113
Total Analysis Volume [veh/h]	24	54	523	103	26	452
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.30	0.01	0.09	0.00	0.00
d_M, Delay for Movement [s/veh]	18.80	32.76	0.00	8.63	0.00	0.00
Movement LOS	C	D	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.43	1.43	0.31	0.31	0.00	0.00
95th-Percentile Queue Length [ft/ln]	35.78	35.78	7.77	7.77	0.00	0.00
d_A, Approach Delay [s/veh]	28.47		1.42		0.00	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	2.63					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	19.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.103

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	26	29	14	422	443	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	29	14	422	443	17
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	7	4	109	114	4
Total Analysis Volume [veh/h]	27	30	14	435	457	18
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.10	0.00	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	12.40	18.97	0.00	0.00	0.00	8.26
Movement LOS	B	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.51	0.51	0.00	0.00	0.05	0.05
95th-Percentile Queue Length [ft/ln]	12.74	12.74	0.00	0.00	1.22	1.22
d_A, Approach Delay [s/veh]	15.86		0.00		0.31	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	1.07					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	15.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.194

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	1	0	0	4	0	86	91	225	2	0	250	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	0	4	0	86	91	225	2	0	250	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	1	0	22	23	56	1	0	63	3
Total Analysis Volume [veh/h]	1	0	0	4	0	86	91	225	2	0	250	13
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.19	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	9.54	13.71	13.19	11.63	15.17	15.10	0.00	0.00	7.72	0.00	0.00	7.90
Movement LOS	A	B	B	B	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.74	0.74	0.74	0.00	0.00	0.00	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	0.09	0.09	0.09	18.38	18.38	18.38	0.11	0.11	0.11	0.78	0.78	0.78
d_A, Approach Delay [s/veh]	9.54			14.95			0.05			0.39		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	2.19											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 902: Bodden Town Road at Bodden Town Bypass

Control Type:	Two-way stop	Delay (sec / veh):	15.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.122

Intersection Setup

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	45	44	29	183	185	118
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	45	44	29	183	185	118
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	12	8	49	49	31
Total Analysis Volume [veh/h]	48	47	31	195	197	126
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.12	0.00	0.00	0.00	0.09
d_M, Delay for Movement [s/veh]	10.79	15.79	0.00	0.00	0.00	7.93
Movement LOS	B	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.65	0.65	0.00	0.00	0.31	0.31
95th-Percentile Queue Length [ft/ln]	16.18	16.18	0.00	0.00	7.68	7.68
d_A, Approach Delay [s/veh]	13.27		0.00		3.09	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	3.51					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Two-way stop	Delay (sec / veh):	11.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.007

Intersection Setup

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	0	4	4	130	274	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	4	4	130	274	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	1	36	75	0
Total Analysis Volume [veh/h]	0	4	4	143	301	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.01	11.32	0.00	0.00	0.00	7.49
Movement LOS	A	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.53	0.53	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.32		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.10					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1100: Frank Sound Road at Bodden Town Road

Control Type:	Two-way stop	Delay (sec / veh):	29.8
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.247

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	421	62	55	61	201	247
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	421	62	55	61	201	247
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	113	17	15	16	54	66
Total Analysis Volume [veh/h]	453	67	59	66	216	266
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.47	0.25	0.00	0.00	0.00	0.17
d_M, Delay for Movement [s/veh]	20.20	29.77	0.00	0.00	0.00	7.81
Movement LOS	C	D	A	A	A	A
95th-Percentile Queue Length [veh/ln]	6.12	6.12	0.00	0.00	0.62	0.62
95th-Percentile Queue Length [ft/ln]	152.88	152.88	0.00	0.00	15.49	15.49
d_A, Approach Delay [s/veh]	21.43		0.00		4.31	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	11.73					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Roundabout	Delay (sec / veh):	8.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter HS Entrance	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter HS Entrance	
Base Volume Input [veh/h]	88	358	460	255	215	129
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	88	358	460	255	215	129
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	90	115	64	54	32
Total Analysis Volume [veh/h]	88	358	460	255	215	129
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Number of Conflicting Circulating Lanes	1		1		1	
Circulating Flow Rate [veh/h]	255		129		358	
Exiting Flow Rate [veh/h]	589		573		343	
Demand Flow Rate [veh/h]	88	358	460	255	215	129
Adjusted Demand Flow Rate [veh/h]	88	358	460	255	215	129

Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	446	715	344
Capacity of Entry and Bypass Lanes [veh/h]	1064	1210	958
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1064	1210	958
X, volume / capacity	0.42	0.59	0.36

Movement, Approach, & Intersection Results

Lane LOS	A	B	A
95th-Percentile Queue Length [veh]	2.11	4.07	1.65
95th-Percentile Queue Length [ft]	52.69	101.68	41.15
Approach Delay [s/veh]	7.90	10.13	7.65
Approach LOS	A	B	A
Intersection Delay [s/veh]	8.90		
Intersection LOS	A		

Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	12.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.045

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	169	36	33	145	68	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	169	36	33	145	68	22
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	10	9	41	19	6
Total Analysis Volume [veh/h]	190	40	37	163	76	25
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.00	0.00	0.09	0.05
d_M, Delay for Movement [s/veh]	0.00	7.68	0.00	0.00	9.88	12.26
Movement LOS	A	A	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.09	0.09	0.00	0.00	0.46	0.46
95th-Percentile Queue Length [ft/ln]	2.23	2.23	0.00	0.00	11.45	11.45
d_A, Approach Delay [s/veh]	1.34		0.00		10.47	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.57					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	15.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			50.00			50.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	Yes			Yes			Yes			Yes			

Volumes

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Base Volume Input [veh/h]	29	24	6	50	29	8	37	1056	387	7	611	49	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	24	6	50	29	8	37	1056	387	7	611	49	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	7	6	2	13	7	2	9	264	97	2	153	12	0
Total Analysis Volume [veh/h]	29	24	6	50	29	8	37	1056	387	7	611	49	0
Pedestrian Volume [ped/h]	0			0			0			0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1			1			
Circulating Flow Rate [veh/h]	668			1449			79			424			
Exiting Flow Rate [veh/h]	423			110			648			1112			
Demand Flow Rate [veh/h]	29	24	6	50	29	8	37	1056	387	7	611	49	0
Adjusted Demand Flow Rate [veh/h]	29	24	6	50	29	8	37	1056	387	7	611	49	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1380.00
B (coefficient)	0.00085	0.00085	0.00091	0.00091	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	59	87	1093	387	667
Capacity of Entry and Bypass Lanes [veh/h]	805	415	1322	1322	896
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	805	415	1322	1322	896
X, volume / capacity	0.07	0.21	0.83	0.29	0.74

Movement, Approach, & Intersection Results

Lane LOS	A	B	C	A	C
95th-Percentile Queue Length [veh]	0.24	0.78	10.49	1.23	7.03
95th-Percentile Queue Length [ft]	5.92	19.56	262.36	30.74	175.71
Approach Delay [s/veh]	5.19	12.03	14.85		18.48
Approach LOS	A	B	B		C
Intersection Delay [s/veh]	15.55				
Intersection LOS	C				

Intersection Level Of Service Report
Intersection 1501: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	13.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name							East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			30.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name							East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	0	0	5	0	0	0	0	1026	86	0	29	667	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	5	0	0	0	0	1026	86	0	29	667	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	0	0	1	0	0	0	0	257	22	0	7	167	0	0
Total Analysis Volume [veh/h]	0	0	5	0	0	0	0	1026	86	0	29	667	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1					
Circulating Flow Rate [veh/h]	667			1117			5				86					
Exiting Flow Rate [veh/h]	115			0			667				1031					
Demand Flow Rate [veh/h]	0	0	5	0	0	0	0	1026	86	0	29	667	0	0		
Adjusted Demand Flow Rate [veh/h]	0	0	5	0	0	0	0	1026	86	0	29	667	0	0		

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	5	0	1112	696
Capacity of Entry and Bypass Lanes [veh/h]	699	442	1373	1265
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	699	442	1373	1265
X, volume / capacity	0.01	0.00	0.81	0.55

Movement, Approach, & Intersection Results

Lane LOS	A	A	C	A
95th-Percentile Queue Length [veh]	0.02	0.00	9.82	3.50
95th-Percentile Queue Length [ft]	0.54	0.00	245.60	87.57
Approach Delay [s/veh]	5.22	8.15	16.67	9.03
Approach LOS	A	A	C	A
Intersection Delay [s/veh]	13.71			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 1502: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	11.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name			East-West Arterial			East-West Arterial		
Approach	Northbound		Eastbound			Westbound		
Lane Configuration								
Turning Movement	Left	Right	Thru	Right	U-turn	Left	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00			50.00		
Grade [%]	0.00		0.00			0.00		
Crosswalk	Yes		Yes			Yes		

Volumes

Name			East-West Arterial			East-West Arterial		
Base Volume Input [veh/h]	15	1	1001	29	0	4	682	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	1	1001	29	0	4	682	18
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	0	250	7	0	1	171	5
Total Analysis Volume [veh/h]	15	1	1001	29	0	4	682	18
Pedestrian Volume [ped/h]	0		0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1		1			1		
Circulating Flow Rate [veh/h]	700		19			29		
Exiting Flow Rate [veh/h]	33		697			1020		
Demand Flow Rate [veh/h]	15	1	1001	29	0	4	682	18
Adjusted Demand Flow Rate [veh/h]	15	1	1001	29	0	4	682	18

Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	16	1030	704
Capacity of Entry and Bypass Lanes [veh/h]	676	1354	1340
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	676	1354	1340
X, volume / capacity	0.02	0.76	0.53

Movement, Approach, & Intersection Results

Lane LOS	A	B	A
95th-Percentile Queue Length [veh]	0.07	7.98	3.19
95th-Percentile Queue Length [ft]	1.82	199.44	79.84
Approach Delay [s/veh]	5.57	14.35	8.25
Approach LOS	A	B	A
Intersection Delay [s/veh]	11.82		
Intersection LOS	B		

Intersection Level Of Service Report
Intersection 1600: East-West Arterial at Northward Rd

Control Type:	Two-way stop	Delay (sec / veh):	13.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.053

Intersection Setup

Name	Northward Rd		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	24	0	1020	0	11	680
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	24	0	1020	0	11	680
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	0	255	0	3	170
Total Analysis Volume [veh/h]	24	0	1020	0	11	680
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	13.43	0.00	0.00	0.00	0.00	0.00
Movement LOS	B		A		A	A
95th-Percentile Queue Length [veh/ln]	0.17	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.20	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.43		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.19					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1700: East-West Arterial at Lookout Rd

Control Type:	Roundabout	Delay (sec / veh):	12.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Lookout Rd			Lookout Rd			East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Lookout Rd			Lookout Rd			East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	17	0	10	0	0	0	0	816	97	107	17	627	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	0	10	0	0	0	0	816	97	107	17	627	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	4	0	3	0	0	0	0	204	24	27	4	157	0	0
Total Analysis Volume [veh/h]	17	0	10	0	0	0	0	816	97	107	17	627	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1				
Circulating Flow Rate [veh/h]	734			1030			10				204				
Exiting Flow Rate [veh/h]	114			0			751				826				
Demand Flow Rate [veh/h]	17	0	10	0	0	0	0	816	97	107	17	627	0	0	
Adjusted Demand Flow Rate [veh/h]	17	0	10	0	0	0	0	816	97	107	17	627	0	0	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	27	0	1020	644
Capacity of Entry and Bypass Lanes [veh/h]	653	483	1366	1121
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	653	483	1366	1121
X, volume / capacity	0.04	0.00	0.75	0.57

Movement, Approach, & Intersection Results

Lane LOS	A	A	B	B
95th-Percentile Queue Length [veh]	0.13	0.00	7.53	3.81
95th-Percentile Queue Length [ft]	3.23	0.00	188.31	95.22
Approach Delay [s/veh]	5.96	7.46	13.67	10.33
Approach LOS	A	A	B	B
Intersection Delay [s/veh]	12.28			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 1800: East-West Arterial at Longfellow Rd

Control Type:	Roundabout	Delay (sec / veh):	8.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Longfellow Rd			Longfellow Rd			East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Longfellow Rd			Longfellow Rd			East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	8	0	0	0	0	0	0	806	20	0	0	597	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	0	0	0	0	0	0	806	20	0	0	597	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	2	0	0	0	0	0	0	202	5	0	0	149	0	0
Total Analysis Volume [veh/h]	8	0	0	0	0	0	0	806	20	0	0	597	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1				
Circulating Flow Rate [veh/h]	597			826			0				20				
Exiting Flow Rate [veh/h]	20			0			605				806				
Demand Flow Rate [veh/h]	8	0	0	0	0	0	0	806	20	0	0	597	0	0	
Adjusted Demand Flow Rate [veh/h]	8	0	0	0	0	0	0	806	20	0	0	597	0	0	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	8	0	826	597
Capacity of Entry and Bypass Lanes [veh/h]	751	595	1380	1353
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	751	595	1380	1353
X, volume / capacity	0.01	0.00	0.60	0.44

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.03	0.00	4.22	2.31
95th-Percentile Queue Length [ft]	0.81	0.00	105.41	57.87
Approach Delay [s/veh]	4.90	6.06	9.41	6.96
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	8.36			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 1900: East West Arterial

Control Type:	Roundabout	Delay (sec / veh):	8.3
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name							East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name							East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	36	0	8	0	0	3	9	729	68	0	0	558	3	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	36	0	8	0	0	3	9	729	68	0	0	558	3	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	9	0	2	0	0	1	2	182	17	0	0	140	1	0
Total Analysis Volume [veh/h]	36	0	8	0	0	3	9	729	68	0	0	558	3	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1			
Circulating Flow Rate [veh/h]	564			805			11				71			
Exiting Flow Rate [veh/h]	68			12			597				737			
Demand Flow Rate [veh/h]	36	0	8	0	0	3	9	729	68	0	0	558	3	0
Adjusted Demand Flow Rate [veh/h]	36	0	8	0	0	3	9	729	68	0	0	558	3	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	44	3	806	561
Capacity of Entry and Bypass Lanes [veh/h]	777	608	1365	1284
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	777	608	1365	1284
X, volume / capacity	0.06	0.00	0.59	0.44

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.18	0.01	4.09	2.27
95th-Percentile Queue Length [ft]	4.50	0.37	102.23	56.80
Approach Delay [s/veh]	5.20	5.98	9.32	7.15
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	8.32			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 2000: Frank Sound Road at East-West Arterial

Control Type:	Unknown	Delay (sec / veh):	?
Analysis Method:	?	Level Of Service:	?
Analysis Period:	15 minutes	Volume to Capacity (v/c):	?

Intersection Setup

Name	Frank Sound Rd	Frank Sound Rd
Approach	Northeastbound	Southwestbound
Lane Configuration		
Turning Movement	Thru	Thru
Crosswalk	Yes	Yes

Volumes

Name	Frank Sound Rd	Frank Sound Rd
Base Volume Input [veh/h]	237	234
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Left-Turn on Red Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	237	234
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	59
Total Analysis Volume [veh/h]	237	234
Presence of On-Street Parking	No	No
On-Street Parking Maneuver Rate [/h]	0	0
Local Bus Stopping Rate [/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Level Of Service Report
Intersection 2100: Frank Sound Road at East-West Arterial

Control Type:	Roundabout	Delay (sec / veh):	9.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		East-West Arterial		
Approach	Northbound		Southbound		Eastbound		
Lane Configuration							
Turning Movement	Left	Thru	Thru	Right	Left	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		50.00		
Grade [%]	0.00		0.00		0.00		
Crosswalk	Yes		Yes		Yes		

Volumes

Name	Frank Sound Rd		Frank Sound Rd		East-West Arterial		
Base Volume Input [veh/h]	451	122	144	120	167	571	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	451	122	144	120	167	571	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	113	31	36	30	42	143	0
Total Analysis Volume [veh/h]	451	122	144	120	167	571	0
Pedestrian Volume [ped/h]	0		0		0		

Intersection Settings

Number of Conflicting Circulating Lanes	1		1		1		
Circulating Flow Rate [veh/h]	120		571		122		
Exiting Flow Rate [veh/h]	715		289		571		
Demand Flow Rate [veh/h]	451	122	144	120	167	571	0
Adjusted Demand Flow Rate [veh/h]	451	122	144	120	167	571	0

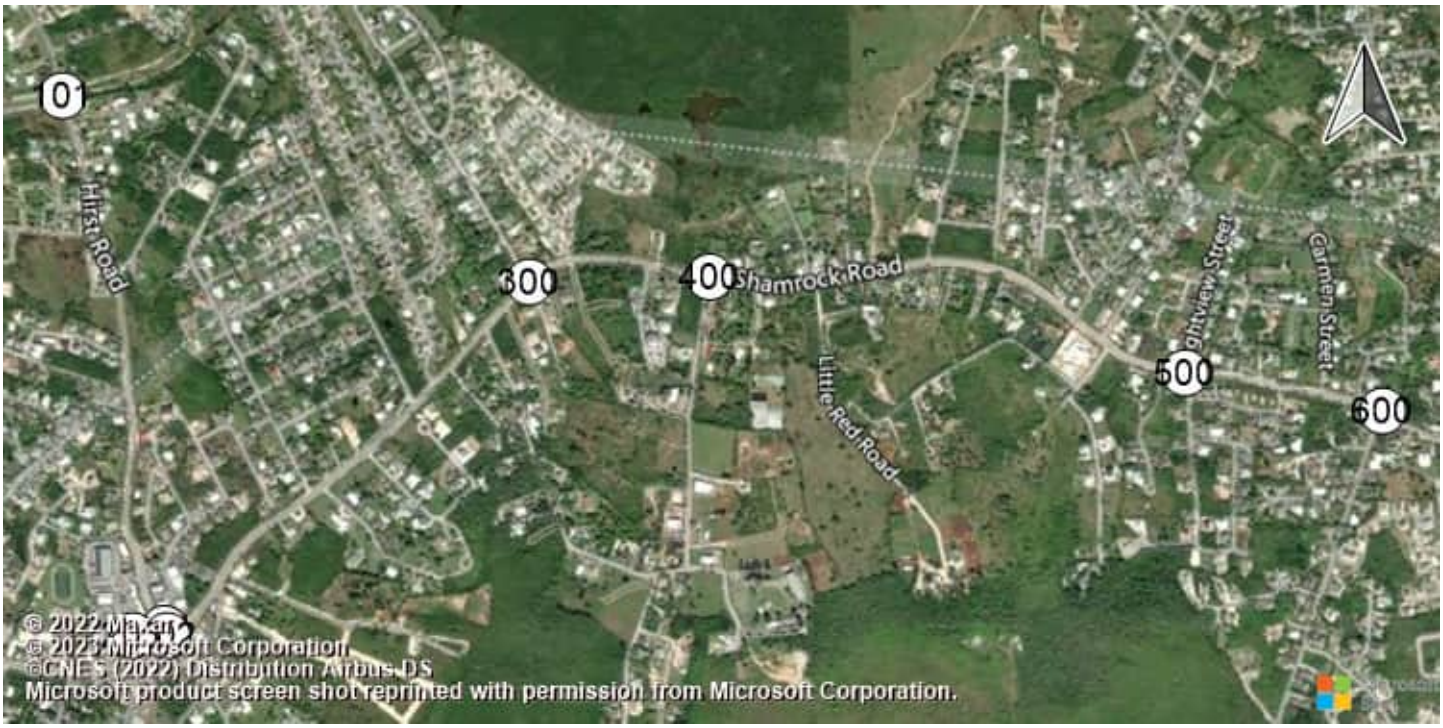
Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	573	264	738
Capacity of Entry and Bypass Lanes [veh/h]	1222	771	1219
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1222	771	1219
X, volume / capacity	0.47	0.34	0.61

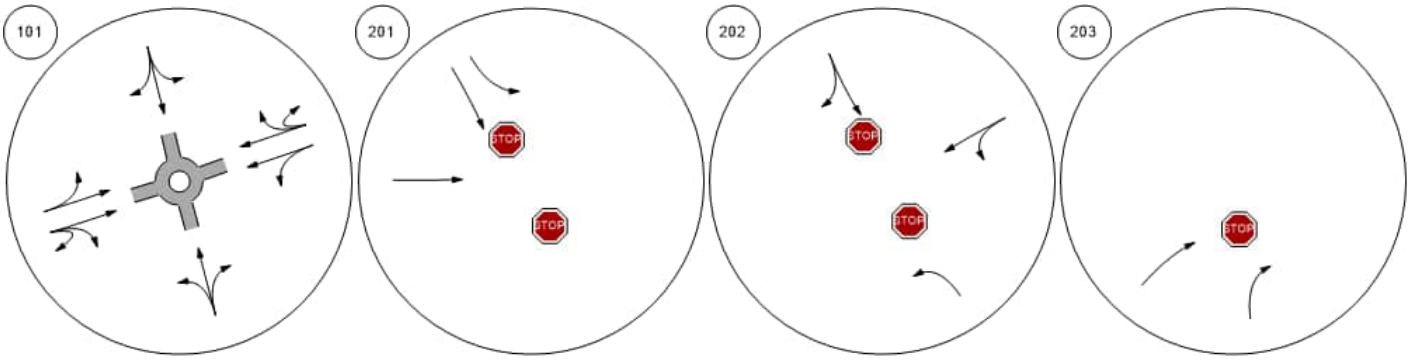
Movement, Approach, & Intersection Results

Lane LOS	A	A	B
95th-Percentile Queue Length [veh]	2.57	1.53	4.30
95th-Percentile Queue Length [ft]	64.28	38.15	107.49
Approach Delay [s/veh]	7.87	8.80	10.41
Approach LOS	A	A	B
Intersection Delay [s/veh]	9.22		
Intersection LOS	A		

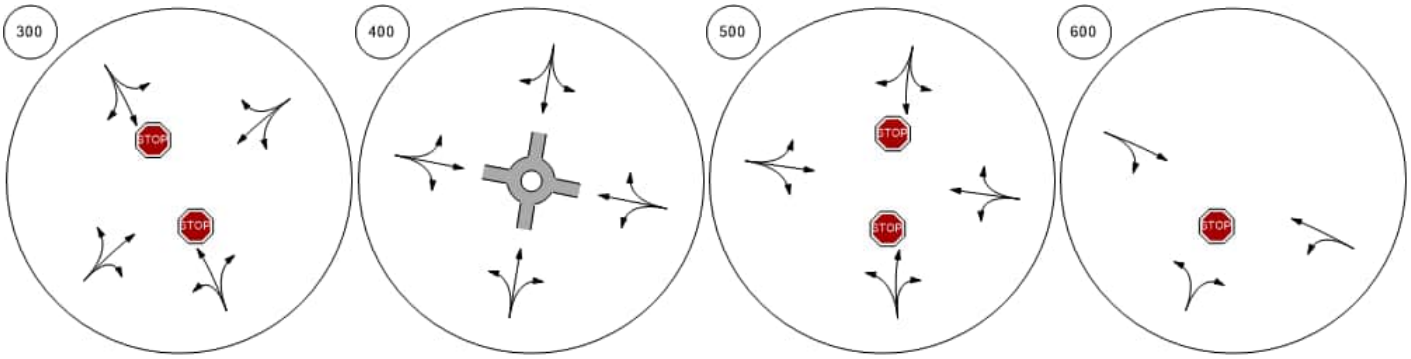
Lane Configuration and Traffic Control



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

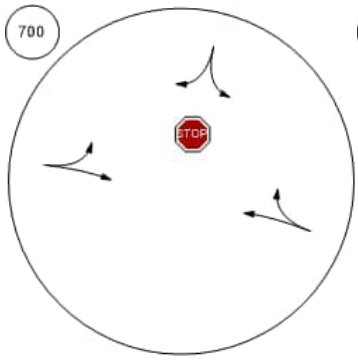


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

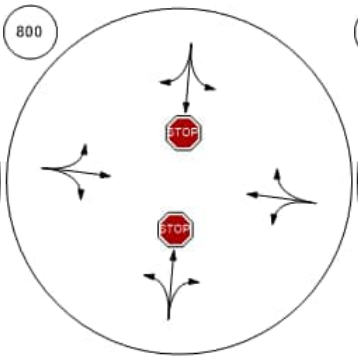


Lane Configuration and Traffic Control

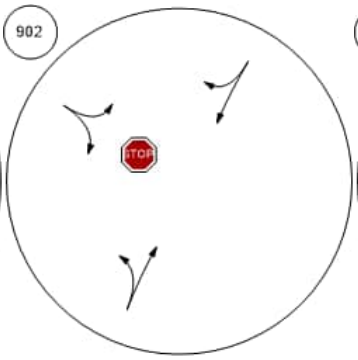
Shamrock Road at Northward



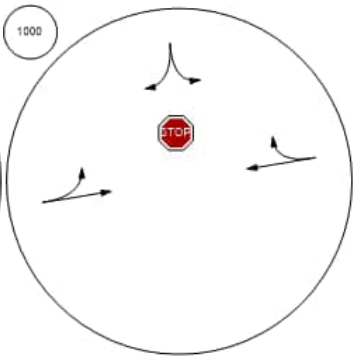
Shamrock Road at Condor R



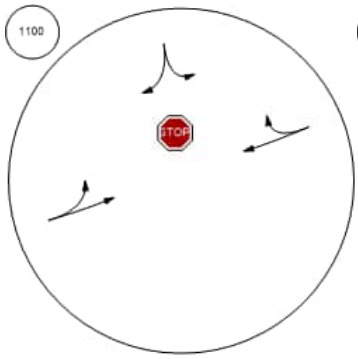
Bodden Town Road at Bodde



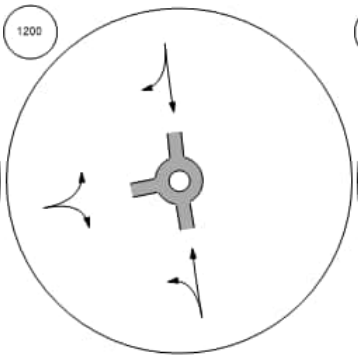
Bodden Town Road at Long



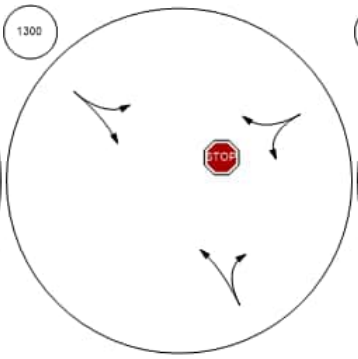
Frank Sound Road at Bodde



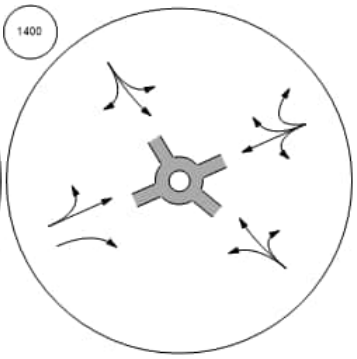
Frank Sound Road at Clifton



Frank Sound Road at North S

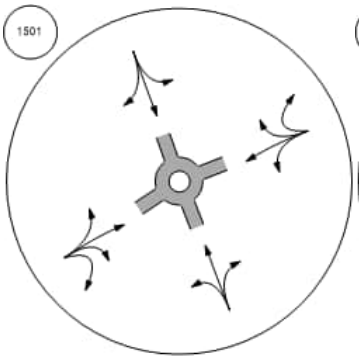


East-West Arterial at Agricola

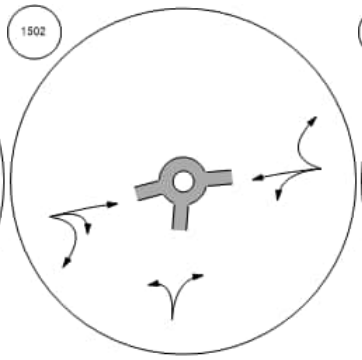


Lane Configuration and Traffic Control

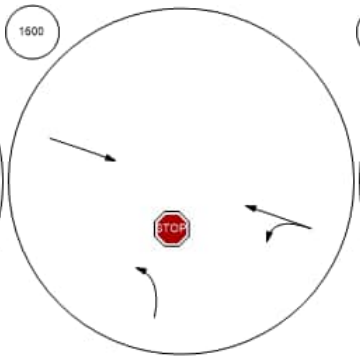
East-West Arterial at Will T C



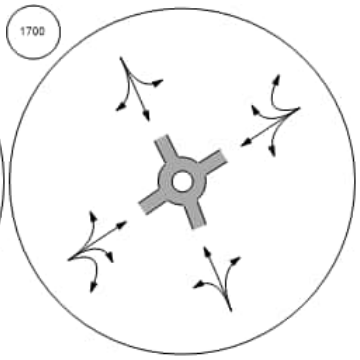
East-West Arterial at Will T C



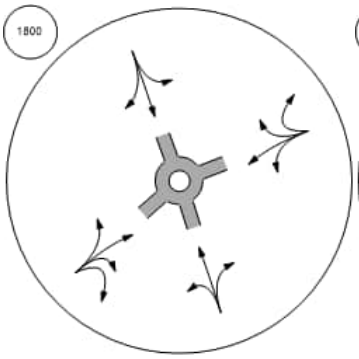
East-West Arterial at Northwa



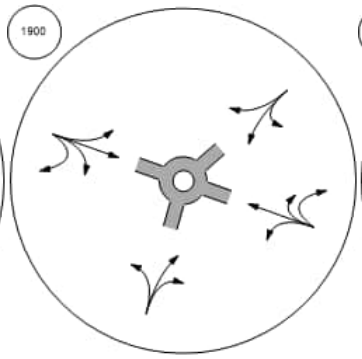
East-West Arterial at Lookout



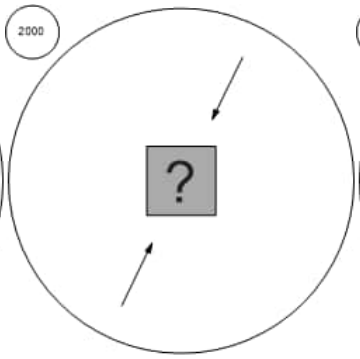
East-West Arterial at Longfell



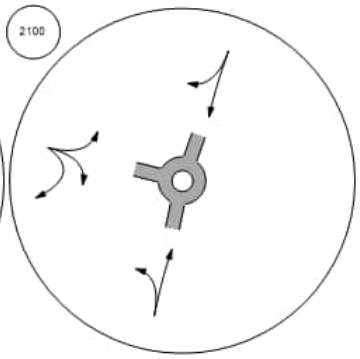
East West Arterial



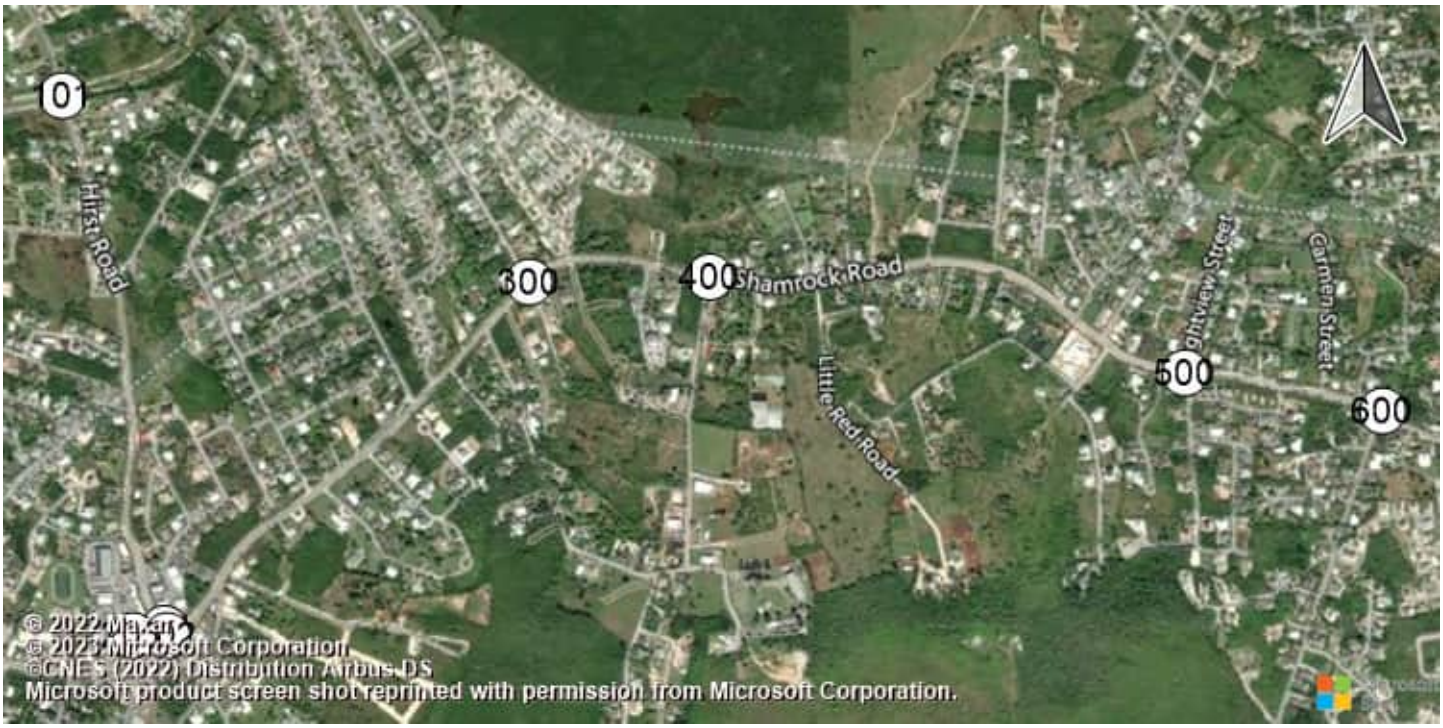
Frank Sound Road at East-W



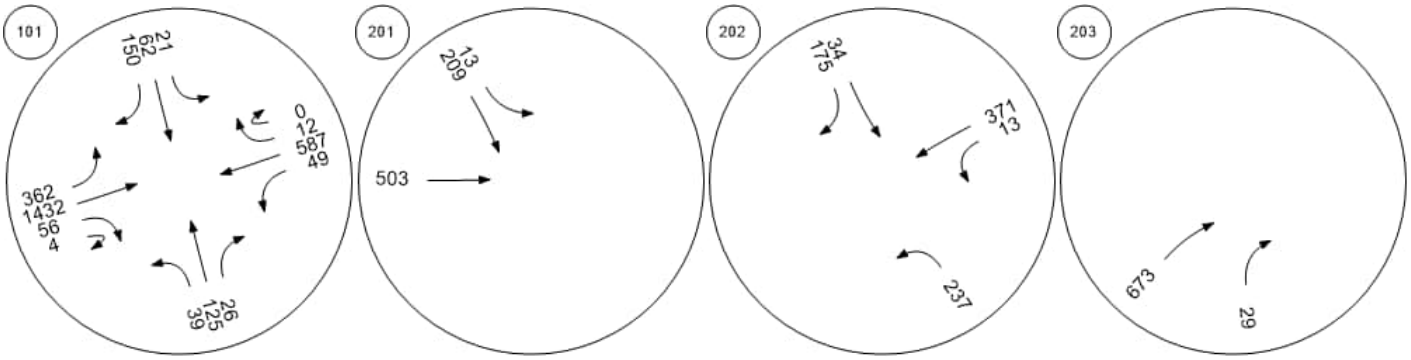
Frank Sound Road at East-W



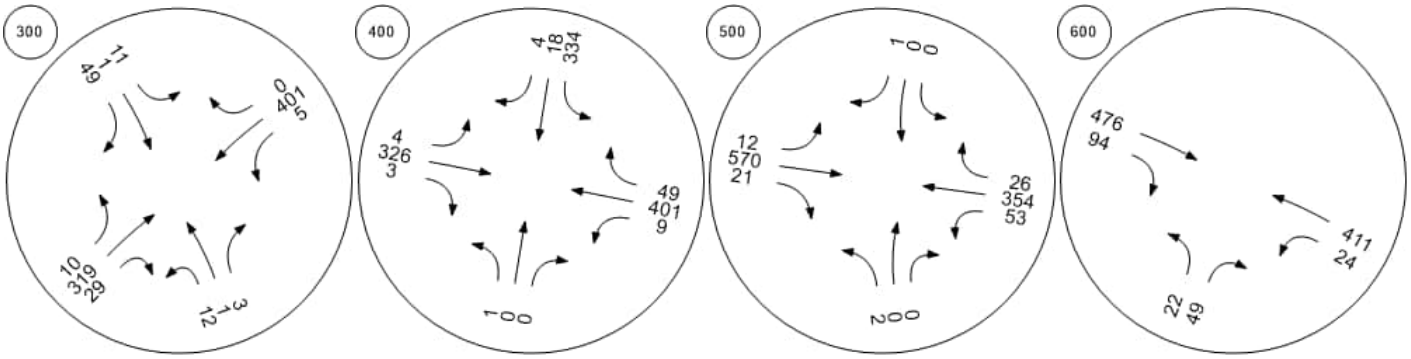
Traffic Volume - Base Volume



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

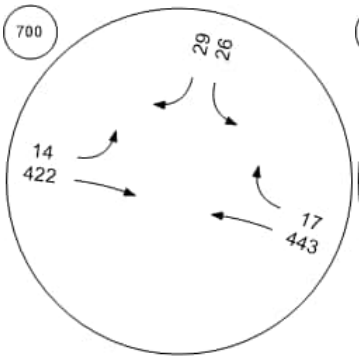


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

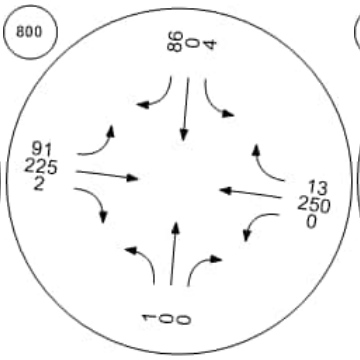


Traffic Volume - Base Volume

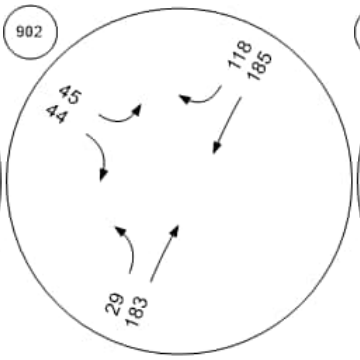
Shamrock Road at Northward



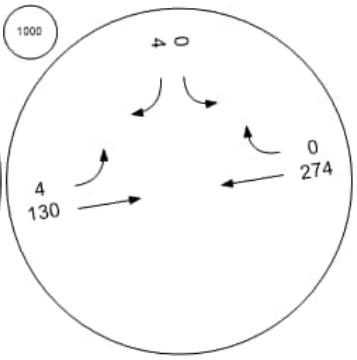
Shamrock Road at Condor R



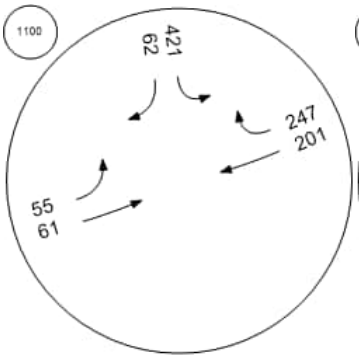
Bodden Town Road at Bodde



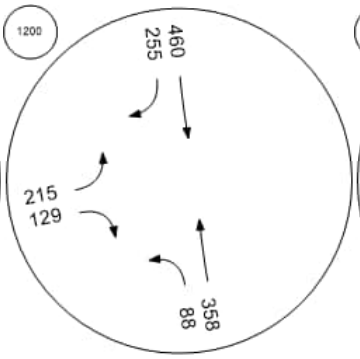
Bodden Town Road at Long



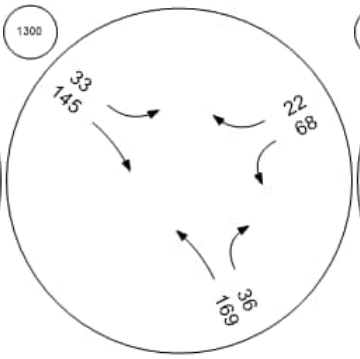
Frank Sound Road at Bodde



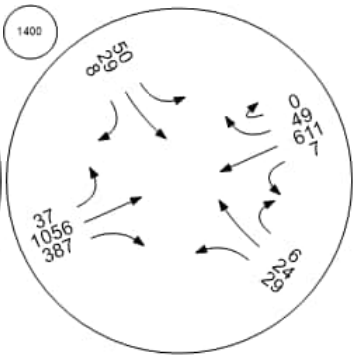
Frank Sound Road at Clifton



Frank Sound Road at North S

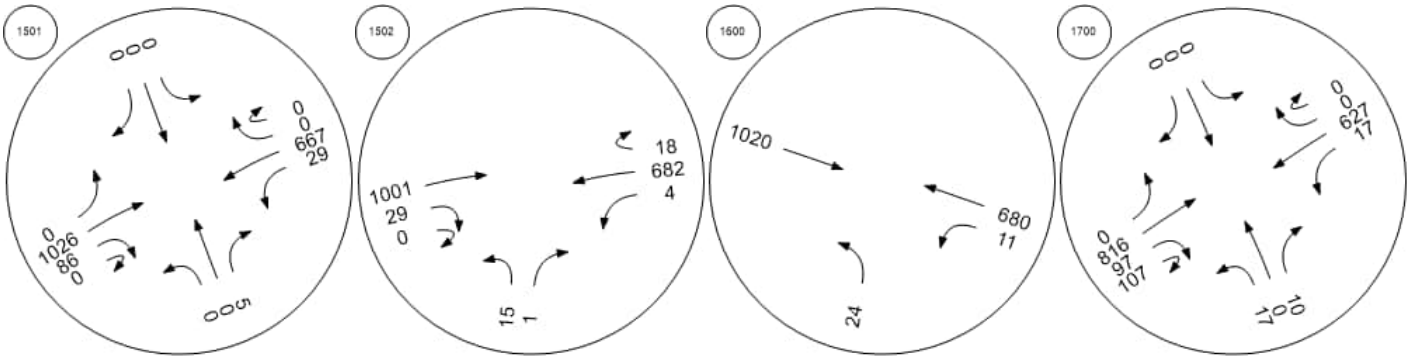


East-West Arterial at Agricola

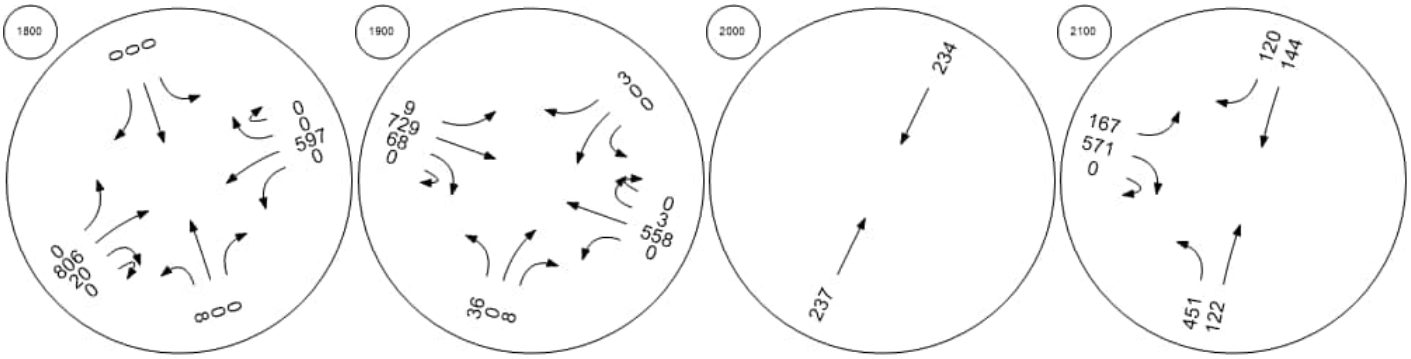


Traffic Volume - Base Volume

East-West Arterial at Will T C East-West Arterial at Will T C East-West Arterial at Northwa East-West Arterial at Lookout



East-West Arterial at Longfell East West Arterial Frank Sound Road at East-W Frank Sound Road at East-W



Intersection Level Of Service Report
Intersection 101: East-West Arterial Road at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	19.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes		

Intersection Setup

Name									East-West Arterial				East-West Arterial				
Approach	Northbound				Southbound				Eastbound				Westbound				
Lane Configuration																	
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	U-tu	Left	Thr	Thr	Rig	U-t
Lane Width [ft]	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.	12.	12.	12.	12.
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100	100	100	100	100
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Speed [mph]	30.00				30.00				40.00				50.00				
Grade [%]	0.00				0.00				0.00				0.00				
Crosswalk	Yes				Yes				Yes				Yes				

Volumes

Name									East-West Arterial				East-West Arterial				
Base Volume Input [veh/h]	17	0	38	13	15	65	0	534	63	655	8	20	7	130	0	4	0
Base Volume Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	0	38	13	15	65	0	534	63	655	8	20	7	130	0	4	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Other Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Total 15-Minute Volume [veh/h]	4	0	10	3	4	16	0	134	16	164	2	5	2	326	0	1	0
Total Analysis Volume [veh/h]	17	0	38	13	15	65	0	534	63	655	8	20	7	130	0	4	0
Pedestrian Volume [ped/h]	0				0				0				0				

Intersection Settings

Number of Conflicting Circulating Lanes	2				2				2				2				
Circulating Flow Rate [veh/h]	1860				696				55				627				
Exiting Flow Rate [veh/h]	80				105				1873				683				
Demand Flow Rate [veh/h]	17	0	38	13	15	65	0	534	63	655	8	20	7	130	0	4	0
Adjusted Demand Flow Rate [veh/h]	17	0	38	13	15	65	0	534	63	655	8	20	7	130	0	4	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1350.00	1420.00	1350.00
B (coefficient)	0.00085	0.00085	0.00085	0.00092	0.00085	0.00092
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	68	614	396	351	696	618
Capacity of Entry and Bypass Lanes [veh/h]	293	786	1356	1284	834	759
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	293	786	1356	1284	834	759
X, volume / capacity	0.23	0.78	0.29	0.27	0.84	0.81

Movement, Approach, & Intersection Results

Lane LOS	C	C	A	A	D	D
95th-Percentile Queue Length [veh]	0.88	7.85	1.22	1.12	9.71	8.76
95th-Percentile Queue Length [ft]	22.05	196.23	30.58	27.92	242.63	219.09
Approach Delay [s/veh]	17.18	22.78	5.21		26.10	
Approach LOS	C	C	A		D	
Intersection Delay [s/veh]	19.45					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	14.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.239

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	22	113	0	0	416	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	22	113	0	0	416	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	6	30	0	0	112	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	24	122	0	0	447	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance		No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.04	0.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	11.08	14.28	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS				B	B			A				
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.12	0.93	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	3.04	23.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			13.75			0.00			0.00		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	3.39											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	199.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.059

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	317	0	0	0	19	94	0	0	0	7	622	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	317	0	0	0	19	94	0	0	0	7	622	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	85	0	0	0	5	25	0	0	0	2	167	0
Total Analysis Volume [veh/h]	341	0	0	0	20	101	0	0	0	8	669	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.74	0.00	0.00	0.00	0.05	1.06	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	32.31	0.00	0.00	0.00	170.93	199.14	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	D				F	F				A	A	
95th-Percentile Queue Length [veh/ln]	6.13	0.00	0.00	0.00	7.54	7.54	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	153.36	0.00	0.00	0.00	188.55	188.55	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	32.31			194.48			0.00			0.00		
Approach LOS	D			F			A			A		
d_I, Intersection Delay [s/veh]	30.33											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 203: Shamrock Road atHirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	12.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.043

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	21	466	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	21	466	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	6	125	0	0	0
Total Analysis Volume [veh/h]	0	23	501	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	12.06	0.00	0.00	0.00	0.00
Movement LOS		B	A			
95th-Percentile Queue Length [veh/ln]	0.00	0.13	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	3.37	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.06		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.53					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	22.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.094

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	40	1	5	0	0	21	7	310	6	2	568	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	40	1	5	0	0	21	7	310	6	2	568	0
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	0	1	0	0	5	2	78	2	1	142	0
Total Analysis Volume [veh/h]	41	1	5	0	0	22	7	310	6	2	568	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.00	0.02	0.00	0.00	0.09	0.00	0.00	0.01	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	12.71	18.76	19.58	11.52	19.45	22.02	0.00	0.00	8.58	0.00	0.00	7.87
Movement LOS	B	C	C	B	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.33	0.33	0.33	0.31	0.31	0.31	0.02	0.02	0.02	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	8.34	8.34	8.34	7.71	7.71	7.71	0.45	0.45	0.45	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.57			22.02			0.16			0.00		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	1.22											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive

Control Type:	Roundabout	Delay (sec / veh):	9.3
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	1	7	2	36	12	37	2	312	2	3	532	304
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	7	2	36	12	37	2	312	2	3	532	304
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	2	1	9	3	9	1	78	1	1	133	76
Total Analysis Volume [veh/h]	1	7	2	36	12	37	2	312	2	3	532	304
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	873			316			313			51		
Exiting Flow Rate [veh/h]	17			313			570			350		
Demand Flow Rate [veh/h]	1	7	2	36	12	37	2	312	2	3	532	304
Adjusted Demand Flow Rate [veh/h]	1	7	2	36	12	37	2	312	2	3	532	304

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	10	85	316	839
Capacity of Entry and Bypass Lanes [veh/h]	567	1000	1003	1311
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	567	1000	1003	1311
X, volume / capacity	0.02	0.09	0.32	0.64

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	B
95th-Percentile Queue Length [veh]	0.05	0.28	1.36	4.93
95th-Percentile Queue Length [ft]	1.35	6.95	33.97	123.26
Approach Delay [s/veh]	6.56	4.36	6.81	10.70
Approach LOS	A	A	A	B
Intersection Delay [s/veh]	9.26			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	23.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.031

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	11	0	5	3	0	6	1	355	1	0	707	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	0	5	3	0	6	1	355	1	0	707	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	1	1	0	2	0	89	0	0	177	0
Total Analysis Volume [veh/h]	11	0	5	3	0	6	1	355	1	0	707	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.02	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	13.80	21.66	23.53	10.70	21.56	23.94	0.00	0.00	9.00	0.00	0.00	7.97
Movement LOS	B	C	C	B	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.16	0.16	0.16	0.11	0.11	0.11	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.93	3.93	3.93	2.71	2.71	2.71	0.08	0.08	0.08	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	16.84			19.53			0.03			0.00		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	0.42											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	43.7
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.173

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	7	17	172	192	48	700
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	17	172	192	48	700
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	5	47	53	13	192
Total Analysis Volume [veh/h]	8	19	189	211	53	769
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.17	0.00	0.26	0.00	0.01
d_M, Delay for Movement [s/veh]	20.27	43.74	0.00	10.94	0.00	0.00
Movement LOS	C	E	A	B	A	A
95th-Percentile Queue Length [veh/ln]	0.68	0.68	1.03	1.03	0.00	0.00
95th-Percentile Queue Length [ft/ln]	17.11	17.11	25.79	25.79	0.00	0.00
d_A, Approach Delay [s/veh]	36.79		5.77		0.00	
Approach LOS	E		A		A	
d_I, Intersection Delay [s/veh]	2.64					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	18.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.015

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	15	4	9	189	710	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	4	9	189	710	19
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	1	2	49	183	5
Total Analysis Volume [veh/h]	15	4	9	195	732	20
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.00	0.00	0.01	0.01
d_M, Delay for Movement [s/veh]	9.46	18.26	0.00	0.00	0.00	7.65
Movement LOS	A	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.00	0.00	0.04	0.04
95th-Percentile Queue Length [ft/ln]	2.49	2.49	0.00	0.00	1.10	1.10
d_A, Approach Delay [s/veh]	11.31		0.00		0.20	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.38					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	16.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.340

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	4	0	0	1	0	168	67	92	0	0	342	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	0	0	1	0	168	67	92	0	0	342	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	0	0	42	17	23	0	0	86	2
Total Analysis Volume [veh/h]	4	0	0	1	0	168	67	92	0	0	342	6
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.13	12.77	12.27	12.59	16.13	16.02	0.00	0.00	7.93	0.00	0.00	7.52
Movement LOS	B	B	B	B	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	1.50	1.50	1.50	0.00	0.00	0.00	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.43	0.43	0.43	37.51	37.51	37.51	0.00	0.00	0.00	0.32	0.32	0.32
d_A, Approach Delay [s/veh]	10.13			16.00			0.00			0.13		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	4.10											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 901: Lookout Road at Bodden Town Bypass

Control Type:	Roundabout	Delay (sec / veh):	8.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name				Lookout Rd				An/Bo				An/Bo			
Approach	Northbound			Southbound				Eastbound				Westbound			
Lane Configuration															
Turning Movement	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			35.00				30.00				35.00			
Grade [%]	0.00			0.00				0.00				0.00			
Crosswalk	Yes			Yes				Yes				Yes			

Volumes

Name				Lookout Rd				An/Bo				An/Bo			
Base Volume Input [veh/h]	2	4	3	586	1	21	61	2	86	0	0	0	96	611	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	4	3	586	1	21	61	2	86	0	0	0	96	611	7
Peak Hour Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	1	1	1	147	0	5	15	1	22	0	0	0	24	153	2
Total Analysis Volume [veh/h]	2	4	3	586	1	21	61	2	86	0	0	0	96	611	7
Pedestrian Volume [ped/h]	0			0				0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1				1				1				
Circulating Flow Rate [veh/h]	796			96				686				83				
Exiting Flow Rate [veh/h]	1			678				119				682				
Demand Flow Rate [veh/h]	2	4	3	586	1	21	61	2	86	0	0	0	96	611	7	
Adjusted Demand Flow Rate [veh/h]	2	4	3	586	1	21	61	2	86	0	0	0	96	611	7	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	9	669	88	714
Capacity of Entry and Bypass Lanes [veh/h]	613	1252	686	1268
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	613	1252	686	1268
X, volume / capacity	0.01	0.53	0.13	0.56

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.04	3.30	0.44	3.67
95th-Percentile Queue Length [ft]	1.12	82.44	10.98	91.80
Approach Delay [s/veh]	6.04	8.81	6.67	9.25
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	8.87			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 902: Bodden Town Road at Bodden Town Bypass

Control Type:	Roundabout	Delay (sec / veh):	8.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Bodden Town Bypass			Bodden Town Rd			Bodden Town Rd		
Approach	Southbound			Eastbound			Westbound		
Lane Configuration									
Turning Movement	Left	Right	U-turn	Left	Thru	U-turn	Thru	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			30.00			35.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes		

Volumes

Name	Bodden Town Bypass			Bodden Town Rd			Bodden Town Rd		
Base Volume Input [veh/h]	686	16	0	16	84	0	282	699	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	686	16	0	16	84	0	282	699	5
Peak Hour Factor	0.9400	0.9400	1.0000	0.9400	0.9400	1.0000	0.9400	0.9400	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	182	4	0	4	22	0	75	186	1
Total Analysis Volume [veh/h]	730	17	0	17	89	0	300	744	5
Pedestrian Volume [ped/h]	0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			2		
Circulating Flow Rate [veh/h]	94			749			17		
Exiting Flow Rate [veh/h]	761			317			824		
Demand Flow Rate [veh/h]	686	16	0	16	84	0	282	699	5
Adjusted Demand Flow Rate [veh/h]	730	17	0	17	89	0	300	744	5

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1350.00
B (coefficient)	0.00085	0.00085	0.00085	0.00092
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	747	106	300	749
Capacity of Entry and Bypass Lanes [veh/h]	1311	752	1400	1330
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1311	752	1400	1330
X, volume / capacity	0.57	0.14	0.21	0.56

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	3.77	0.49	0.81	3.69
95th-Percentile Queue Length [ft]	94.30	12.25	20.34	92.16
Approach Delay [s/veh]	9.17	6.28	7.64	
Approach LOS	A	A	A	
Intersection Delay [s/veh]	8.17			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Roundabout	Delay (sec / veh):	5.3
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Longfellow Dr		Bodden Town Rd			Bodden Town Rd		
Approach	Southbound		Eastbound			Westbound		
Lane Configuration								
Turning Movement	Left	Right	Left	Thru	U-turn	Thru	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00			45.00		
Grade [%]	0.00		0.00			0.00		
Crosswalk	Yes		Yes			Yes		

Volumes

Name	Longfellow Dr		Bodden Town Rd			Bodden Town Rd		
Base Volume Input [veh/h]	0	14	1	698	0	867	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	14	1	698	0	867	0	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	1.0000	0.9100	0.9100	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	4	0	192	0	238	0	0
Total Analysis Volume [veh/h]	0	15	1	767	0	953	0	0
Pedestrian Volume [ped/h]	0		0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	2		1			1		
Circulating Flow Rate [veh/h]	767		0			15		
Exiting Flow Rate [veh/h]	1		968			767		
Demand Flow Rate [veh/h]	0	14	1	698	0	867	0	0
Adjusted Demand Flow Rate [veh/h]	0	15	1	767	0	953	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	15	408	361	506	448
Capacity of Entry and Bypass Lanes [veh/h]	740	1420	1420	1401	1401
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	740	1420	1420	1401	1401
X, volume / capacity	0.02	0.29	0.25	0.36	0.32

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.06	1.19	1.01	1.67	1.39
95th-Percentile Queue Length [ft]	1.55	29.86	25.37	41.67	34.85
Approach Delay [s/veh]	5.07	4.84		5.61	
Approach LOS	A	A		A	
Intersection Delay [s/veh]	5.26				
Intersection LOS	A				

Intersection Level Of Service Report
Intersection 1100: Frank Sound Road at Bodden Town Road

Control Type:	Roundabout	Delay (sec / veh):	9.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd			Sea View Rd	
Approach	Southbound		Eastbound			Westbound	
Lane Configuration							
Turning Movement	Left	Right	Left	Thru	U-turn	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		45.00			50.00	
Grade [%]	0.00		0.00			0.00	
Crosswalk	Yes		Yes			Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd			Sea View Rd	
Base Volume Input [veh/h]	108	499	398	273	0	318	141
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	108	499	398	273	0	318	141
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	1.0000	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	134	107	73	0	85	38
Total Analysis Volume [veh/h]	116	537	428	294	0	342	152
Pedestrian Volume [ped/h]	0		0			0	

Intersection Settings

Number of Conflicting Circulating Lanes	2		1			1	
Circulating Flow Rate [veh/h]	294		152			537	
Exiting Flow Rate [veh/h]	580		879			410	
Demand Flow Rate [veh/h]	108	499	398	273	0	318	141
Adjusted Demand Flow Rate [veh/h]	116	537	428	294	0	342	152

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1380.00
B (coefficient)	0.00085	0.00091	0.00091	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	653	428	294	494
Capacity of Entry and Bypass Lanes [veh/h]	1107	1237	1237	798
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1107	1237	1237	798
X, volume / capacity	0.59	0.35	0.24	0.62

Movement, Approach, & Intersection Results

Lane LOS	B	A	A	B
95th-Percentile Queue Length [veh]	4.04	1.56	0.93	4.37
95th-Percentile Queue Length [ft]	100.92	39.10	23.21	109.30
Approach Delay [s/veh]	10.79	5.70		14.65
Approach LOS	B	A		B
Intersection Delay [s/veh]	9.84			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Two-way stop	Delay (sec / veh):	22.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.576

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd			
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		20.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd			
Base Volume Input [veh/h]	238	105	171	74	46	271
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	238	105	171	74	46	271
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	60	26	43	19	12	68
Total Analysis Volume [veh/h]	238	105	171	74	46	271
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.06	0.06	0.58
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	8.12	9.65	22.52
Movement LOS	A	A	A	A	A	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.19	0.19	0.18	3.56
95th-Percentile Queue Length [ft/ln]	0.00	0.00	4.81	4.81	4.45	89.10
d_A, Approach Delay [s/veh]	0.00		2.45		20.66	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	7.90					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	10.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	99	33	8	97	43	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	99	33	8	97	43	2
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	9	2	27	12	1
Total Analysis Volume [veh/h]	111	37	9	109	48	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.00	0.00	0.05	0.00
d_M, Delay for Movement [s/veh]	0.00	7.49	0.00	0.00	9.03	10.53
Movement LOS	A	A	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.08	0.08	0.00	0.00	0.17	0.17
95th-Percentile Queue Length [ft/ln]	1.92	1.92	0.00	0.00	4.25	4.25
d_A, Approach Delay [s/veh]	1.87		0.00		9.09	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.32					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	13.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			50.00			50.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	Yes			Yes			Yes			Yes			

Volumes

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Base Volume Input [veh/h]	348	28	2	35	51	46	4	612	68	1	920	11	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	348	28	2	35	51	46	4	612	68	1	920	11	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	87	7	1	9	13	12	1	153	17	0	230	3	0
Total Analysis Volume [veh/h]	348	28	2	35	51	46	4	612	68	1	920	11	0
Pedestrian Volume [ped/h]	0			0			0			0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1			1			
Circulating Flow Rate [veh/h]	977			682			41			165			
Exiting Flow Rate [veh/h]	120			43			1314			649			
Demand Flow Rate [veh/h]	348	28	2	35	51	46	4	612	68	1	920	11	0
Adjusted Demand Flow Rate [veh/h]	348	28	2	35	51	46	4	612	68	1	920	11	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1380.00
B (coefficient)	0.00085	0.00085	0.00091	0.00091	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	378	132	616	68	932
Capacity of Entry and Bypass Lanes [veh/h]	619	796	1368	1368	1167
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	619	796	1368	1368	1167
X, volume / capacity	0.61	0.17	0.45	0.05	0.80

Movement, Approach, & Intersection Results

Lane LOS	C	A	A	A	C
95th-Percentile Queue Length [veh]	4.14	0.59	2.40	0.16	9.11
95th-Percentile Queue Length [ft]	103.46	14.82	59.91	3.92	227.63
Approach Delay [s/veh]	17.57	6.26	6.62		18.04
Approach LOS	C	A	A		C
Intersection Delay [s/veh]	13.55				
Intersection LOS	B				

Intersection Level Of Service Report
Intersection 1501: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	9.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name							East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			30.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name							East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	40	0	1	0	0	0	0	643	6	0	0	889	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	40	0	1	0	0	0	0	643	6	0	0	889	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	10	0	0	0	0	0	0	161	2	0	0	222	0	0
Total Analysis Volume [veh/h]	40	0	1	0	0	0	0	643	6	0	0	889	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1			
Circulating Flow Rate [veh/h]	889			650			1				6			
Exiting Flow Rate [veh/h]	6			0			929				644			
Demand Flow Rate [veh/h]	40	0	1	0	0	0	0	643	6	0	0	889	0	0
Adjusted Demand Flow Rate [veh/h]	40	0	1	0	0	0	0	643	6	0	0	889	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	41	0	649	889
Capacity of Entry and Bypass Lanes [veh/h]	558	712	1379	1372
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	558	712	1379	1372
X, volume / capacity	0.07	0.00	0.47	0.65

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	B
95th-Percentile Queue Length [veh]	0.24	0.00	2.59	5.10
95th-Percentile Queue Length [ft]	5.93	0.00	64.87	127.40
Approach Delay [s/veh]	7.34	5.06	7.27	10.56
Approach LOS	A	A	A	B
Intersection Delay [s/veh]	9.12			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 1502: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	7.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name			East-West Arterial			East-West Arterial		
Approach	Northbound		Eastbound			Westbound		
Lane Configuration								
Turning Movement	Left	Right	Thru	Right	U-turn	Left	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00			50.00		
Grade [%]	0.00		0.00			0.00		
Crosswalk	Yes		Yes			Yes		

Volumes

Name			East-West Arterial			East-West Arterial		
Base Volume Input [veh/h]	167	3	642	2	0	1	722	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	167	3	642	2	0	1	722	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	1	161	1	0	0	181	3
Total Analysis Volume [veh/h]	167	3	642	2	0	1	722	13
Pedestrian Volume [ped/h]	0		0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1		1			1		
Circulating Flow Rate [veh/h]	735		16			2		
Exiting Flow Rate [veh/h]	3		889			658		
Demand Flow Rate [veh/h]	167	3	642	2	0	1	722	13
Adjusted Demand Flow Rate [veh/h]	167	3	642	2	0	1	722	13

Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	170	644	736
Capacity of Entry and Bypass Lanes [veh/h]	653	1358	1378
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	653	1358	1378
X, volume / capacity	0.26	0.47	0.53

Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	1.04	2.63	3.31
95th-Percentile Queue Length [ft]	26.00	65.74	82.68
Approach Delay [s/veh]	8.76	7.39	8.24
Approach LOS	A	A	A
Intersection Delay [s/veh]	7.95		
Intersection LOS	A		

Intersection Level Of Service Report
Intersection 1600: East-West Arterial at Northward Rd

Control Type:	Two-way stop	Delay (sec / veh):	14.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.146

Intersection Setup

Name	Northward Rd		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	67	0	659	0	6	668
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	67	0	659	0	6	668
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	0	165	0	2	167
Total Analysis Volume [veh/h]	67	0	659	0	6	668
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.00	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	14.16	0.00	0.00	0.00	0.00	0.00
Movement LOS	B		A		A	A
95th-Percentile Queue Length [veh/ln]	0.51	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	12.66	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.16		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.68					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1700: East-West Arterial at Lookout Rd

Control Type:	Roundabout	Delay (sec / veh):	7.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Lookout Rd		East-West Arterial			Lookout Rd		
Approach	Southbound		Eastbound			Westbound		
Lane Configuration								
Turning Movement	Left	Right	Left	Thru	U-turn	Thru	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		35.00			35.00		
Grade [%]	0.00		0.00			0.00		
Crosswalk	Yes		Yes			Yes		

Volumes

Name	Lookout Rd		East-West Arterial			Lookout Rd		
Base Volume Input [veh/h]	0	0	0	600	59	689	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	600	59	689	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	150	15	172	0	0
Total Analysis Volume [veh/h]	0	0	0	600	59	689	0	0
Pedestrian Volume [ped/h]	0		0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1		1			1		
Circulating Flow Rate [veh/h]	659		0			59		
Exiting Flow Rate [veh/h]	0		748			600		
Demand Flow Rate [veh/h]	0	0	0	600	59	689	0	0
Adjusted Demand Flow Rate [veh/h]	0	0	0	600	59	689	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	0	659	689
Capacity of Entry and Bypass Lanes [veh/h]	705	1380	1300
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	705	1380	1300
X, volume / capacity	0.00	0.48	0.53

Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	0.00	2.66	3.25
95th-Percentile Queue Length [ft]	0.00	66.58	81.20
Approach Delay [s/veh]	5.11	7.36	8.50
Approach LOS	A	A	A
Intersection Delay [s/veh]	7.94		
Intersection LOS	A		

Intersection Level Of Service Report
Intersection 2000: Frank Sound Road at East-West Arterial

Control Type:	Unknown	Delay (sec / veh):	?
Analysis Method:	?	Level Of Service:	?
Analysis Period:	15 minutes	Volume to Capacity (v/c):	?

Intersection Setup

Name	Frank Sound Rd	Frank Sound Rd
Approach	Northeastbound	Southwestbound
Lane Configuration		
Turning Movement	Thru	Thru
Crosswalk	Yes	Yes

Volumes

Name	Frank Sound Rd	Frank Sound Rd
Base Volume Input [veh/h]	139	169
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Left-Turn on Red Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	139	169
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	42
Total Analysis Volume [veh/h]	139	169
Presence of On-Street Parking	No	No
On-Street Parking Maneuver Rate [/h]	0	0
Local Bus Stopping Rate [/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Level Of Service Report
Intersection 2100: Frank Sound Road at East-West Arterial

Control Type:	Unknown	Delay (sec / veh):	?
Analysis Method:	?	Level Of Service:	?
Analysis Period:	15 minutes	Volume to Capacity (v/c):	?

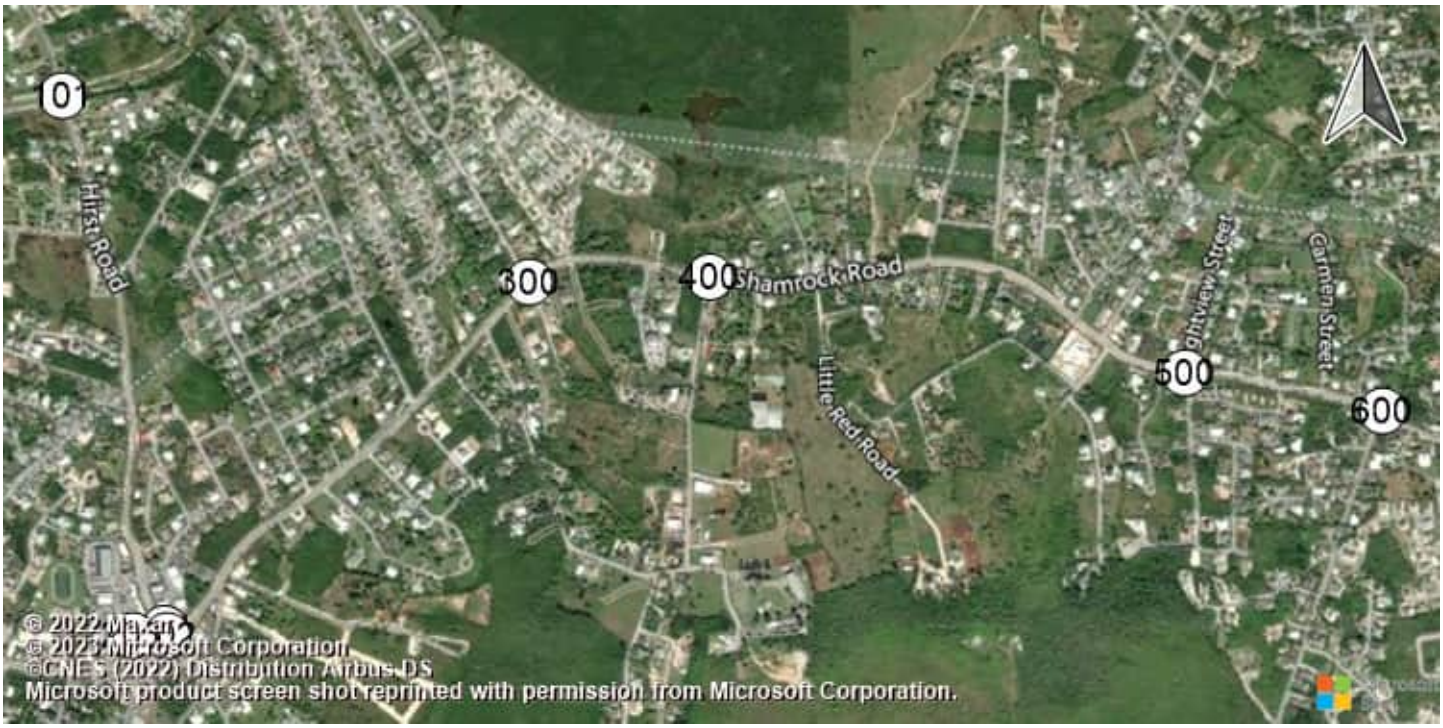
Intersection Setup

Name	Frank Sound Rd	Frank Sound Rd
Approach	Northbound	Southbound
Lane Configuration		
Turning Movement	Thru	Thru
Crosswalk	Yes	Yes

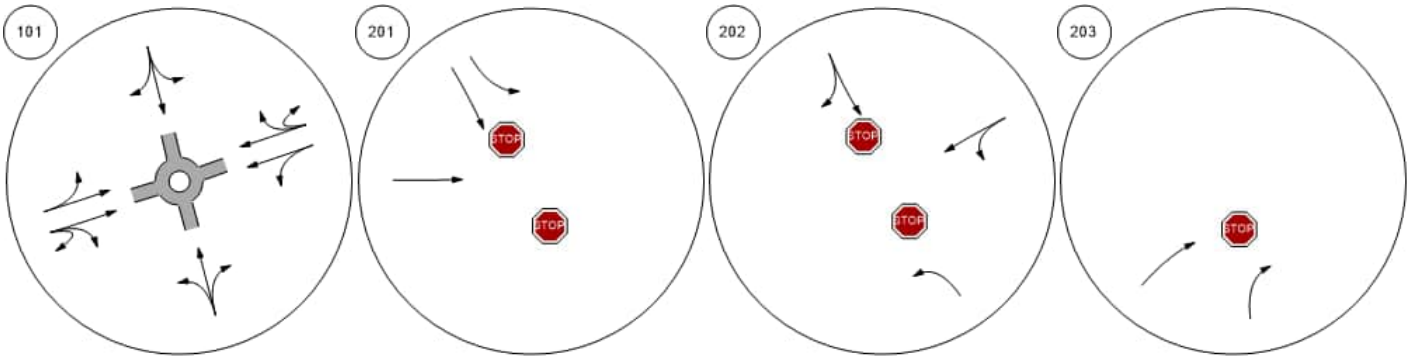
Volumes

Name	Frank Sound Rd	Frank Sound Rd
Base Volume Input [veh/h]	151	245
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Left-Turn on Red Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	151	245
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	61
Total Analysis Volume [veh/h]	151	245
Presence of On-Street Parking	No	No
On-Street Parking Maneuver Rate [/h]	0	0
Local Bus Stopping Rate [/h]	0	0
Pedestrian Volume [ped/h]	0	0

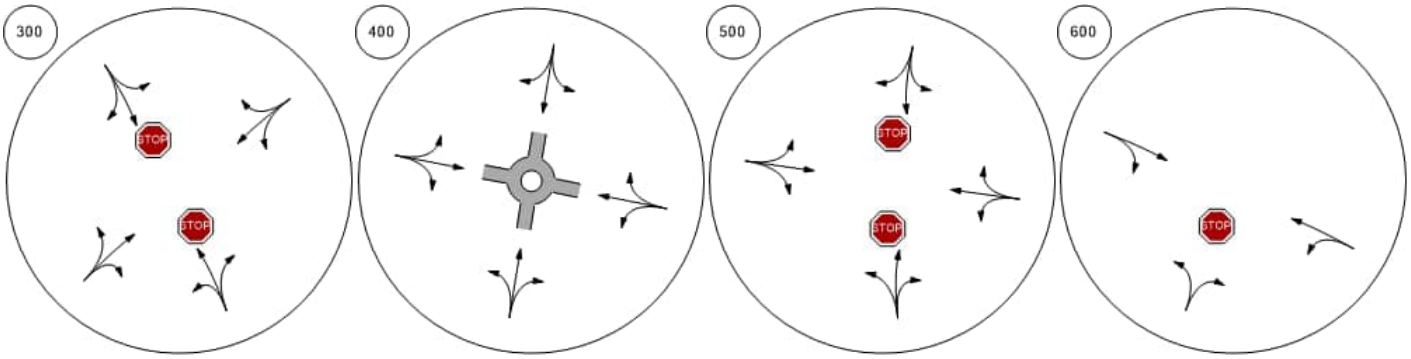
Lane Configuration and Traffic Control



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

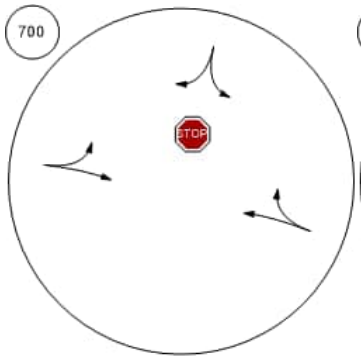


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

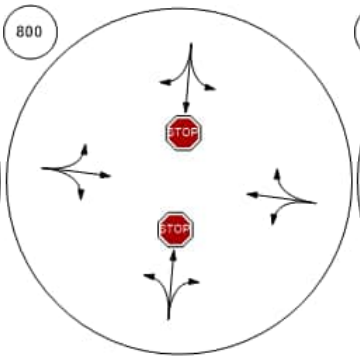


Lane Configuration and Traffic Control

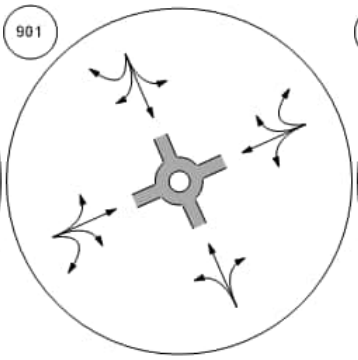
Shamrock Road at Northward



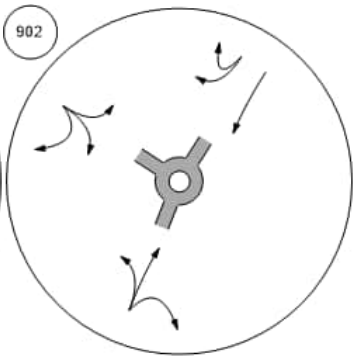
Shamrock Road at Condor R



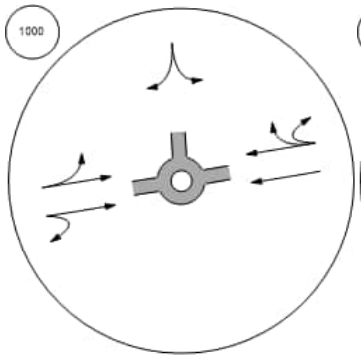
Lookout Road at Bodden To



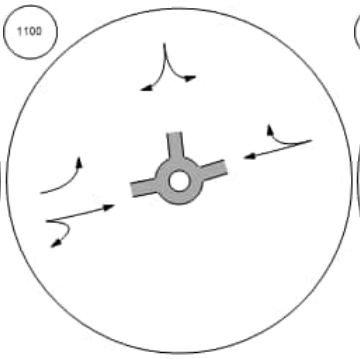
Bodden Town Road at Bodde



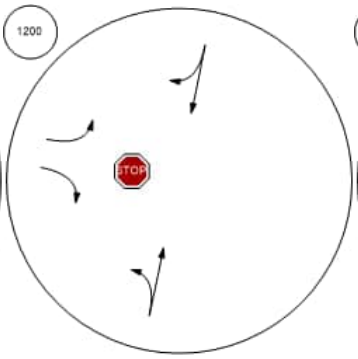
Bodden Town Road at Long



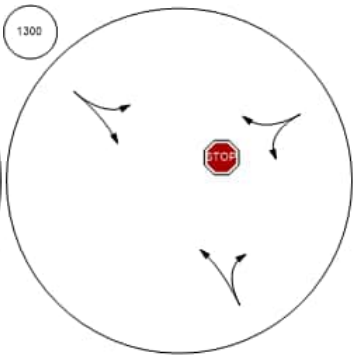
Frank Sound Road at Bodde



Frank Sound Road at Clifton

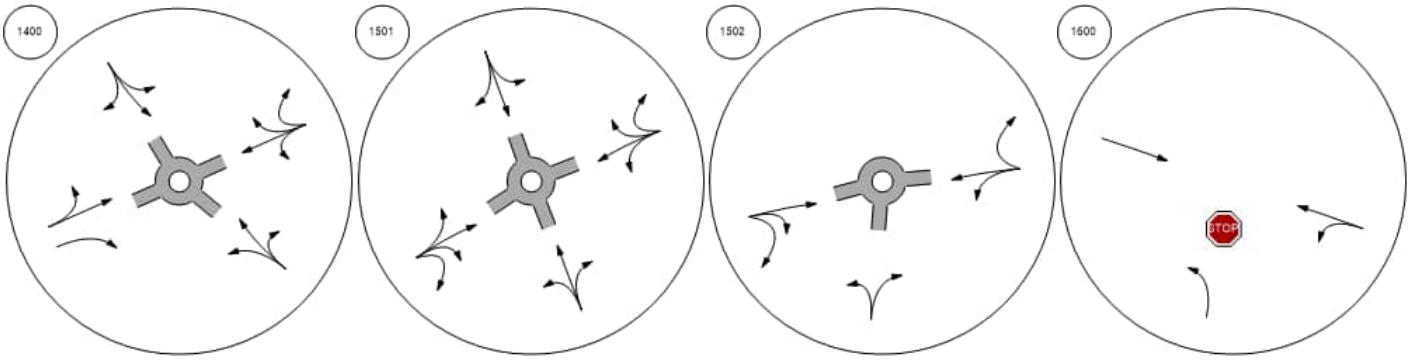


Frank Sound Road at North S

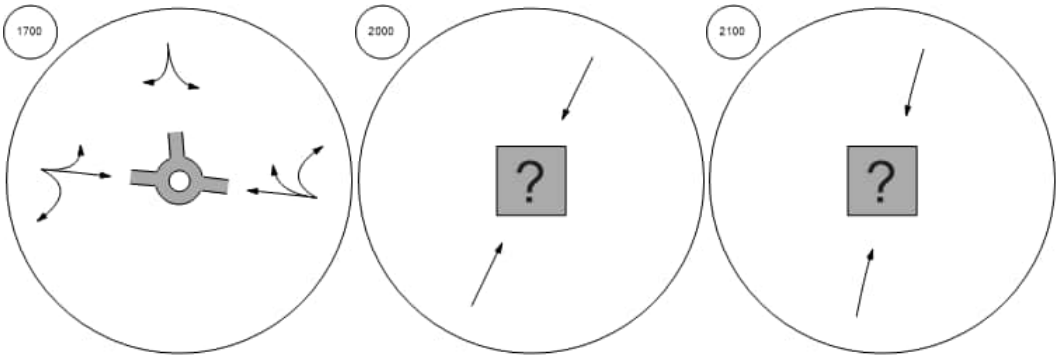


Lane Configuration and Traffic Control

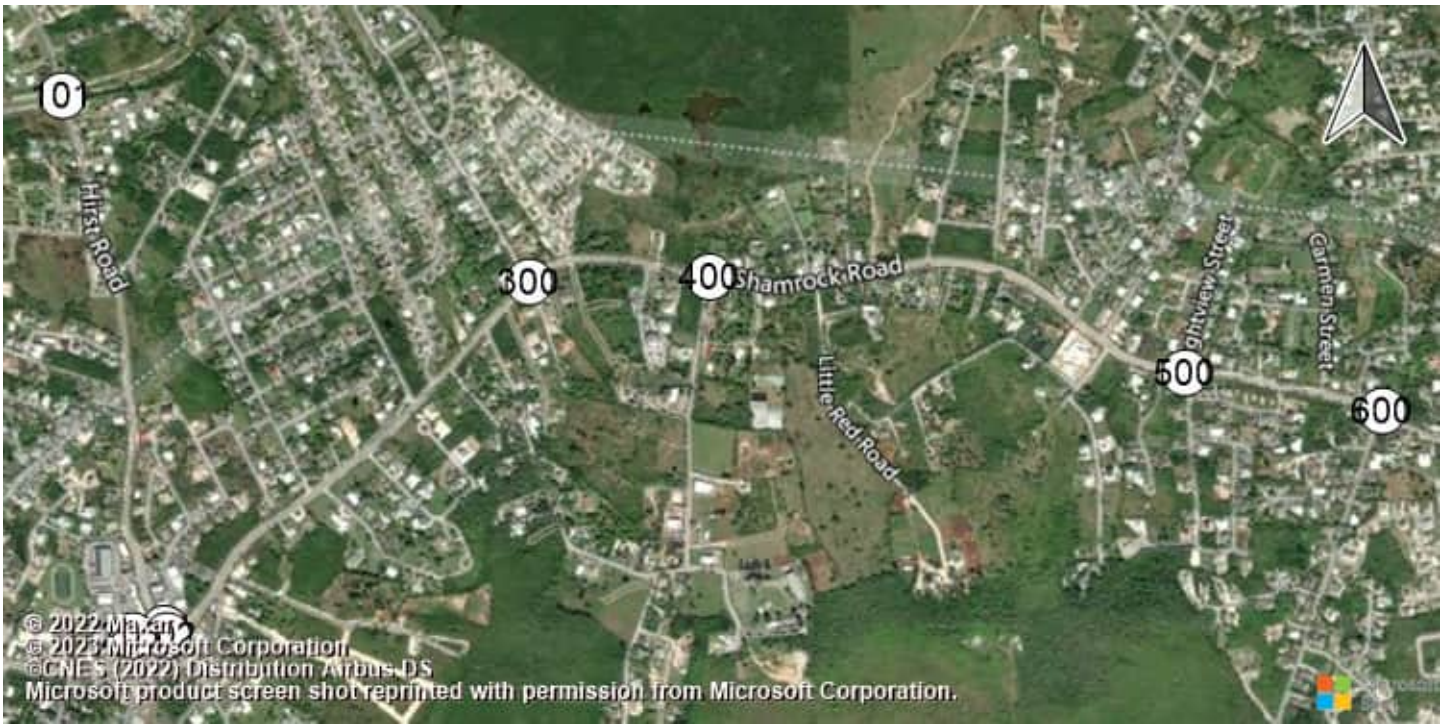
East-West Arterial at Agricola | East-West Arterial at Will T C | East-West Arterial at Will T C | East-West Arterial at Northwa



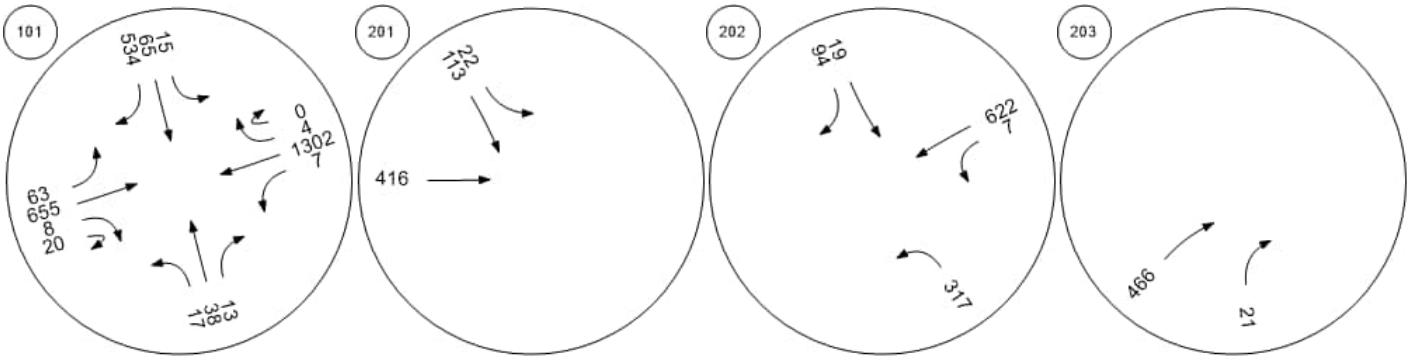
East-West Arterial at Lookout | Frank Sound Road at East-W | Frank Sound Road at East-W



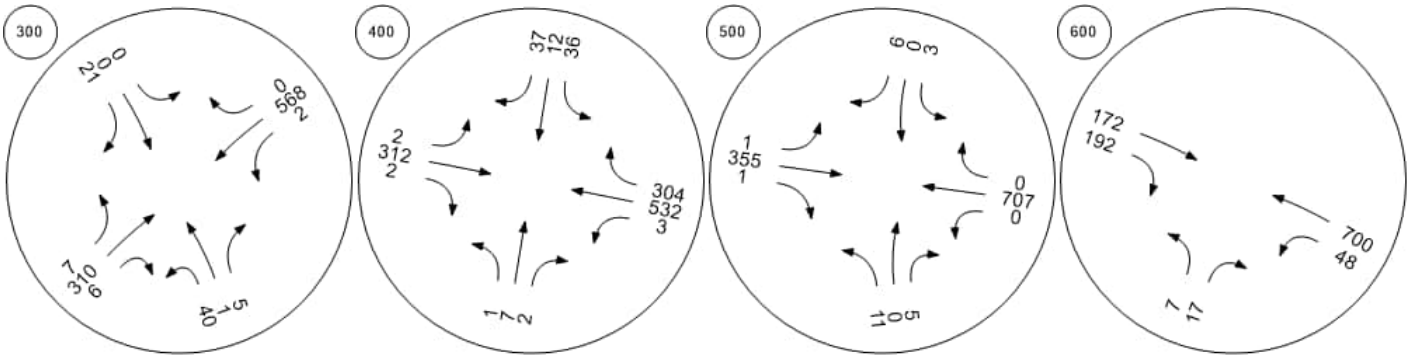
Traffic Volume - Base Volume



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

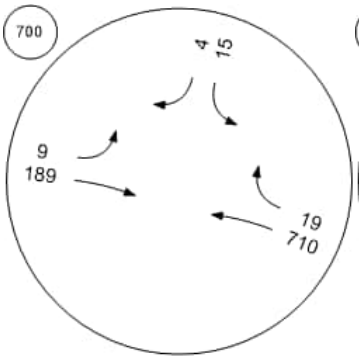


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

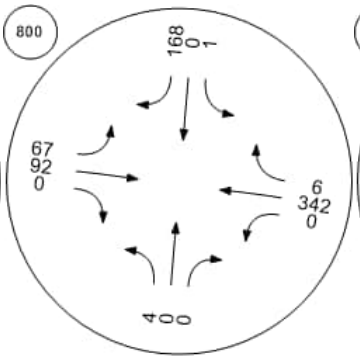


Traffic Volume - Base Volume

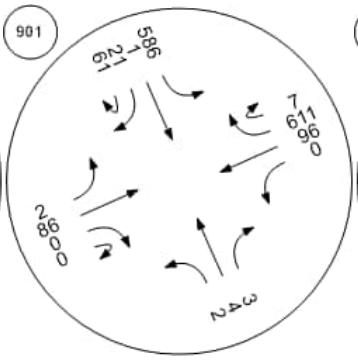
Shamrock Road at Northward



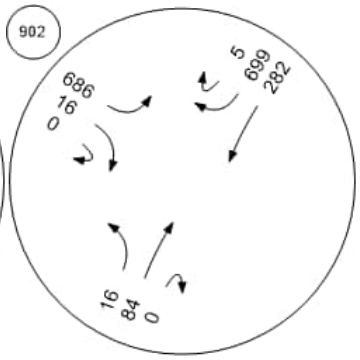
Shamrock Road at Condor R



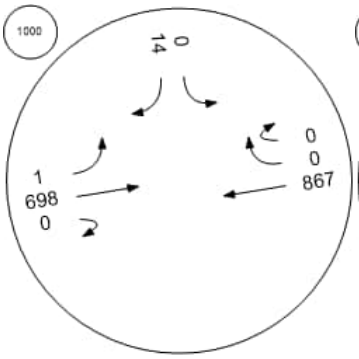
Lookout Road at Bodden To



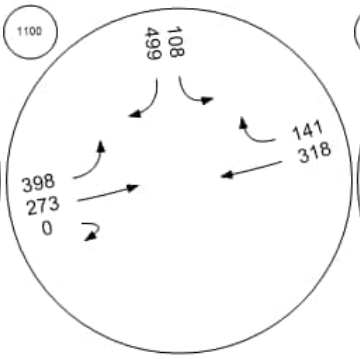
Bodden Town Road at Bodde



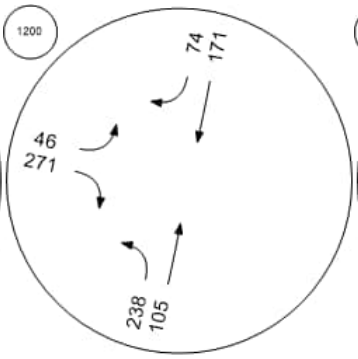
Bodden Town Road at Long



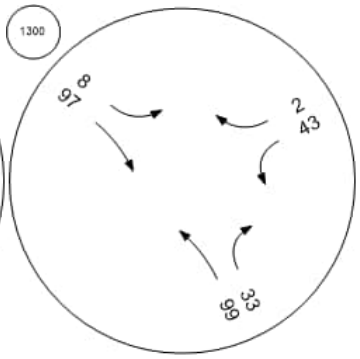
Frank Sound Road at Bodde



Frank Sound Road at Clifton

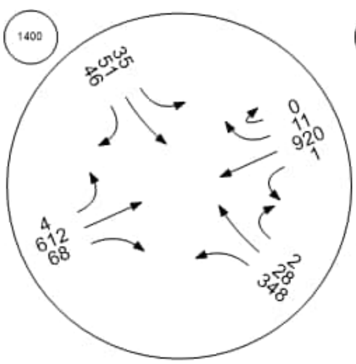


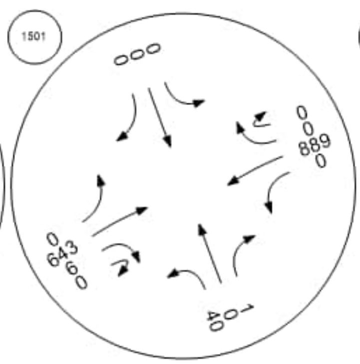
Frank Sound Road at North S

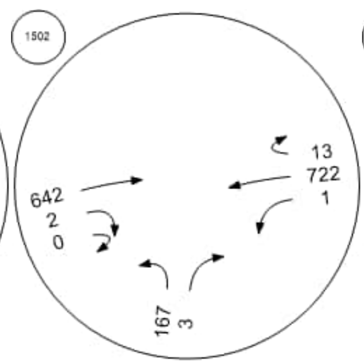


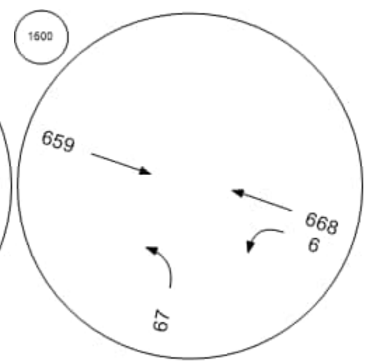
Traffic Volume - Base Volume

East-West Arterial at Agricola East-West Arterial at Will T C East-West Arterial at Will T C East-West Arterial at Northwa

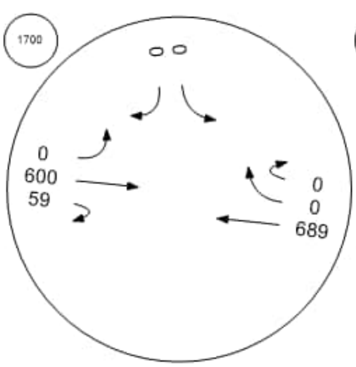


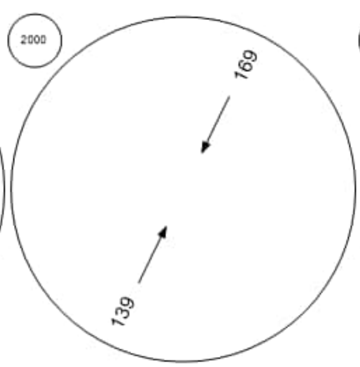


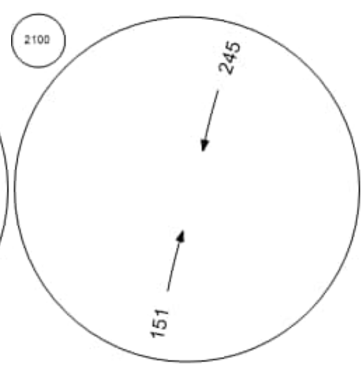




East-West Arterial at Lookout Frank Sound Road at East-W Frank Sound Road at East-W







Intersection Level Of Service Report
Intersection 101: East-West Arterial Road at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	14.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name									East-West Arterial				East-West Arterial				
Approach	Northbound				Southbound				Eastbound				Westbound				
Lane Configuration																	
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	U-tu	Left	Thr	Thr	Rig	U-t
Lane Width [ft]	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.	12.	12.	12.	12.
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100	100	100	100	100
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Speed [mph]	30.00				30.00				40.00				50.00				
Grade [%]	0.00				0.00				0.00				0.00				
Crosswalk	Yes				Yes				Yes				Yes				

Volumes

Name									East-West Arterial				East-West Arterial				
Base Volume Input [veh/h]	66	0	126	17	21	62	0	150	365	1431	57	4	31	521	0	11	0
Base Volume Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	66	0	126	17	21	62	0	150	365	1431	57	4	31	521	0	11	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Other Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Total 15-Minute Volume [veh/h]	17	0	32	4	5	16	0	38	91	358	14	1	8	130	0	3	0
Total Analysis Volume [veh/h]	66	0	126	17	21	62	0	150	365	1431	57	4	31	521	0	11	0
Pedestrian Volume [ped/h]	0				0				0				0				

Intersection Settings

Number of Conflicting Circulating Lanes	2				2				2				2				
Circulating Flow Rate [veh/h]	686				1509				154				273				
Exiting Flow Rate [veh/h]	150				502				741				1469				
Demand Flow Rate [veh/h]	66	0	126	17	21	62	0	150	365	1431	57	4	31	521	0	11	0
Adjusted Demand Flow Rate [veh/h]	66	0	126	17	21	62	0	150	365	1431	57	4	31	521	0	11	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1350.00	1420.00	1350.00
B (coefficient)	0.00085	0.00085	0.00085	0.00092	0.00085	0.00092
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	209	233	985	873	299	265
Capacity of Entry and Bypass Lanes [veh/h]	793	394	1246	1172	1126	1051
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	793	394	1246	1172	1126	1051
X, volume / capacity	0.26	0.59	0.79	0.74	0.27	0.25

Movement, Approach, & Intersection Results

Lane LOS	A	C	C	C	A	A
95th-Percentile Queue Length [veh]	1.06	3.68	8.88	7.32	1.07	1.00
95th-Percentile Queue Length [ft]	26.48	91.89	221.94	183.12	26.77	25.01
Approach Delay [s/veh]	7.48	24.51	15.97		5.75	
Approach LOS	A	C	C		A	
Intersection Delay [s/veh]	14.03					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	19.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.470

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	16	203	0	0	483	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	16	203	0	0	483	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	4	55	0	0	130	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	17	218	0	0	519	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop			Stop			Free			Free			
Flared Lane													
Storage Area [veh]	0			0			0			0			
Two-Stage Gap Acceptance				No									
Number of Storage Spaces in Median	0			0			0			0			

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.03	0.47	0.00	0.00	0.01	0.00	0.00	0.00	0.00	
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	11.62	19.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Movement LOS				B	C			A					
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.09	2.46	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	2.34	61.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
d_A, Approach Delay [s/veh]	0.00			18.88			0.00			0.00			
Approach LOS	A			C			A			A			
d_I, Intersection Delay [s/veh]	5.88												
Intersection LOS	C												

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	40.1
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.627

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	238	0	0	0	33	170	0	0	0	13	428	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	238	0	0	0	33	170	0	0	0	13	428	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	64	0	0	0	9	46	0	0	0	3	115	0
Total Analysis Volume [veh/h]	256	0	0	0	35	183	0	0	0	14	460	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.43	0.00	0.00	0.00	0.07	0.63	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	15.39	0.00	0.00	0.00	35.09	40.10	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	C				E	E				A	A	
95th-Percentile Queue Length [veh/ln]	2.13	0.00	0.00	0.00	4.89	4.89	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	53.18	0.00	0.00	0.00	122.36	122.36	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	15.39			39.30			0.00			0.00		
Approach LOS	C			E			A			A		
d_I, Intersection Delay [s/veh]	13.19											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 203: Shamrock Road atHirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	14.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.090

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	34	650	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	34	650	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	9	175	0	0	0
Total Analysis Volume [veh/h]	0	37	699	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.09	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	14.67	0.00	0.00	0.00	0.00
Movement LOS		B	A			
95th-Percentile Queue Length [veh/ln]	0.00	0.30	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	7.41	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.67		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.74					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	19.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.054

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	12	1	3	14	1	14	10	301	29	5	494	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	1	3	14	1	14	10	301	29	5	494	0
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	1	4	0	4	3	75	7	1	124	0
Total Analysis Volume [veh/h]	12	1	3	14	1	14	10	301	30	5	494	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.01	0.02	0.00	0.05	0.00	0.00	0.03	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.53	18.02	19.08	10.65	18.46	19.56	0.00	0.00	8.44	0.00	0.00	7.86
Movement LOS	B	C	C	B	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.11	0.11	0.11	0.25	0.25	0.25	0.09	0.09	0.09	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.78	2.78	2.78	6.14	6.14	6.14	2.15	2.15	2.15	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.35			15.22			0.74			0.00		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	1.03											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive

Control Type:	Roundabout	Delay (sec / veh):	6.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	1	0	0	393	18	3	4	312	3	9	494	51
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	0	393	18	3	4	312	3	9	494	51
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	98	5	1	1	78	1	2	124	13
Total Analysis Volume [veh/h]	1	0	0	393	18	3	4	312	3	10	494	51
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	548			315			51			24		
Exiting Flow Rate [veh/h]	31			55			498			705		
Demand Flow Rate [veh/h]	1	0	0	393	18	3	4	312	3	9	494	51
Adjusted Demand Flow Rate [veh/h]	1	0	0	393	18	3	4	312	3	10	494	51

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	1	414	319	555
Capacity of Entry and Bypass Lanes [veh/h]	790	1001	1311	1347
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	790	1001	1311	1347
X, volume / capacity	0.00	0.41	0.24	0.41

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.00	2.06	0.96	2.06
95th-Percentile Queue Length [ft]	0.10	51.47	23.96	51.51
Approach Delay [s/veh]	4.57	8.18	4.85	6.60
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	6.67			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	29.8
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.007

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	2	0	0	0	0	1	11	619	22	52	484	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	0	0	0	0	1	11	619	22	52	484	27
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	0	0	0	3	155	6	13	121	7
Total Analysis Volume [veh/h]	2	0	0	0	0	1	11	619	22	52	484	27
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.01	0.02	0.00	0.00	0.03
d_M, Delay for Movement [s/veh]	11.37	26.90	29.55	12.54	27.68	29.82	0.00	0.00	8.53	0.00	0.00	8.85
Movement LOS	B	D	D	B	D	D	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	0.02	0.02	0.02	0.06	0.06	0.06	0.09	0.09	0.09
95th-Percentile Queue Length [ft/ln]	0.27	0.27	0.27	0.52	0.52	0.52	1.62	1.62	1.62	2.16	2.16	2.16
d_A, Approach Delay [s/veh]	11.37			29.82			0.29			0.42		
Approach LOS	B			D			A			A		
d_I, Intersection Delay [s/veh]	0.39											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	48.3
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.405

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	22	49	525	94	24	542
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	49	525	94	24	542
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	13	144	26	7	149
Total Analysis Volume [veh/h]	24	54	577	103	26	596
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.41	0.01	0.11	0.00	0.01
d_M, Delay for Movement [s/veh]	28.48	48.27	0.00	9.16	0.00	0.00
Movement LOS	D	E	A	A	A	A
95th-Percentile Queue Length [veh/ln]	2.11	2.11	0.36	0.36	0.00	0.00
95th-Percentile Queue Length [ft/ln]	52.72	52.72	8.89	8.89	0.00	0.00
d_A, Approach Delay [s/veh]	42.18		1.39		0.00	
Approach LOS	E		A		A	
d_I, Intersection Delay [s/veh]	3.07					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	23.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.124

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	51	27	13	472	576	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	51	27	13	472	576	15
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	7	3	122	148	4
Total Analysis Volume [veh/h]	53	28	13	487	594	15
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.12	0.00	0.00	0.01	0.01
d_M, Delay for Movement [s/veh]	13.81	23.49	0.00	0.00	0.00	8.40
Movement LOS	B	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.80	0.80	0.00	0.00	0.04	0.04
95th-Percentile Queue Length [ft/ln]	20.11	20.11	0.00	0.00	1.06	1.06
d_A, Approach Delay [s/veh]	17.16		0.00		0.21	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	1.27					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	18.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.240

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	1	0	0	4	0	84	91	289	2	0	342	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	0	4	0	84	91	289	2	0	342	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	1	0	21	23	72	1	0	86	3
Total Analysis Volume [veh/h]	1	0	0	4	0	84	91	289	2	0	342	12
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.24	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	10.11	15.67	15.38	13.31	18.30	18.56	0.00	0.00	7.94	0.00	0.00	8.06
Movement LOS	B	C	C	B	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.95	0.95	0.95	0.00	0.00	0.00	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	0.11	0.11	0.11	23.80	23.80	23.80	0.12	0.12	0.12	0.76	0.76	0.76
d_A, Approach Delay [s/veh]	10.11			18.32			0.04			0.27		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	2.10											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 901: Lookout Road at Bodden Town Bypass

Control Type:	Roundabout	Delay (sec / veh):	9.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name				Lookout Rd				An/Bo				An/Bo			
Approach	Northbound			Southbound				Eastbound				Westbound			
Lane Configuration															
Turning Movement	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			35.00				30.00				35.00			
Grade [%]	0.00			0.00				0.00				0.00			
Crosswalk	Yes			Yes				Yes				Yes			

Volumes

Name				Lookout Rd				An/Bo				An/Bo			
Base Volume Input [veh/h]	1	0	2	694	9	22	8	7	113	2	0	2	143	487	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	2	694	9	22	8	7	113	2	0	2	143	487	33
Peak Hour Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	0	0	1	174	2	6	2	2	28	1	0	1	36	122	8
Total Analysis Volume [veh/h]	1	0	2	694	9	22	8	7	113	2	0	2	143	487	33
Pedestrian Volume [ped/h]	0			0				0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1				1				1			
Circulating Flow Rate [veh/h]	693			150				530				41			
Exiting Flow Rate [veh/h]	13			502				166				842			
Demand Flow Rate [veh/h]	1	0	2	694	9	22	8	7	113	2	0	2	143	487	33
Adjusted Demand Flow Rate [veh/h]	1	0	2	694	9	22	8	7	113	2	0	2	143	487	33

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	3	733	122	665
Capacity of Entry and Bypass Lanes [veh/h]	681	1185	804	1324
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	681	1185	804	1324
X, volume / capacity	0.00	0.62	0.15	0.50

Movement, Approach, & Intersection Results

Lane LOS	A	B	A	A
95th-Percentile Queue Length [veh]	0.01	4.51	0.53	2.93
95th-Percentile Queue Length [ft]	0.33	112.81	13.34	73.14
Approach Delay [s/veh]	5.33	10.94	6.04	7.95
Approach LOS	A	B	A	A
Intersection Delay [s/veh]	9.23			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 902: Bodden Town Road at Bodden Town Bypass

Control Type:	Roundabout	Delay (sec / veh):	11.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Bodden Town Bypass			Bodden Town Rd			Bodden Town Rd		
Approach	Southbound			Eastbound			Westbound		
Lane Configuration									
Turning Movement	Left	Right	U-turn	Left	Thru	U-turn	Thru	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			30.00			35.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes		

Volumes

Name	Bodden Town Bypass			Bodden Town Rd			Bodden Town Rd		
Base Volume Input [veh/h]	791	30	0	34	236	0	287	632	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	791	30	0	34	236	0	287	632	7
Peak Hour Factor	0.9400	0.9400	1.0000	0.9400	0.9400	1.0000	0.9400	0.9400	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	210	8	0	9	63	0	76	168	2
Total Analysis Volume [veh/h]	841	32	0	36	251	0	305	672	7
Pedestrian Volume [ped/h]	0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			2		
Circulating Flow Rate [veh/h]	258			679			32		
Exiting Flow Rate [veh/h]	708			337			1099		
Demand Flow Rate [veh/h]	791	30	0	34	236	0	287	632	7
Adjusted Demand Flow Rate [veh/h]	841	32	0	36	251	0	305	672	7

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1350.00
B (coefficient)	0.00085	0.00085	0.00085	0.00092
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	873	287	305	679
Capacity of Entry and Bypass Lanes [veh/h]	1141	798	1382	1311
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1141	798	1382	1311
X, volume / capacity	0.77	0.36	0.22	0.52

Movement, Approach, & Intersection Results

Lane LOS	C	A	A	A
95th-Percentile Queue Length [veh]	7.92	1.64	0.84	3.10
95th-Percentile Queue Length [ft]	197.97	41.12	21.11	77.55
Approach Delay [s/veh]	16.44	8.83	7.07	
Approach LOS	C	A	A	
Intersection Delay [s/veh]	11.12			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Roundabout	Delay (sec / veh):	5.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Longfellow Dr		Bodden Town Rd			Bodden Town Rd		
Approach	Southbound		Eastbound			Westbound		
Lane Configuration								
Turning Movement	Left	Right	Left	Thru	U-turn	Thru	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00			45.00		
Grade [%]	0.00		0.00			0.00		
Crosswalk	Yes		Yes			Yes		

Volumes

Name	Longfellow Dr		Bodden Town Rd			Bodden Town Rd		
Base Volume Input [veh/h]	0	12	24	915	0	848	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	12	24	915	0	848	0	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	1.0000	0.9100	0.9100	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	7	251	0	233	0	0
Total Analysis Volume [veh/h]	0	13	26	1005	0	932	0	0
Pedestrian Volume [ped/h]	0		0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	2		1			1		
Circulating Flow Rate [veh/h]	1005		0			13		
Exiting Flow Rate [veh/h]	26		945			1005		
Demand Flow Rate [veh/h]	0	12	24	915	0	848	0	0
Adjusted Demand Flow Rate [veh/h]	0	13	26	1005	0	932	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	13	547	485	494	439
Capacity of Entry and Bypass Lanes [veh/h]	605	1420	1420	1404	1404
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	605	1420	1420	1404	1404
X, volume / capacity	0.02	0.38	0.34	0.35	0.31

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.07	1.85	1.53	1.61	1.35
95th-Percentile Queue Length [ft]	1.65	46.13	38.35	40.17	33.66
Approach Delay [s/veh]	6.20	5.81		5.51	
Approach LOS	A	A		A	
Intersection Delay [s/veh]	5.67				
Intersection LOS	A				

Intersection Level Of Service Report
Intersection 1100: Frank Sound Road at Bodden Town Road

Control Type:	Roundabout	Delay (sec / veh):	10.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd			Sea View Rd	
Approach	Southbound		Eastbound			Westbound	
Lane Configuration							
Turning Movement	Left	Right	Left	Thru	U-turn	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		45.00			50.00	
Grade [%]	0.00		0.00			0.00	
Crosswalk	Yes		Yes			Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd			Sea View Rd	
Base Volume Input [veh/h]	143	467	477	361	0	342	118
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	143	467	477	361	0	342	118
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	1.0000	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	126	128	97	0	92	32
Total Analysis Volume [veh/h]	154	502	513	388	0	368	127
Pedestrian Volume [ped/h]	0		0			0	

Intersection Settings

Number of Conflicting Circulating Lanes	2		1			1	
Circulating Flow Rate [veh/h]	388		127			502	
Exiting Flow Rate [veh/h]	640		870			542	
Demand Flow Rate [veh/h]	143	467	477	361	0	342	118
Adjusted Demand Flow Rate [veh/h]	154	502	513	388	0	368	127

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1380.00
B (coefficient)	0.00085	0.00091	0.00091	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	656	513	388	495
Capacity of Entry and Bypass Lanes [veh/h]	1022	1266	1266	827
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1022	1266	1266	827
X, volume / capacity	0.64	0.41	0.31	0.60

Movement, Approach, & Intersection Results

Lane LOS	B	A	A	B
95th-Percentile Queue Length [veh]	4.87	2.00	1.31	4.07
95th-Percentile Queue Length [ft]	121.77	50.09	32.79	101.83
Approach Delay [s/veh]	12.84	6.30		13.62
Approach LOS	B	A		B
Intersection Delay [s/veh]	10.16			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Two-way stop	Delay (sec / veh):	33.5
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.679

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd			
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd			
Base Volume Input [veh/h]	233	210	172	104	89	247
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	233	210	172	104	89	247
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	58	53	43	26	22	62
Total Analysis Volume [veh/h]	233	210	172	104	89	247
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.09	0.12	0.68
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	8.52	10.71	33.47
Movement LOS	A	A	A	A	B	D
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.30	0.30	0.42	4.78
95th-Percentile Queue Length [ft/ln]	0.00	0.00	7.60	7.60	10.53	119.57
d_A, Approach Delay [s/veh]	0.00		3.21		27.44	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	9.58					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	12.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.046

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	168	37	33	144	80	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	168	37	33	144	80	22
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	10	9	40	22	6
Total Analysis Volume [veh/h]	189	42	37	162	90	25
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.00	0.00	0.10	0.05
d_M, Delay for Movement [s/veh]	0.00	7.68	0.00	0.00	9.97	12.38
Movement LOS	A	A	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.09	0.09	0.00	0.00	0.52	0.52
95th-Percentile Queue Length [ft/ln]	2.34	2.34	0.00	0.00	13.08	13.08
d_A, Approach Delay [s/veh]	1.40		0.00		10.49	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.81					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	12.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			50.00			50.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	Yes			Yes			Yes			Yes			

Volumes

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Base Volume Input [veh/h]	62	23	2	53	27	8	37	984	449	3	493	48	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	62	23	2	53	27	8	37	984	449	3	493	48	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	16	6	1	13	7	2	9	246	112	1	123	12	0
Total Analysis Volume [veh/h]	62	23	2	53	27	8	37	984	449	3	493	48	0
Pedestrian Volume [ped/h]	0			0			0			0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1			1			
Circulating Flow Rate [veh/h]	549			1435			73			484			
Exiting Flow Rate [veh/h]	479			108			563			1039			
Demand Flow Rate [veh/h]	62	23	2	53	27	8	37	984	449	3	493	48	0
Adjusted Demand Flow Rate [veh/h]	62	23	2	53	27	8	37	984	449	3	493	48	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1380.00
B (coefficient)	0.00085	0.00085	0.00091	0.00091	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	87	88	1021	449	544
Capacity of Entry and Bypass Lanes [veh/h]	891	420	1329	1329	843
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	891	420	1329	1329	843
X, volume / capacity	0.10	0.21	0.77	0.34	0.65

Movement, Approach, & Intersection Results

Lane LOS	A	B	B	A	B
95th-Percentile Queue Length [veh]	0.32	0.78	8.20	1.51	4.84
95th-Percentile Queue Length [ft]	8.09	19.55	205.09	37.76	121.05
Approach Delay [s/veh]	4.97	11.90	12.10		14.95
Approach LOS	A	B	B		B
Intersection Delay [s/veh]	12.51				
Intersection LOS	B				

Intersection Level Of Service Report
Intersection 1501: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	11.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name							East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			30.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name							East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	1	0	1	0	0	0	0	953	86	0	4	541	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	1	0	0	0	0	953	86	0	4	541	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	238	22	0	1	135	0	0
Total Analysis Volume [veh/h]	1	0	1	0	0	0	0	953	86	0	4	541	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1				
Circulating Flow Rate [veh/h]	541			1040			1				86				
Exiting Flow Rate [veh/h]	90			0			542				954				
Demand Flow Rate [veh/h]	1	0	1	0	0	0	0	953	86	0	4	541	0	0	
Adjusted Demand Flow Rate [veh/h]	1	0	1	0	0	0	0	953	86	0	4	541	0	0	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	2	0	1039	545
Capacity of Entry and Bypass Lanes [veh/h]	795	478	1379	1265
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	795	478	1379	1265
X, volume / capacity	0.00	0.00	0.75	0.43

Movement, Approach, & Intersection Results

Lane LOS	A	A	B	A
95th-Percentile Queue Length [veh]	0.01	0.00	7.76	2.22
95th-Percentile Queue Length [ft]	0.19	0.00	194.00	55.47
Approach Delay [s/veh]	4.55	7.54	13.86	7.14
Approach LOS	A	A	B	A
Intersection Delay [s/veh]	11.54			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 1502: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	10.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name			East-West Arterial			East-West Arterial		
Approach	Northbound		Eastbound			Westbound		
Lane Configuration								
Turning Movement	Left	Right	Thru	Right	U-turn	Left	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00			50.00		
Grade [%]	0.00		0.00			0.00		
Crosswalk	Yes		Yes			Yes		

Volumes

Name			East-West Arterial			East-West Arterial		
Base Volume Input [veh/h]	15	1	924	30	0	1	530	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	1	924	30	0	1	530	22
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	0	231	8	0	0	133	6
Total Analysis Volume [veh/h]	15	1	924	30	0	1	530	22
Pedestrian Volume [ped/h]	0		0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1		1			1		
Circulating Flow Rate [veh/h]	552		23			30		
Exiting Flow Rate [veh/h]	31		545			947		
Demand Flow Rate [veh/h]	15	1	924	30	0	1	530	22
Adjusted Demand Flow Rate [veh/h]	15	1	924	30	0	1	530	22

Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	16	954	553
Capacity of Entry and Bypass Lanes [veh/h]	786	1349	1339
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	786	1349	1339
X, volume / capacity	0.02	0.71	0.41

Movement, Approach, & Intersection Results

Lane LOS	A	B	A
95th-Percentile Queue Length [veh]	0.06	6.43	2.07
95th-Percentile Queue Length [ft]	1.56	160.64	51.72
Approach Delay [s/veh]	4.78	12.39	6.64
Approach LOS	A	B	A
Intersection Delay [s/veh]	10.22		
Intersection LOS	B		

Intersection Level Of Service Report
Intersection 1600: East-West Arterial at Northward Rd

Control Type:	Two-way stop	Delay (sec / veh):	11.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.051

Intersection Setup

Name	Northward Rd		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	28	0	947	0	21	525
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	0	947	0	21	525
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	0	237	0	5	131
Total Analysis Volume [veh/h]	28	0	947	0	21	525
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	11.91	0.00	0.00	0.00	0.00	0.00
Movement LOS	B		A		A	A
95th-Percentile Queue Length [veh/ln]	0.16	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.02	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.91		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.22					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1700: East-West Arterial at Lookout Rd

Control Type:	Roundabout	Delay (sec / veh):	10.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Lookout Rd		East-West Arterial			Lookout Rd		
Approach	Southbound		Eastbound			Westbound		
Lane Configuration								
Turning Movement	Left	Right	Left	Thru	U-turn	Thru	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		35.00			35.00		
Grade [%]	0.00		0.00			0.00		
Crosswalk	Yes		Yes			Yes		

Volumes

Name	Lookout Rd		East-West Arterial			Lookout Rd		
Base Volume Input [veh/h]	0	0	0	797	150	498	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	797	150	498	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	199	38	125	0	0
Total Analysis Volume [veh/h]	0	0	0	797	150	498	0	0
Pedestrian Volume [ped/h]	0		0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1		1			1		
Circulating Flow Rate [veh/h]	947		0			150		
Exiting Flow Rate [veh/h]	0		648			797		
Demand Flow Rate [veh/h]	0	0	0	797	150	498	0	0
Adjusted Demand Flow Rate [veh/h]	0	0	0	797	150	498	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	0	947	498
Capacity of Entry and Bypass Lanes [veh/h]	526	1380	1185
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	526	1380	1185
X, volume / capacity	0.00	0.69	0.42

Movement, Approach, & Intersection Results

Lane LOS	A	B	A
95th-Percentile Queue Length [veh]	0.00	5.91	2.12
95th-Percentile Queue Length [ft]	0.00	147.87	53.11
Approach Delay [s/veh]	6.85	11.53	7.33
Approach LOS	A	B	A
Intersection Delay [s/veh]	10.08		
Intersection LOS	B		

Intersection Level Of Service Report
Intersection 2000: Frank Sound Road at East-West Arterial

Control Type:	Unknown	Delay (sec / veh):	?
Analysis Method:	?	Level Of Service:	?
Analysis Period:	15 minutes	Volume to Capacity (v/c):	?

Intersection Setup

Name	Frank Sound Rd	Frank Sound Rd
Approach	Northeastbound	Southwestbound
Lane Configuration		
Turning Movement	Thru	Thru
Crosswalk	Yes	Yes

Volumes

Name	Frank Sound Rd	Frank Sound Rd
Base Volume Input [veh/h]	237	244
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Left-Turn on Red Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	237	244
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	61
Total Analysis Volume [veh/h]	237	244
Presence of On-Street Parking	No	No
On-Street Parking Maneuver Rate [/h]	0	0
Local Bus Stopping Rate [/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Level Of Service Report
Intersection 2100: Frank Sound Road at East-West Arterial

Control Type:	Unknown	Delay (sec / veh):	?
Analysis Method:	?	Level Of Service:	?
Analysis Period:	15 minutes	Volume to Capacity (v/c):	?

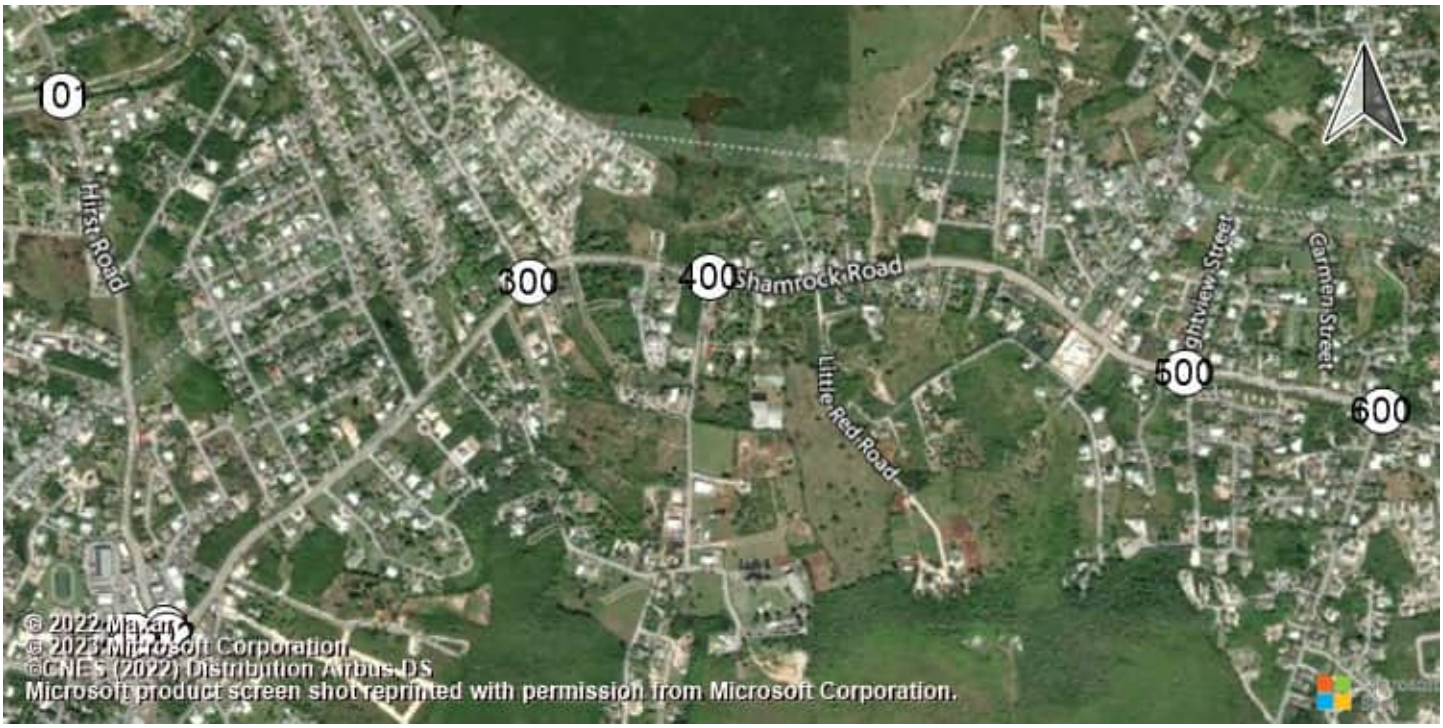
Intersection Setup

Name	Frank Sound Rd	Frank Sound Rd
Approach	Northbound	Southbound
Lane Configuration		
Turning Movement	Thru	Thru
Crosswalk	Yes	Yes

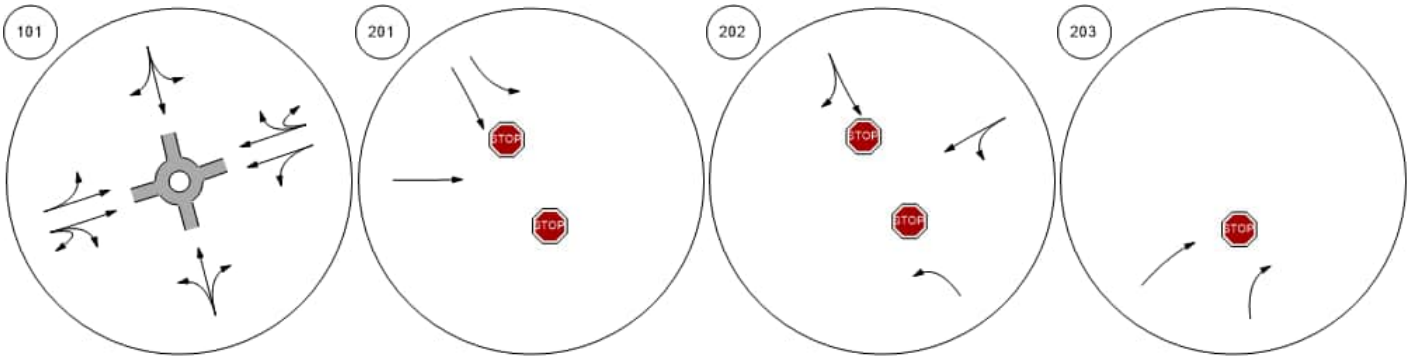
Volumes

Name	Frank Sound Rd	Frank Sound Rd
Base Volume Input [veh/h]	299	276
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Left-Turn on Red Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	299	276
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	75	69
Total Analysis Volume [veh/h]	299	276
Presence of On-Street Parking	No	No
On-Street Parking Maneuver Rate [/h]	0	0
Local Bus Stopping Rate [/h]	0	0
Pedestrian Volume [ped/h]	0	0

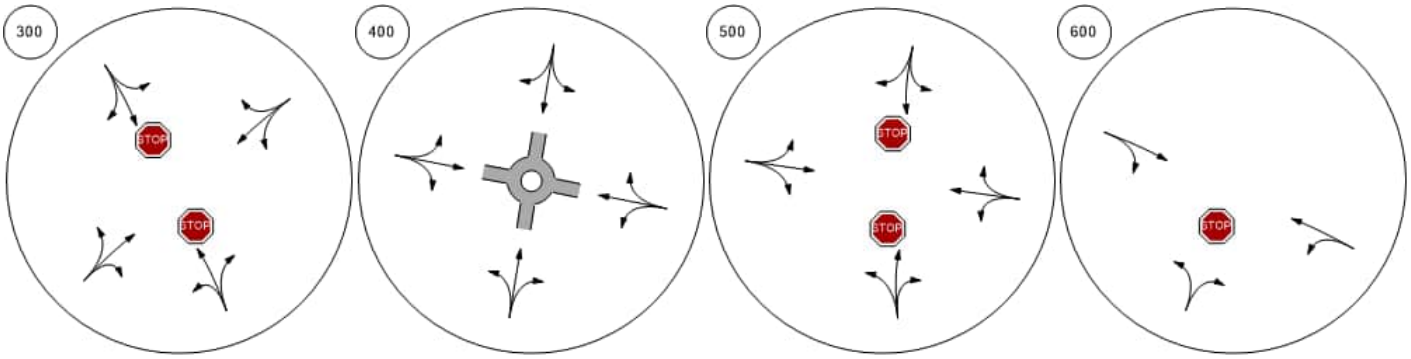
Lane Configuration and Traffic Control



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

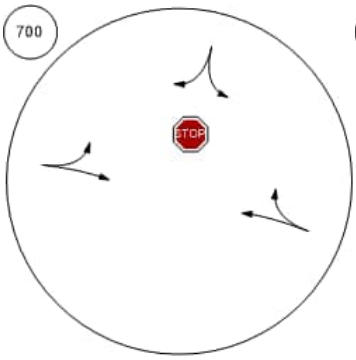


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

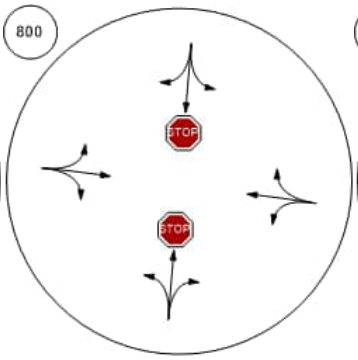


Lane Configuration and Traffic Control

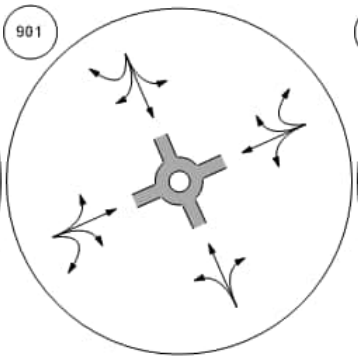
Shamrock Road at Northward



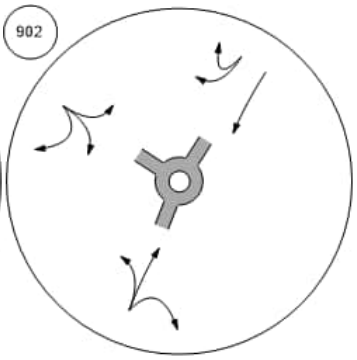
Shamrock Road at Condor R



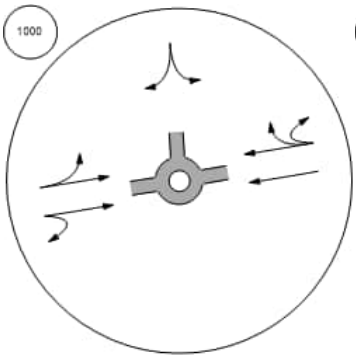
Lookout Road at Bodden To



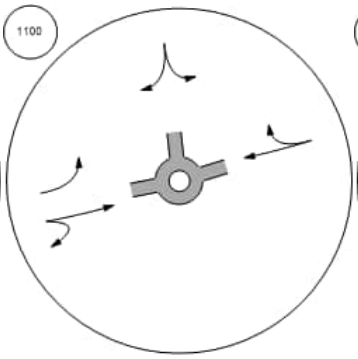
Bodden Town Road at Bodde



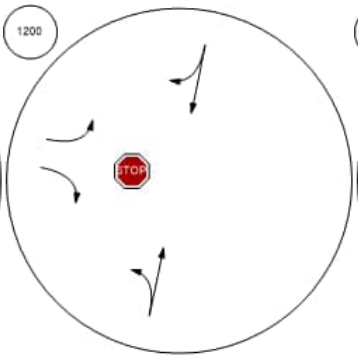
Bodden Town Road at Long



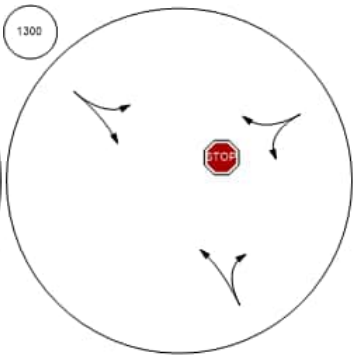
Frank Sound Road at Bodde



Frank Sound Road at Clifton

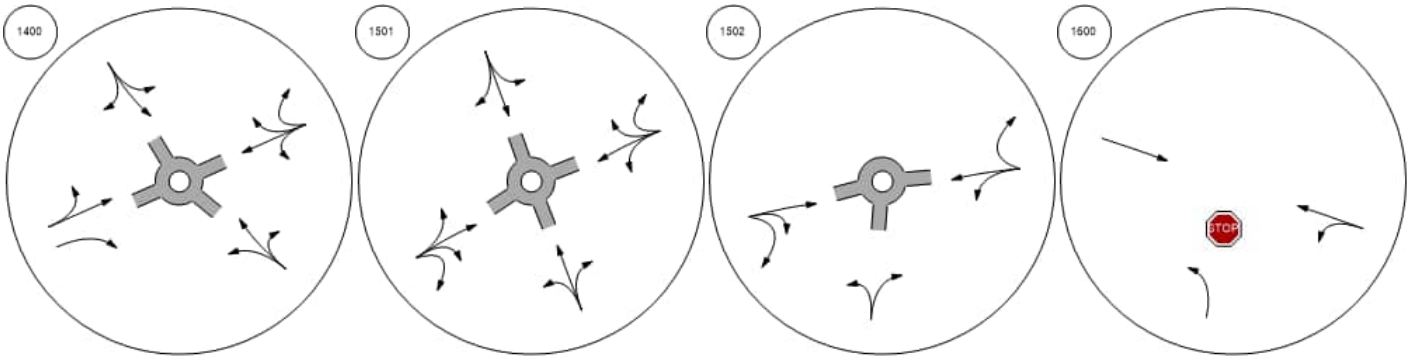


Frank Sound Road at North S

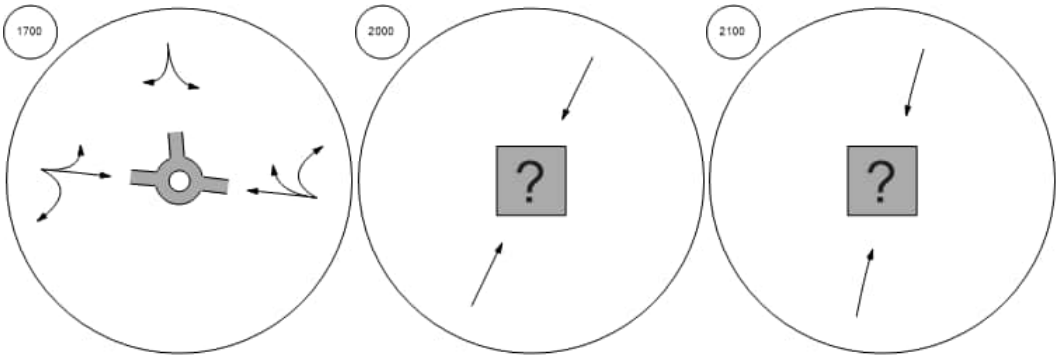


Lane Configuration and Traffic Control

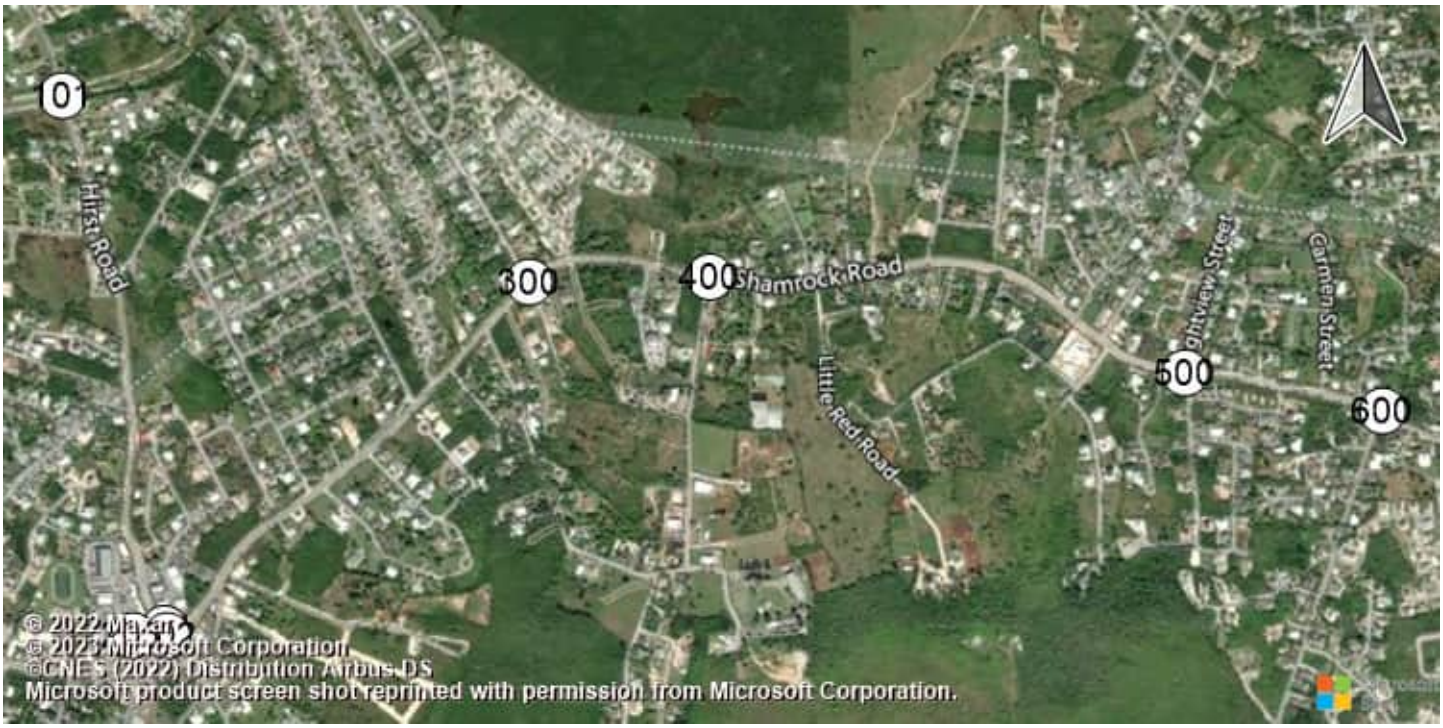
East-West Arterial at Agricola | East-West Arterial at Will T C | East-West Arterial at Will T C | East-West Arterial at Northwa



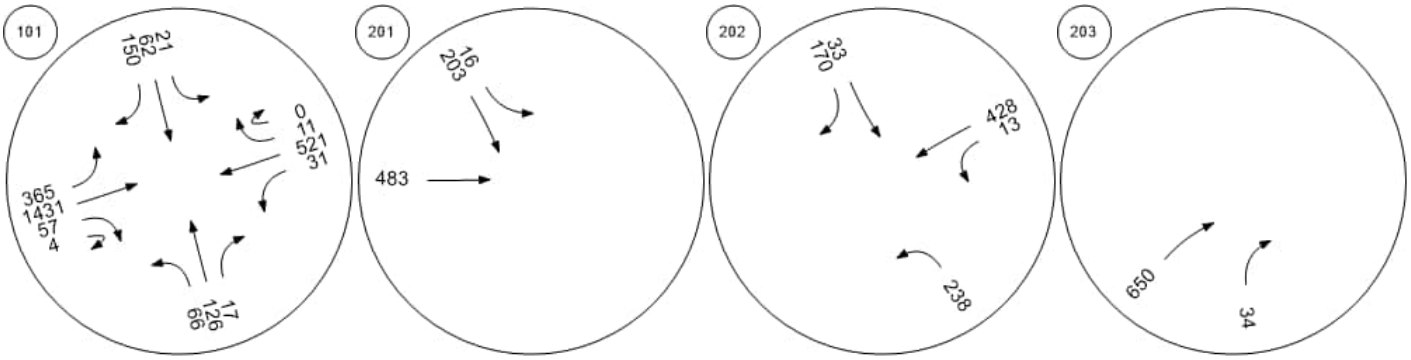
East-West Arterial at Lookout | Frank Sound Road at East-W | Frank Sound Road at East-W



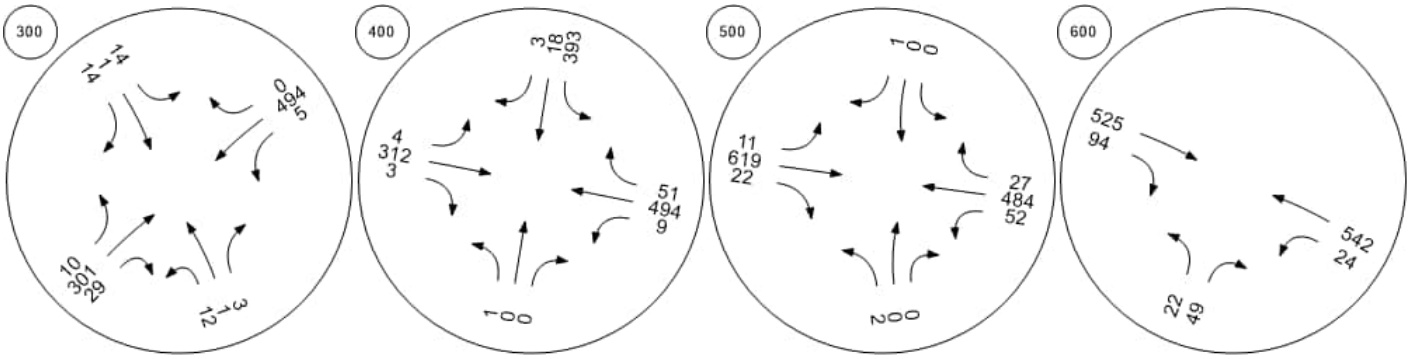
Traffic Volume - Base Volume



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

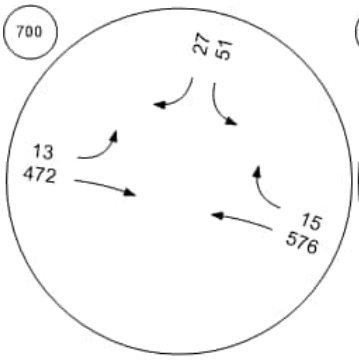


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

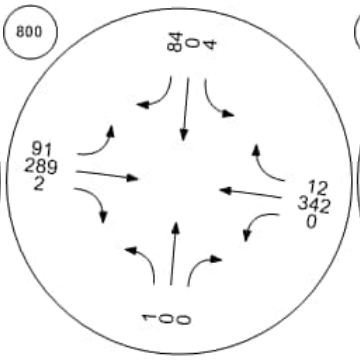


Traffic Volume - Base Volume

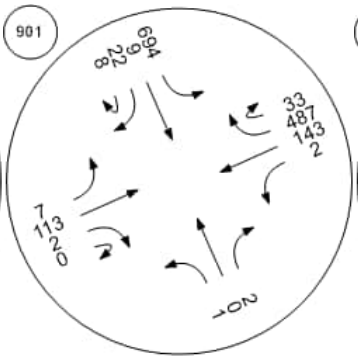
Shamrock Road at Northward



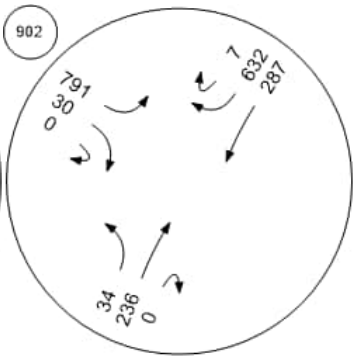
Shamrock Road at Condor R



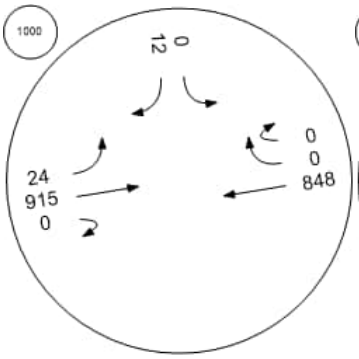
Lookout Road at Bodden To



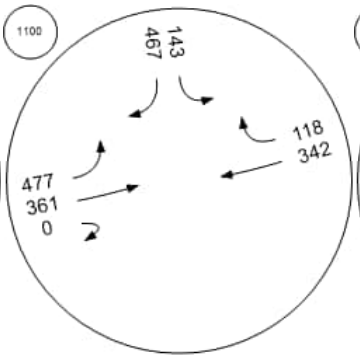
Bodden Town Road at Bodde



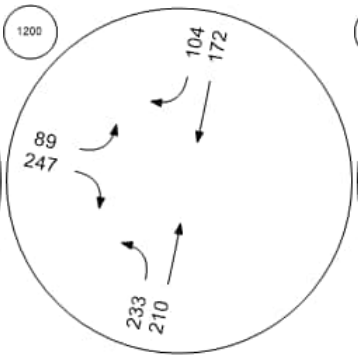
Bodden Town Road at Long



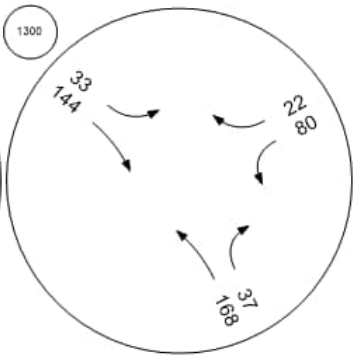
Frank Sound Road at Bodde



Frank Sound Road at Clifton

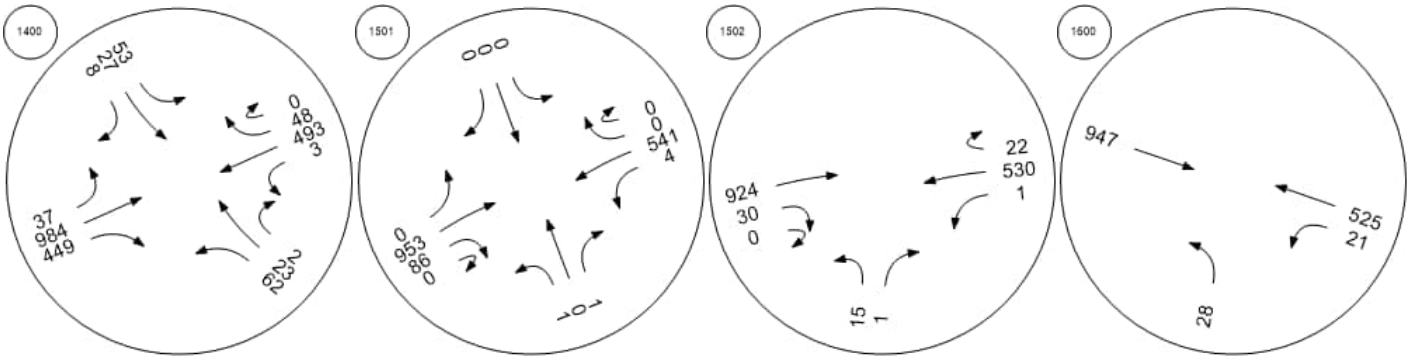


Frank Sound Road at North S

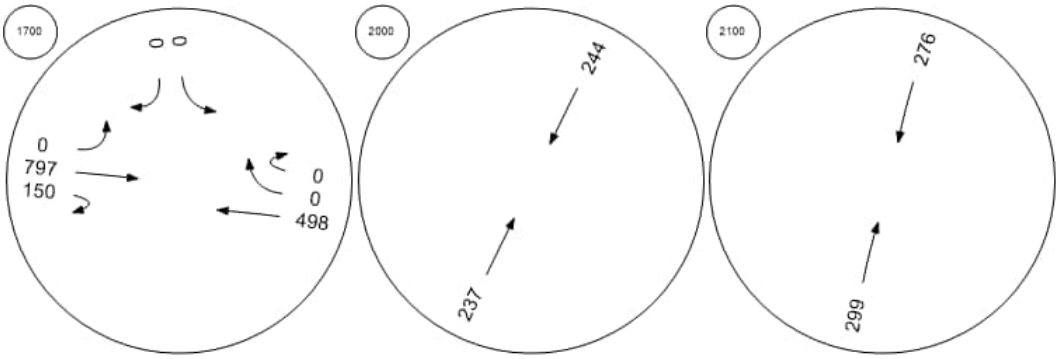


Traffic Volume - Base Volume

East-West Arterial at Agricola East-West Arterial at Will T C East-West Arterial at Will T C East-West Arterial at Northwa



East-West Arterial at Lookout Frank Sound Road at East-W Frank Sound Road at East-W



Attachment D4

2046 Alternative VISTRO Reports

Intersection Level Of Service Report
Intersection 101: East-West Arterial Road at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	32.1
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes		

Intersection Setup

Name											East-West Arterial									
Approach	Northbound					Southbound					Eastbound					Westbound				
Lane Configuration																				
Turning Movement	Left	Left	Thru	Righ	Righ	Left	Left	Thru	Righ	Righ	Left	Thru	Thru	Righ	U-tu	Left	Thru	Thru	Righ	U-tu
Lane Width [ft]	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00					30.00					40.00					40.00				
Grade [%]	0.00					0.00					0.00					0.00				
Crosswalk	Yes					Yes					Yes					Yes				

Volumes

Name											East-West Arterial									
Base Volume Input [veh/h]	253	0	47	0	1	7	0	68	0	126	20	0	536	25	21	0	118	0	3	0
Base Volume Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	253	0	47	0	1	7	0	68	0	126	20	0	536	25	21	0	118	0	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	63	0	12	0	0	2	0	17	0	32	5	0	134	6	5	0	295	0	1	0
Total Analysis Volume [veh/h]	253	0	47	0	1	7	0	68	0	126	20	0	536	25	21	0	118	0	3	0
Pedestrian Volume [ped/h]	0					0					0					0				

Intersection Settings

Number of Conflicting Circulating Lanes	2					2					2					2				
Circulating Flow Rate [veh/h]	1331					583					51					240				
Exiting Flow Rate [veh/h]	93					70					1581					544				
Demand Flow Rate [veh/h]	253	0	47	0	1	7	0	68	0	126	20	0	536	25	21	0	118	0	3	0
Adjusted Demand Flow Rate [veh/h]	253	0	47	0	1	7	0	68	0	126	20	0	536	25	21	0	118	0	3	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1350.00	1420.00
B (coefficient)	0.00085	0.00085	0.00085	0.00092	0.00085
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	301	201	556	46	1184
Capacity of Entry and Bypass Lanes [veh/h]	459	866	1360	1289	1158
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	459	866	1360	1289	1158
X, volume / capacity	0.66	0.23	0.41	0.04	1.02

Movement, Approach, & Intersection Results

Lane LOS	C	A	A	A	F
95th-Percentile Queue Length [veh]	4.65	0.90	2.03	0.11	22.76
95th-Percentile Queue Length [ft]	116.20	22.46	50.85	2.78	569.04
Approach Delay [s/veh]	24.96	6.58	6.25		51.33
Approach LOS	C	A	A		F
Intersection Delay [s/veh]	32.07				
Intersection LOS	D				

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	23.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.387

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	38	111	0	0	772	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	38	111	0	0	772	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	10	30	0	0	208	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	41	119	0	0	830	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop			Stop			Free			Free		
Flared Lane												
Storage Area [veh]	0			0			0			0		
Two-Stage Gap Acceptance				No								
Number of Storage Spaces in Median	0			0			0			0		

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.11	0.39	0.00	0.00	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	15.84	23.87	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS				C	C			A				
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.37	1.76	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	9.18	43.98	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			21.81			0.00			0.00		
Approach LOS	A			C			A			A		
d_I, Intersection Delay [s/veh]	3.53											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.091

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	532	0	0	0	20	91	0	0	0	5	936	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	532	0	0	0	20	91	0	0	0	5	936	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	143	0	0	0	5	24	0	0	0	1	252	0
Total Analysis Volume [veh/h]	572	0	0	0	22	98	0	0	0	5	1006	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	1.94	0.00	0.00	0.00	0.09	0.00	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	465.55	0.00	0.00	0.00	10000.0	10000.0	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	F				F	F				A	A	
95th-Percentile Queue Length [veh/ln]	40.06	0.00	0.00	0.00	17.56	17.56	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1001.51	0.00	0.00	0.00	439.06	439.06	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	465.55			10000.00			0.00			0.00		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	861.01											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 203: Shamrock Road atHirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	24.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.449

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	135	812	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	135	812	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	36	218	0	0	0
Total Analysis Volume [veh/h]	0	145	873	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.45	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	24.89	0.00	0.00	0.00	0.00
Movement LOS		C	A			
95th-Percentile Queue Length [veh/ln]	0.00	2.22	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	55.48	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	24.89		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	3.54					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	52.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.181

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd					
Base Volume Input [veh/h]	40	1	4	9	0	16	11	554	7	1	868	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	40	1	4	9	0	16	11	554	7	1	868	13
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	0	1	2	0	4	3	139	2	0	217	3
Total Analysis Volume [veh/h]	41	1	4	9	0	16	11	554	7	1	868	13
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.01	0.04	0.02	0.00	0.18	0.00	0.01	0.01	0.00	0.01	0.01
d_M, Delay for Movement [s/veh]	17.63	36.72	43.03	18.70	40.98	52.77	0.00	0.00	9.63	0.00	0.00	8.59
Movement LOS	C	E	E	C	E	F	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.57	0.57	0.57	0.70	0.70	0.70	0.03	0.03	0.03	0.04	0.04	0.04
95th-Percentile Queue Length [ft/ln]	14.36	14.36	14.36	17.58	17.58	17.58	0.68	0.68	0.68	0.97	0.97	0.97
d_A, Approach Delay [s/veh]	20.26			40.51			0.12			0.13		
Approach LOS	C			E			A			A		
d_I, Intersection Delay [s/veh]	1.39											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive

Control Type:	Roundabout	Delay (sec / veh):	186.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	1	4	1	532	13	27	0	566	1	3	854	1121
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	4	1	532	13	27	0	566	1	3	854	1121
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	0	133	3	7	0	142	0	1	214	280
Total Analysis Volume [veh/h]	1	4	1	532	13	27	0	566	1	3	854	1121
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	2002			568			1126			41		
Exiting Flow Rate [veh/h]	17			1125			882			1099		
Demand Flow Rate [veh/h]	1	4	1	532	13	27	0	566	1	3	854	1121
Adjusted Demand Flow Rate [veh/h]	1	4	1	532	13	27	0	566	1	3	854	1121

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	6	572	567	1978
Capacity of Entry and Bypass Lanes [veh/h]	180	774	438	1324
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	180	774	438	1324
X, volume / capacity	0.03	0.74	1.30	1.49

Movement, Approach, & Intersection Results

Lane LOS	C	C	F	F
95th-Percentile Queue Length [veh]	0.10	6.73	24.76	90.05
95th-Percentile Queue Length [ft]	2.59	168.24	619.03	2251.30
Approach Delay [s/veh]	20.97	20.36	175.79	238.20
Approach LOS	C	C	F	F
Intersection Delay [s/veh]	186.56			
Intersection LOS	F			

Intersection Level Of Service Report
Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	491.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.547

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	11	0	5	3	0	6	1	1105	1	0	1679	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	0	5	3	0	6	1	1105	1	0	1679	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	1	1	0	2	0	276	0	0	420	0
Total Analysis Volume [veh/h]	11	0	5	3	0	6	1	1105	1	0	1679	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.00	0.42	0.01	0.00	0.55	0.00	0.01	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	120.83	280.77	389.99	176.84	353.06	491.41	0.00	0.00	14.33	0.00	0.00	10.64
Movement LOS	F	F	F	F	F	F	A	A	B	A	A	B
95th-Percentile Queue Length [veh/ln]	1.67	1.67	1.67	1.45	1.45	1.45	0.01	0.01	0.01	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	41.68	41.68	41.68	36.16	36.16	36.16	0.19	0.19	0.19	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	204.94			386.55			0.01			0.00		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	2.41											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	1,458.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.634

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	3	2	1037	76	63	1676
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	2	1037	76	63	1676
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	285	21	17	460
Total Analysis Volume [veh/h]	3	2	1140	84	69	1842
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.63	0.01	0.27	0.00	0.02
d_M, Delay for Movement [s/veh]	357.07	1458.28	0.00	20.56	0.00	0.00
Movement LOS	F	F	A	C	A	A
95th-Percentile Queue Length [veh/ln]	1.22	1.22	1.05	1.05	0.00	0.00
95th-Percentile Queue Length [ft/ln]	30.56	30.56	26.35	26.35	0.00	0.00
d_A, Approach Delay [s/veh]	797.56		1.41		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	1.82					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.082

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	22	141	66	982	1563	80
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	141	66	982	1563	80
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	36	17	253	403	21
Total Analysis Volume [veh/h]	23	145	68	1012	1611	82
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop		Free		Free	
Flared Lane	No					
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance	No					
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.00	0.00	0.01	0.02	0.13
d_M, Delay for Movement [s/veh]	10000.00	10000.00	0.00	0.00	0.00	11.30
Movement LOS	F	F	A	A	A	B
95th-Percentile Queue Length [veh/ln]	23.66	23.66	0.00	0.00	0.43	0.43
95th-Percentile Queue Length [ft/ln]	591.56	591.56	0.00	0.00	10.70	10.70
d_A, Approach Delay [s/veh]	10000.00		0.00		0.55	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	571.55					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	152.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.665

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	4	0	0	5	0	36	68	840	0	0	988	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	0	0	5	0	36	68	840	0	0	988	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	1	0	9	17	210	0	0	247	1
Total Analysis Volume [veh/h]	4	0	0	5	0	36	68	840	0	0	988	5
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.00	0.66	0.00	0.01	0.00	0.00	0.01	0.01
d_M, Delay for Movement [s/veh]	17.06	57.82	71.76	96.09	136.02	152.35	0.00	0.00	10.09	0.00	0.00	9.78
Movement LOS	C	F	F	F	F	F	A	A	B	A	A	A
95th-Percentile Queue Length [veh/ln]	0.04	0.04	0.04	2.89	2.89	2.89	0.00	0.00	0.00	0.02	0.02	0.02
95th-Percentile Queue Length [ft/ln]	1.00	1.00	1.00	72.32	72.32	72.32	0.00	0.00	0.00	0.50	0.50	0.50
d_A, Approach Delay [s/veh]	17.06			145.49			0.00			0.05		
Approach LOS	C			F			A			A		
d_I, Intersection Delay [s/veh]	3.13											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 902: Bodden Town Road at Bodden Town Bypass

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.532

Intersection Setup

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	171	17	10	837	1120	256
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	171	17	10	837	1120	256
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	5	3	223	298	68
Total Analysis Volume [veh/h]	182	18	11	890	1191	272
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.53	0.00	0.00	0.01	0.01	0.36
d_M, Delay for Movement [s/veh]	10000.00	10000.00	0.00	0.00	0.00	12.31
Movement LOS	F	F	A	A	A	B
95th-Percentile Queue Length [veh/ln]	27.71	27.71	0.00	0.00	1.62	1.62
95th-Percentile Queue Length [ft/ln]	692.67	692.67	0.00	0.00	40.51	40.51
d_A, Approach Delay [s/veh]	10000.00		0.00		2.29	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	781.34					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Two-way stop	Delay (sec / veh):	157.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.406

Intersection Setup

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	0	14	1	932	1258	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	14	1	932	1258	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	4	0	256	346	0
Total Analysis Volume [veh/h]	0	15	1	1024	1382	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.41	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	72.75	157.73	0.00	0.00	0.00	10.25
Movement LOS	F	F	A	A	A	B
95th-Percentile Queue Length [veh/ln]	1.37	1.37	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	34.22	34.22	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	157.73		0.00		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	0.98					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1100: Frank Sound Road at Bodden Town Road

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	26.750

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	0	226	370	540	987	283
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	226	370	540	987	283
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	61	99	145	265	76
Total Analysis Volume [veh/h]	0	243	398	581	1061	304
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	26.75	0.00	0.01	0.01	0.30
d_M, Delay for Movement [s/veh]	10000.00	10000.00	0.00	0.00	0.00	10.14
Movement LOS	F	F	A	A	A	B
95th-Percentile Queue Length [veh/ln]	32.08	32.08	0.00	0.00	1.29	1.29
95th-Percentile Queue Length [ft/ln]	802.00	802.00	0.00	0.00	32.14	32.14
d_A, Approach Delay [s/veh]	10000.00		0.00		2.26	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	940.50					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Two-way stop	Delay (sec / veh):	144.9
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.757

Intersection Setup

Name	Frank Sound Rd			Frank Sound Rd			High School Access					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			20.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Frank Sound Rd			Frank Sound Rd			High School Access					
Base Volume Input [veh/h]	339	147	47	151	30	75	52	230	122	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	339	147	47	151	30	75	52	230	122	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	85	37	12	38	8	19	13	58	31	0	0	0
Total Analysis Volume [veh/h]	339	147	47	151	30	75	52	230	122	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.03	0.00	0.00	0.07	0.07	0.76	0.36	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.65	0.00	0.00	8.56	138.04	144.95	143.68	8.77	18.43	41.72
Movement LOS	A	A	A	A	A	A	F	F	F	A	C	E
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.10	0.22	0.22	0.22	16.91	16.91	16.91	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.59	2.59	2.59	5.55	5.55	5.55	422.66	422.66	422.66	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.67			2.51			143.68			22.97		
Approach LOS	A			A			F			C		
d_I, Intersection Delay [s/veh]	49.49											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	11.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	122	54	8	114	34	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	122	54	8	114	34	2
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	15	2	32	10	1
Total Analysis Volume [veh/h]	137	61	9	128	38	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.00	0.00	0.04	0.00
d_M, Delay for Movement [s/veh]	0.00	7.57	0.00	0.00	9.09	11.30
Movement LOS	A	A	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.13	0.13	0.00	0.00	0.14	0.14
95th-Percentile Queue Length [ft/ln]	3.27	3.27	0.00	0.00	3.50	3.50
d_A, Approach Delay [s/veh]	2.33		0.00		9.20	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.21					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	16.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial		
Approach	Northbound			Southbound			Eastbound		
Lane Configuration									
Turning Movement	Left	Left	Thru	Thru	Right	Right	Left	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes		

Volumes

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial		
Base Volume Input [veh/h]	1184	0	31	74	0	0	0	543	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1184	0	31	74	0	0	0	543	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	296	0	8	19	0	0	0	136	0
Total Analysis Volume [veh/h]	1184	0	31	74	0	0	0	543	0
Pedestrian Volume [ped/h]	0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1		
Circulating Flow Rate [veh/h]	0			543			31		
Exiting Flow Rate [veh/h]	617			31			1184		
Demand Flow Rate [veh/h]	1184	0	31	74	0	0	0	543	0
Adjusted Demand Flow Rate [veh/h]	1184	0	31	74	0	0	0	543	0

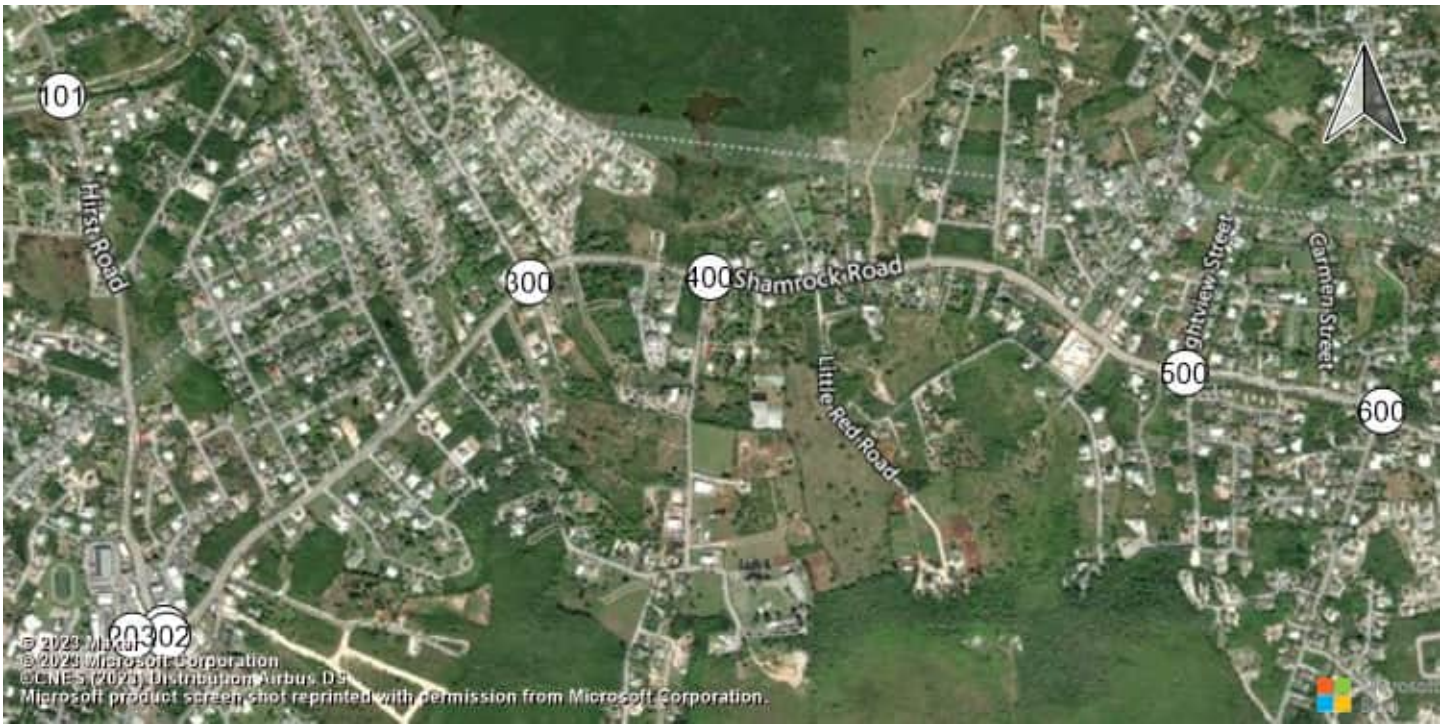
Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	1215	74	543
Capacity of Entry and Bypass Lanes [veh/h]	1380	794	1338
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1380	794	1338
X, volume / capacity	0.88	0.09	0.41

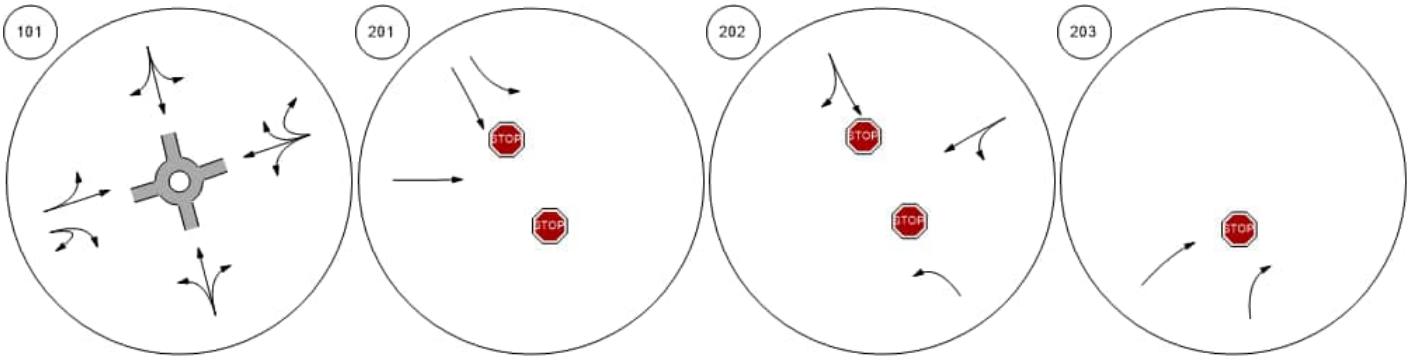
Movement, Approach, & Intersection Results

Lane LOS	C	A	A
95th-Percentile Queue Length [veh]	13.39	0.31	2.01
95th-Percentile Queue Length [ft]	334.84	7.69	50.27
Approach Delay [s/veh]	22.03	5.47	6.55
Approach LOS	C	A	A
Intersection Delay [s/veh]	16.77		
Intersection LOS	C		

Lane Configuration and Traffic Control



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road



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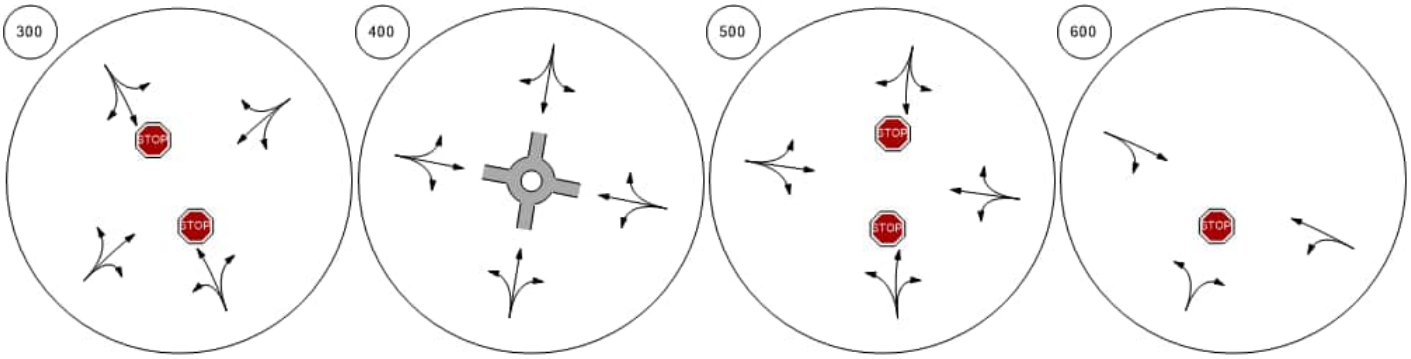
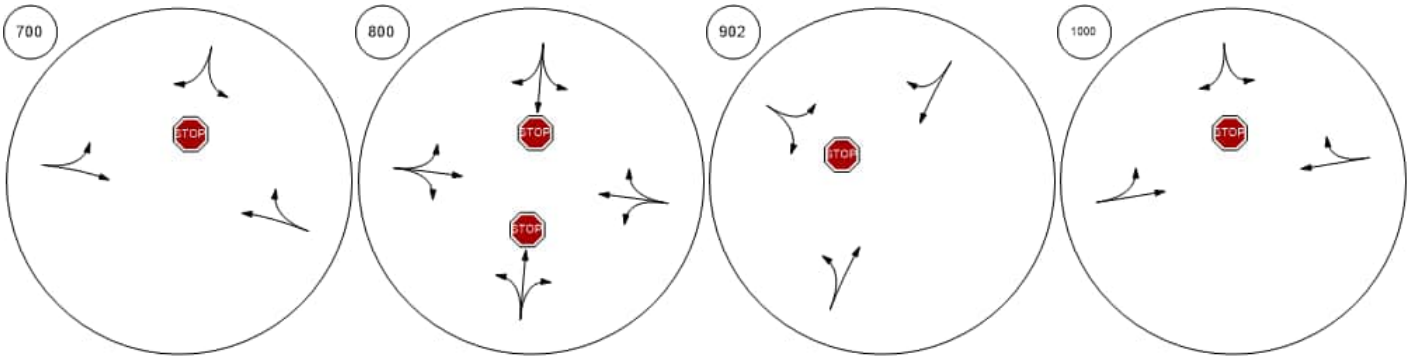
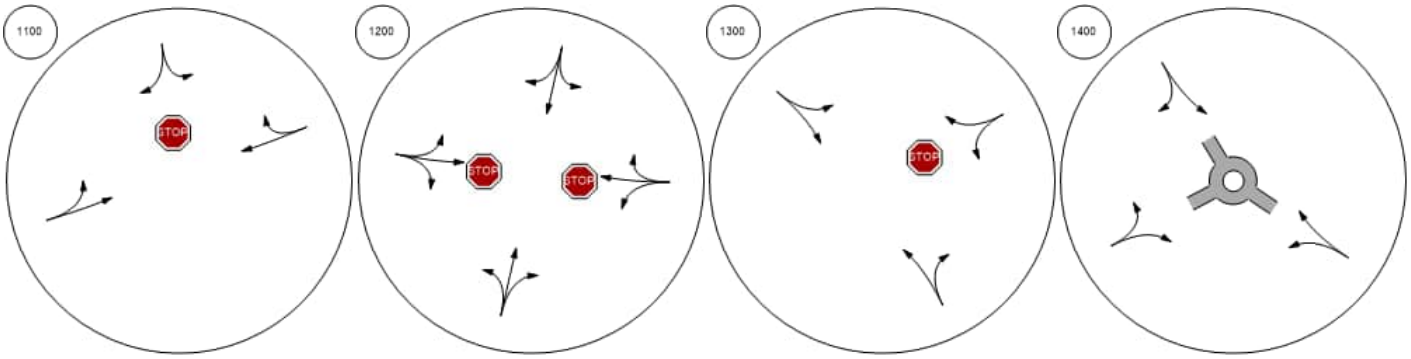


Lane Configuration and Traffic Control

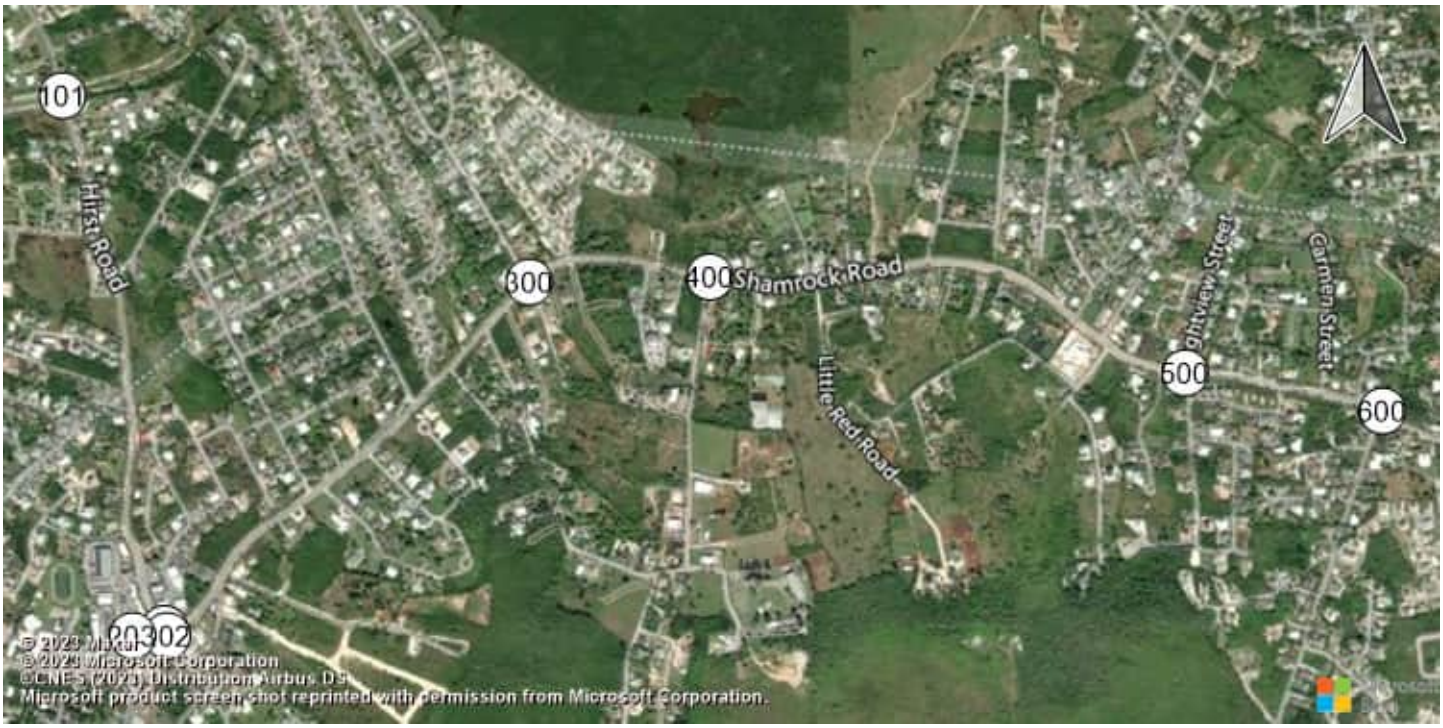
Shamrock Road at Northward | Shamrock Road at Condor R | Bodden Town Road at Bodde | Bodden Town Road at Long



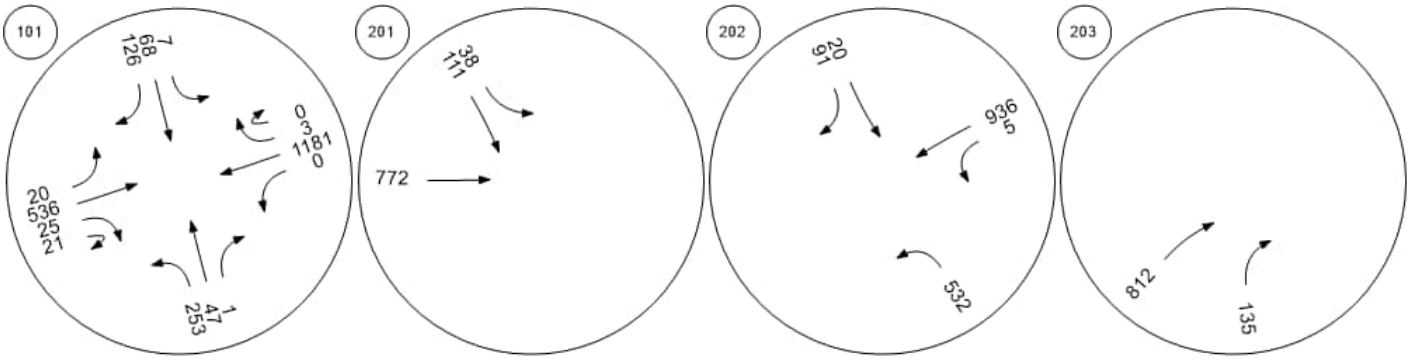
Frank Sound Road at Bodde | Frank Sound Road at Clifton | Frank Sound Road at North S | East-West Arterial at Agricola



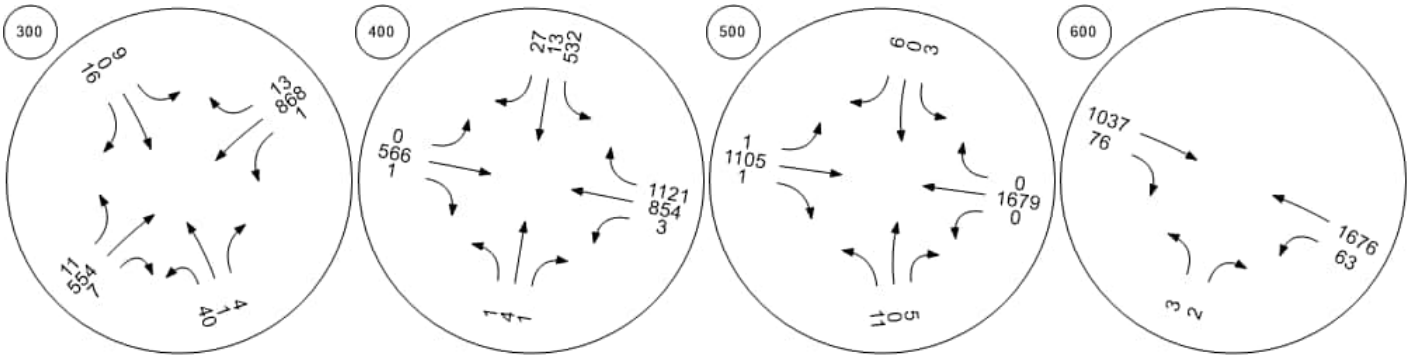
Traffic Volume - Base Volume



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

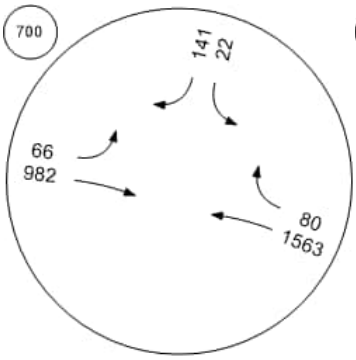


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

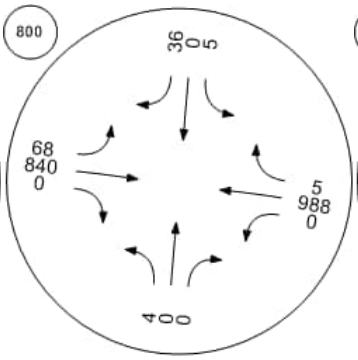


Traffic Volume - Base Volume

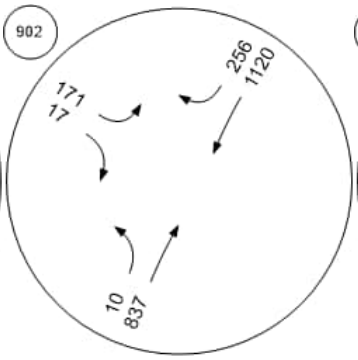
Shamrock Road at Northward



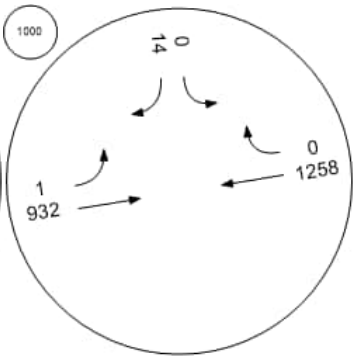
Shamrock Road at Condor R



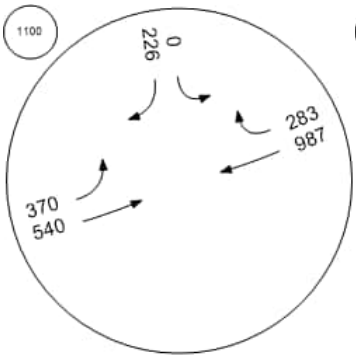
Bodden Town Road at Bodde



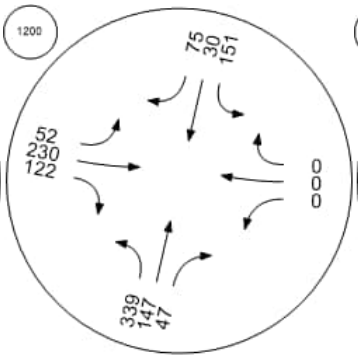
Bodden Town Road at Long



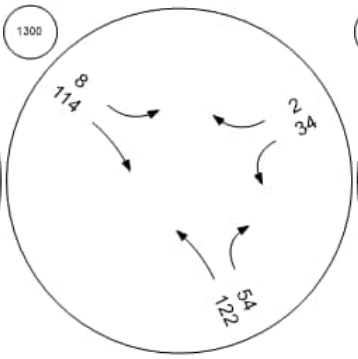
Frank Sound Road at Bodde



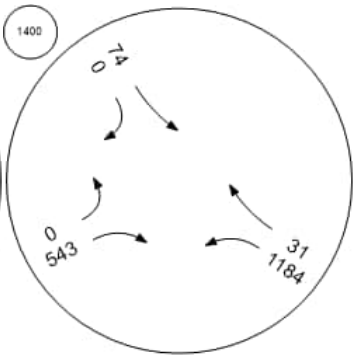
Frank Sound Road at Clifton



Frank Sound Road at North S



East-West Arterial at Agricola



Intersection Level Of Service Report
Intersection 101: East-West Arterial Road at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	9.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name											East-West Arterial									
Approach	Northbound					Southbound					Eastbound					Westbound				
Lane Configuration																				
Turning Movement	Left	Left	Thru	Righ	Righ	Left	Left	Thru	Righ	Righ	Left	Thru	Thru	Righ	U-tu	Left	Thru	Thru	Righ	U-tu
Lane Width [ft]	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00					30.00					40.00					40.00				
Grade [%]	0.00					0.00					0.00					0.00				
Crosswalk	Yes					Yes					Yes					Yes				

Volumes

Name											East-West Arterial									
Base Volume Input [veh/h]	188	0	134	0	5	17	0	74	0	21	97	0	704	623	4	20	142	0	7	0
Base Volume Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	188	0	134	0	5	17	0	74	0	21	97	0	704	623	4	20	142	0	7	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	47	0	34	0	1	4	0	19	0	5	24	0	176	156	1	5	36	0	2	0
Total Analysis Volume [veh/h]	188	0	134	0	5	17	0	74	0	21	97	0	704	623	4	20	142	0	7	0
Pedestrian Volume [ped/h]	0					0					0					0				

Intersection Settings

Number of Conflicting Circulating Lanes	2					2					2					2				
Circulating Flow Rate [veh/h]	174					1336					146					722				
Exiting Flow Rate [veh/h]	717					238					355					726				
Demand Flow Rate [veh/h]	188	0	134	0	5	17	0	74	0	21	97	0	704	623	4	20	142	0	7	0
Adjusted Demand Flow Rate [veh/h]	188	0	134	0	5	17	0	74	0	21	97	0	704	623	4	20	142	0	7	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1350.00	1420.00
B (coefficient)	0.00085	0.00085	0.00085	0.00092	0.00085
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	327	112	801	627	169
Capacity of Entry and Bypass Lanes [veh/h]	1225	457	1255	1181	769
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1225	457	1255	1181	769
X, volume / capacity	0.27	0.25	0.64	0.53	0.22

Movement, Approach, & Intersection Results

Lane LOS	A	B	B	A	A
95th-Percentile Queue Length [veh]	1.08	0.96	4.88	3.25	0.84
95th-Percentile Queue Length [ft]	27.06	23.88	122.02	81.18	20.90
Approach Delay [s/veh]	5.34	11.67	10.16		7.10
Approach LOS	A	B	B		A
Intersection Delay [s/veh]	9.22				
Intersection LOS	A				

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	378.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.718

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	317	360	0	0	988	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	317	360	0	0	988	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	85	97	0	0	266	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	341	387	0	0	1062	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance		No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	1.24	1.72	0.00	0.00	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	174.96	378.41	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS				F	F			A				
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	16.24	25.83	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	406.03	645.71	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			283.11			0.00			0.00		
Approach LOS	A			F			A			A		
d_I, Intersection Delay [s/veh]	115.14											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.596

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	253	0	0	0	300	60	0	0	0	11	1050	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	253	0	0	0	300	60	0	0	0	11	1050	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	68	0	0	0	81	16	0	0	0	3	282	0
Total Analysis Volume [veh/h]	272	0	0	0	323	65	0	0	0	12	1129	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	1.09	0.00	0.00	0.00	1.60	0.00	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	127.83	0.00	0.00	0.00	10000.0	10000.0	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	F				F	F				A	A	
95th-Percentile Queue Length [veh/ln]	11.67	0.00	0.00	0.00	51.33	51.33	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	291.81	0.00	0.00	0.00	1283.36	1283.36	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	127.83			10000.00			0.00			0.00		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	2173.66											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 203: Shamrock Road atHirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	28.1
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.225

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	42	1136	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	42	1136	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	11	305	0	0	0
Total Analysis Volume [veh/h]	0	45	1222	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.22	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	28.12	0.00	0.00	0.00	0.00
Movement LOS		D	A			
95th-Percentile Queue Length [veh/ln]	0.00	0.83	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	20.85	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	28.12		0.00		0.00	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	1.00					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	294.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.570

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd					
Base Volume Input [veh/h]	12	1	3	18	1	11	8	1202	29	5	1109	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	1	3	18	1	11	8	1202	29	5	1109	4
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	1	5	0	3	2	301	7	1	277	1
Total Analysis Volume [veh/h]	12	1	3	18	1	11	8	1202	30	5	1109	4
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.03	0.16	0.08	0.03	0.57	0.00	0.01	0.05	0.00	0.01	0.01
d_M, Delay for Movement [s/veh]	35.80	146.44	215.92	124.03	232.50	294.63	0.00	0.00	10.96	0.00	0.00	11.21
Movement LOS	E	F	F	F	F	F	A	A	B	A	A	B
95th-Percentile Queue Length [veh/ln]	0.85	0.85	0.85	2.60	2.60	2.60	0.15	0.15	0.15	0.02	0.02	0.02
95th-Percentile Queue Length [ft/ln]	21.21	21.21	21.21	64.96	64.96	64.96	3.72	3.72	3.72	0.52	0.52	0.52
d_A, Approach Delay [s/veh]	76.49			190.20			0.27			0.04		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	3.04											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive

Control Type:	Roundabout	Delay (sec / veh):	126.2
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	2	0	0	716	3	0	1	1214	9	9	1116	182
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	0	0	716	3	0	1	1214	9	9	1116	182
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	179	1	0	0	304	2	2	279	46
Total Analysis Volume [veh/h]	2	0	0	716	3	0	1	1214	9	10	1116	182
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	1298			1223			182			12		
Exiting Flow Rate [veh/h]	22			183			1118			1930		
Demand Flow Rate [veh/h]	2	0	0	716	3	0	1	1214	9	9	1116	182
Adjusted Demand Flow Rate [veh/h]	2	0	0	716	3	0	1	1214	9	10	1116	182

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	2	719	1224	1308
Capacity of Entry and Bypass Lanes [veh/h]	368	397	1147	1364
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	368	397	1147	1364
X, volume / capacity	0.01	1.81	1.07	0.96

Movement, Approach, & Intersection Results

Lane LOS	A	F	F	D
95th-Percentile Queue Length [veh]	0.02	46.17	26.83	18.96
95th-Percentile Queue Length [ft]	0.41	1154.18	670.81	474.09
Approach Delay [s/veh]	9.89	399.57	65.16	33.30
Approach LOS	A	F	F	D
Intersection Delay [s/veh]	126.23			
Intersection LOS	F			

Intersection Level Of Service Report
Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	3,196.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.670

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	3	0	0	0	0	1	15	1709	21	53	1187	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	0	0	0	0	1	15	1709	21	53	1187	23
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	0	0	0	4	427	5	13	297	6
Total Analysis Volume [veh/h]	3	0	0	0	0	1	15	1709	21	53	1187	23
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.67	0.00	0.02	0.04	0.00	0.01	0.06
d_M, Delay for Movement [s/veh]	21.32	3811.09	2377.23	818.05	4703.14	3196.47	0.00	0.00	11.57	0.00	0.00	15.33
Movement LOS	C	F	F	F	F	F	A	A	B	A	A	C
95th-Percentile Queue Length [veh/ln]	0.04	0.04	0.04	0.58	0.58	0.58	0.11	0.11	0.11	0.20	0.20	0.20
95th-Percentile Queue Length [ft/ln]	1.02	1.02	1.02	14.56	14.56	14.56	2.87	2.87	2.87	4.93	4.93	4.93
d_A, Approach Delay [s/veh]	21.32			3196.47			0.14			0.28		
Approach LOS	C			F			A			A		
d_I, Intersection Delay [s/veh]	1.28											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.140

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	23	7	1705	4	28	1240
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	23	7	1705	4	28	1240
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	2	468	1	8	341
Total Analysis Volume [veh/h]	25	8	1874	4	31	1363
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.14	0.00	0.02	0.01	0.00	0.01
d_M, Delay for Movement [s/veh]	10000.00	10000.00	0.00	12.30	0.00	0.00
Movement LOS	F	F	A	B	A	A
95th-Percentile Queue Length [veh/ln]	6.14	6.14	0.02	0.02	0.00	0.00
95th-Percentile Queue Length [ft/ln]	153.51	153.51	0.61	0.61	0.00	0.00
d_A, Approach Delay [s/veh]	10000.00		0.03		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	99.86					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	5,832.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	11.576

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	54	75	109	1514	1230	62
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	54	75	109	1514	1230	62
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	19	28	390	317	16
Total Analysis Volume [veh/h]	56	77	112	1561	1268	64
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.43	11.58	0.00	0.02	0.01	0.16
d_M, Delay for Movement [s/veh]	5319.49	5832.84	0.00	0.00	0.00	16.08
Movement LOS	F	F	A	A	A	C
95th-Percentile Queue Length [veh/ln]	18.01	18.01	0.00	0.00	0.58	0.58
95th-Percentile Queue Length [ft/ln]	450.25	450.25	0.00	0.00	14.57	14.57
d_A, Approach Delay [s/veh]	5616.69		0.00		0.77	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	238.38					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	37.8
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.430

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	1	0	0	81	0	0	98	1292	2	0	986	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	0	81	0	0	98	1292	2	0	986	15
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	20	0	0	25	323	1	0	247	4
Total Analysis Volume [veh/h]	1	0	0	81	0	0	98	1292	2	0	986	15
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.43	0.00	0.00	0.00	0.01	0.00	0.00	0.01	0.03
d_M, Delay for Movement [s/veh]	16.91	122.19	293.34	37.84	127.71	172.92	0.00	0.00	10.09	0.00	0.00	12.44
Movement LOS	C	F	F	E	F	F	A	A	B	A	A	B
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	1.98	1.98	1.98	0.01	0.01	0.01	0.09	0.09	0.09
95th-Percentile Queue Length [ft/ln]	0.25	0.25	0.25	49.38	49.38	49.38	0.21	0.21	0.21	2.32	2.32	2.32
d_A, Approach Delay [s/veh]	16.91			37.84			0.01			0.19		
Approach LOS	C			E			A			A		
d_I, Intersection Delay [s/veh]	1.33											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 902: Bodden Town Road at Bodden Town Bypass

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.177

Intersection Setup

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	28	18	24	1322	932	221
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	18	24	1322	932	221
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	5	6	352	248	59
Total Analysis Volume [veh/h]	30	19	26	1406	991	235
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.18	0.00	0.00	0.01	0.01	0.49
d_M, Delay for Movement [s/veh]	10000.00	10000.00	0.00	0.00	0.00	19.44
Movement LOS	F	F	A	A	A	C
95th-Percentile Queue Length [veh/ln]	8.33	8.33	0.00	0.00	2.64	2.64
95th-Percentile Queue Length [ft/ln]	208.27	208.27	0.00	0.00	66.06	66.06
d_A, Approach Delay [s/veh]	10000.00		0.00		3.73	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	182.70					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Two-way stop	Delay (sec / veh):	197.9
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.435

Intersection Setup

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	0	12	24	1234	1076	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	12	24	1234	1076	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	7	339	296	0
Total Analysis Volume [veh/h]	0	13	26	1356	1182	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.44	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	97.21	197.90	0.00	0.00	0.00	12.17
Movement LOS	F	F	A	A	A	B
95th-Percentile Queue Length [veh/ln]	1.39	1.39	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	34.82	34.82	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	197.90		0.00		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	1.00					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1100: Frank Sound Road at Bodden Town Road

Control Type:	Two-way stop	Delay (sec / veh):	3,882.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	8.963

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	0	212	473	693	834	176
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	212	473	693	834	176
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	57	127	186	224	47
Total Analysis Volume [veh/h]	0	228	509	745	897	189
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	8.96	0.01	0.01	0.01	0.22
d_M, Delay for Movement [s/veh]	3753.09	3882.52	0.00	0.00	0.00	10.27
Movement LOS	F	F	A	A	A	B
95th-Percentile Queue Length [veh/ln]	28.34	28.34	0.00	0.00	0.82	0.82
95th-Percentile Queue Length [ft/ln]	708.43	708.43	0.00	0.00	20.56	20.56
d_A, Approach Delay [s/veh]	3882.52		0.00		1.79	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	345.47					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name	Frank Sound Rd			Frank Sound Rd			High School Access					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			20.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Frank Sound Rd			Frank Sound Rd			High School Access					
Base Volume Input [veh/h]	296	226	46	126	23	110	91	264	57	0	1	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	296	226	46	126	23	110	91	264	57	0	1	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	74	57	12	32	6	28	23	66	14	0	0	0
Total Analysis Volume [veh/h]	296	226	46	126	23	110	91	264	57	0	1	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.03	0.00	0.00	0.10	0.13	1.02	0.20	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.57	0.00	0.00	8.81	210.01	218.66	217.57	10000.0	10000.0	10000.0
Movement LOS	A	A	A	A	A	A	F	F	F	F	F	F
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.10	0.35	0.35	0.35	21.04	21.04	21.04	0.68	0.68	0.68
95th-Percentile Queue Length [ft/ln]	2.47	2.47	2.47	8.71	8.71	8.71	526.10	526.10	526.10	16.95	16.95	16.95
d_A, Approach Delay [s/veh]	0.61			3.74			216.60			10000.00		
Approach LOS	A			A			F			F		
d_I, Intersection Delay [s/veh]	81.09											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	12.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.050

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	178	39	33	159	40	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	178	39	33	159	40	23
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	50	11	9	45	11	6
Total Analysis Volume [veh/h]	200	44	37	179	45	26
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.00	0.00	0.05	0.05
d_M, Delay for Movement [s/veh]	0.00	7.72	0.00	0.00	9.84	12.46
Movement LOS	A	A	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.00	0.00	0.34	0.34
95th-Percentile Queue Length [ft/ln]	2.50	2.50	0.00	0.00	8.54	8.54
d_A, Approach Delay [s/veh]	1.39		0.00		10.79	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.08					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	7.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial		
Approach	Northbound			Southbound			Eastbound		
Lane Configuration									
Turning Movement	Left	Left	Thru	Thru	Right	Right	Left	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes		

Volumes

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial		
Base Volume Input [veh/h]	167	0	60	66	0	2	0	726	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	167	0	60	66	0	2	0	726	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	0	15	17	0	1	0	182	0
Total Analysis Volume [veh/h]	167	0	60	66	0	2	0	726	0
Pedestrian Volume [ped/h]	0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1		
Circulating Flow Rate [veh/h]	2			726			60		
Exiting Flow Rate [veh/h]	792			60			169		
Demand Flow Rate [veh/h]	167	0	60	66	0	2	0	726	0
Adjusted Demand Flow Rate [veh/h]	167	0	60	66	0	2	0	726	0

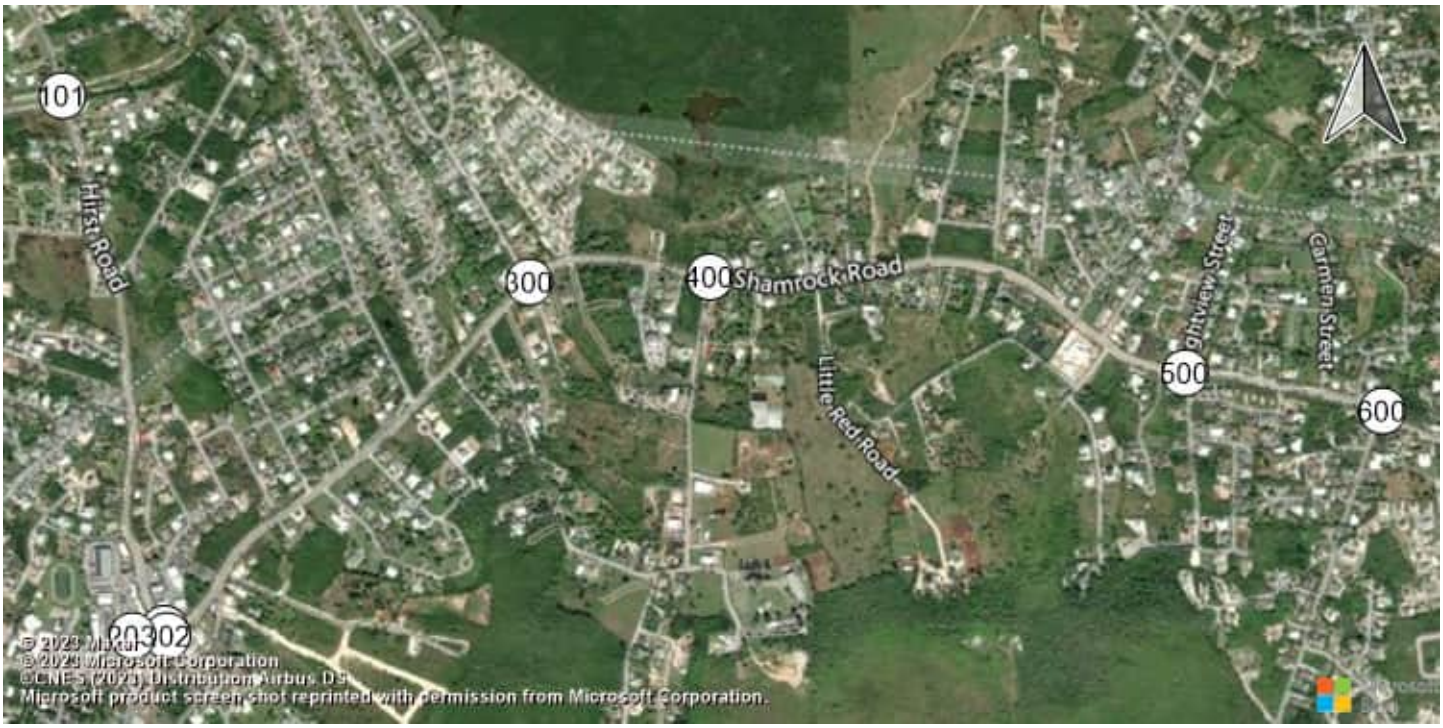
Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	227	68	726
Capacity of Entry and Bypass Lanes [veh/h]	1378	659	1299
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1378	659	1299
X, volume / capacity	0.16	0.10	0.56

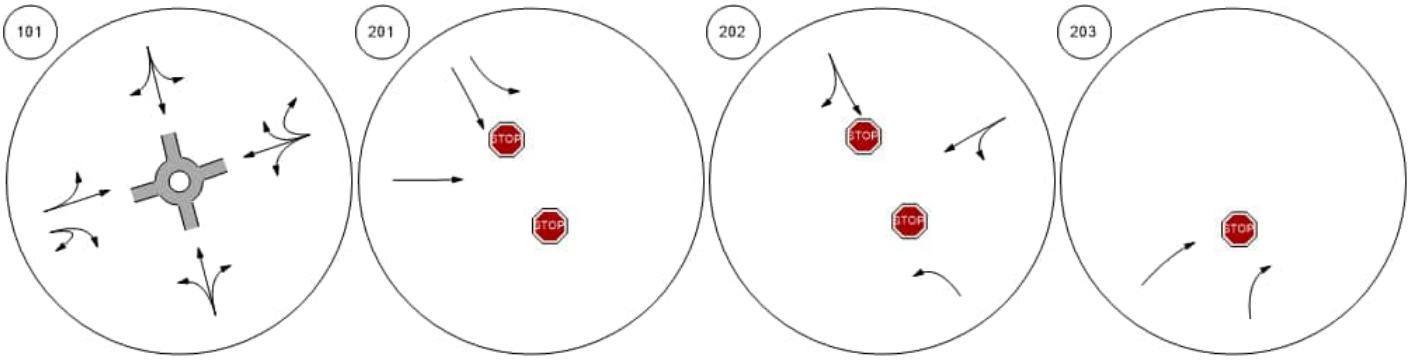
Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	0.59	0.34	3.62
95th-Percentile Queue Length [ft]	14.74	8.60	90.59
Approach Delay [s/veh]	3.95	6.62	9.03
Approach LOS	A	A	A
Intersection Delay [s/veh]	7.74		
Intersection LOS	A		

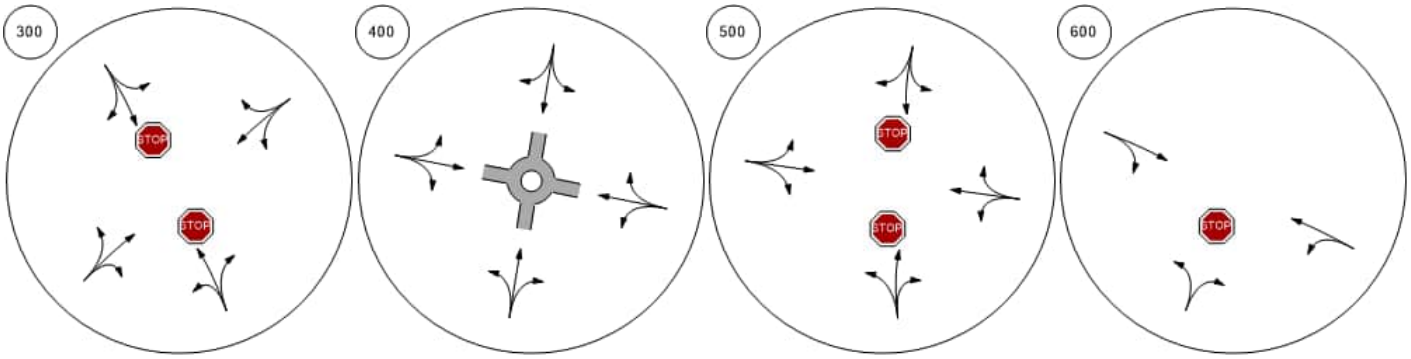
Lane Configuration and Traffic Control



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

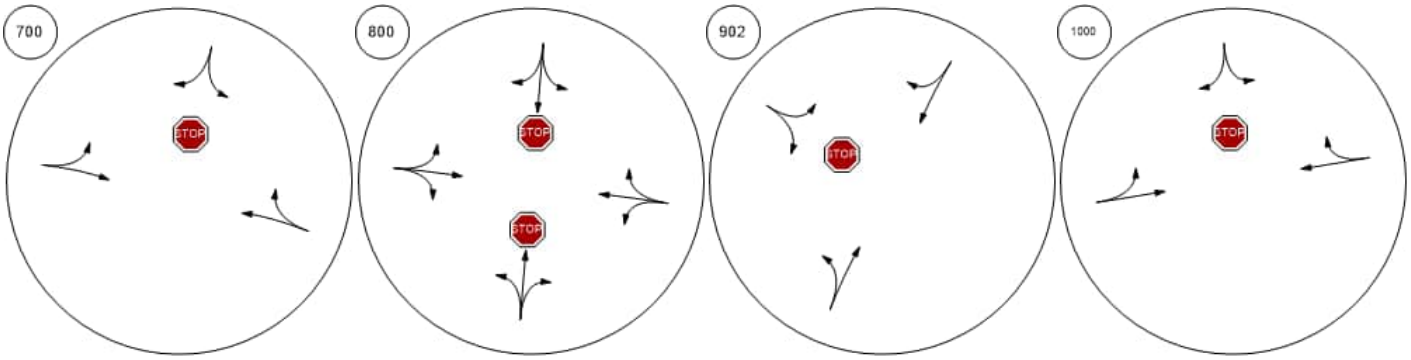


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

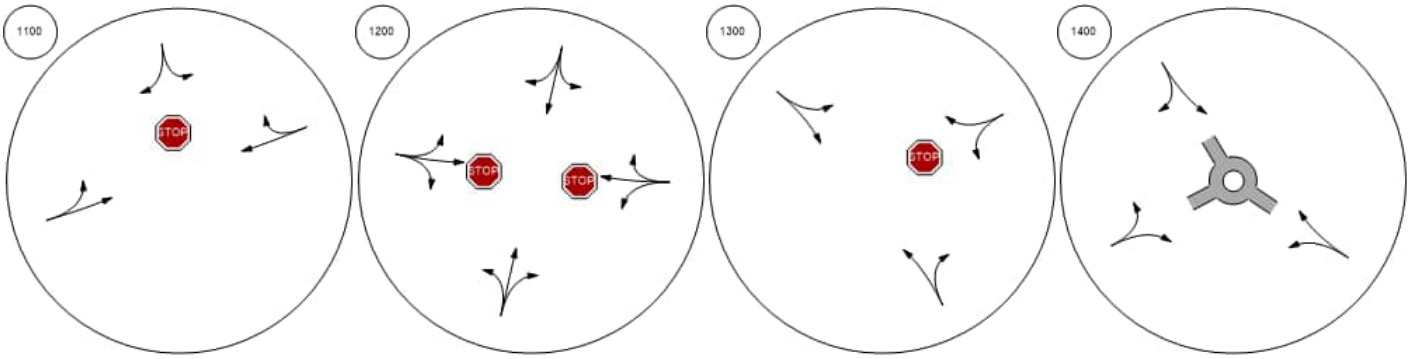


Lane Configuration and Traffic Control

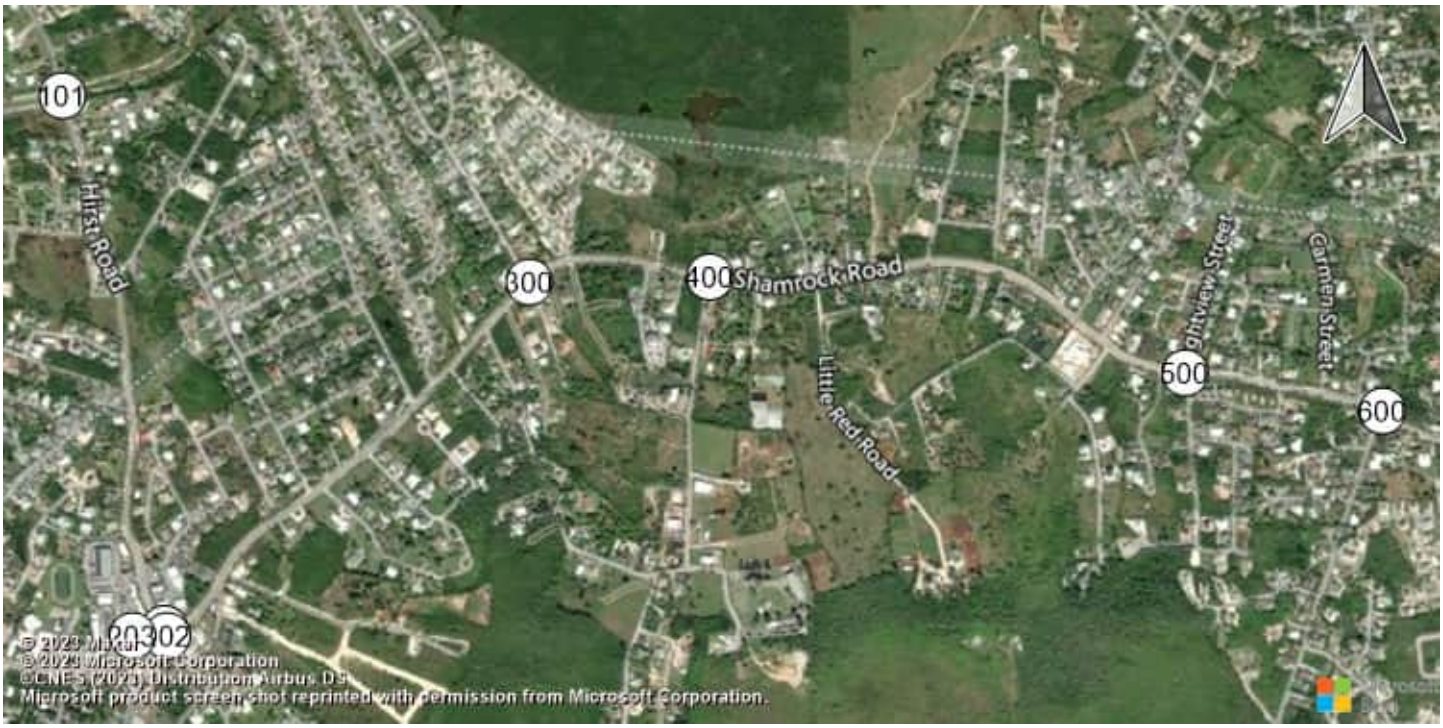
Shamrock Road at Northward | Shamrock Road at Condor R | Bodden Town Road at Bodde | Bodden Town Road at Long



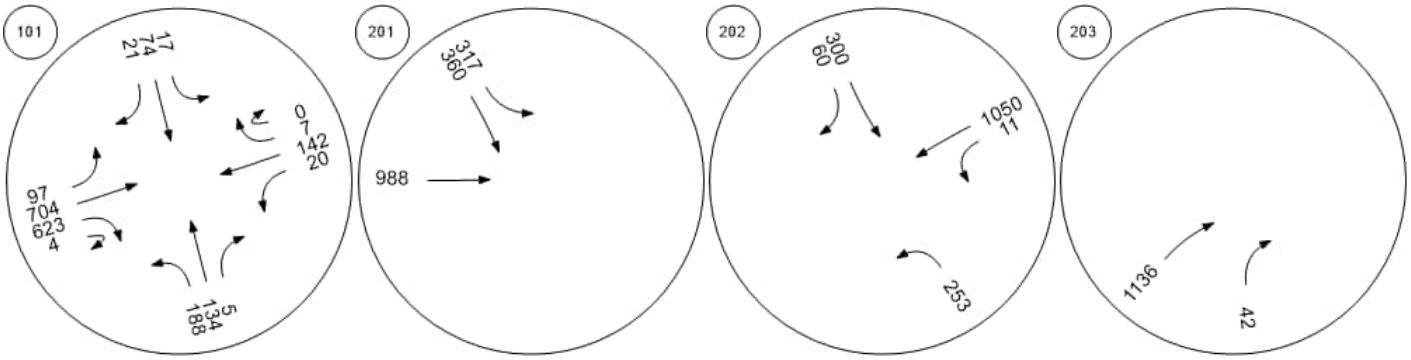
Frank Sound Road at Bodde | Frank Sound Road at Clifton | Frank Sound Road at North S | East-West Arterial at Agricola



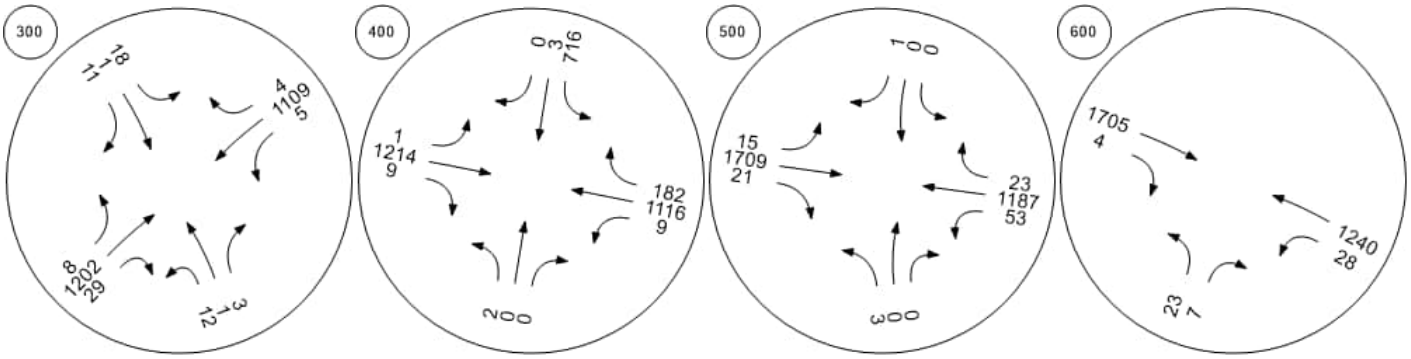
Traffic Volume - Base Volume



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

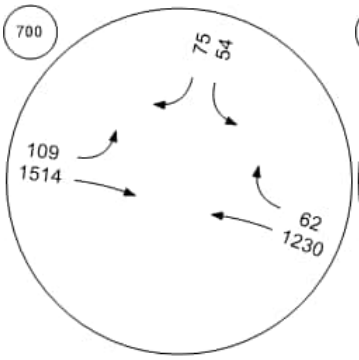


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

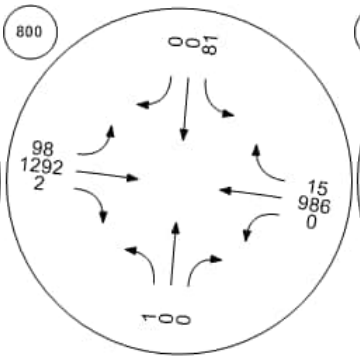


Traffic Volume - Base Volume

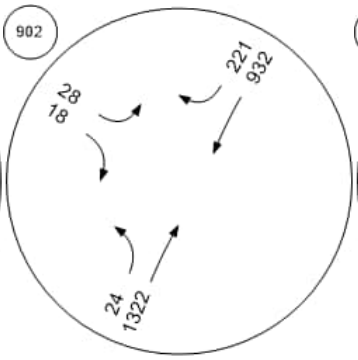
Shamrock Road at Northward



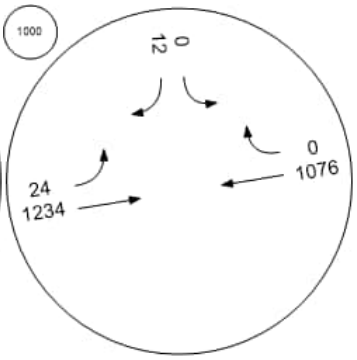
Shamrock Road at Condor R



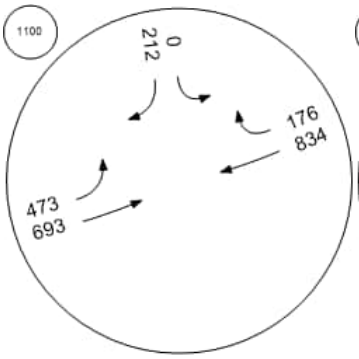
Bodden Town Road at Bodde



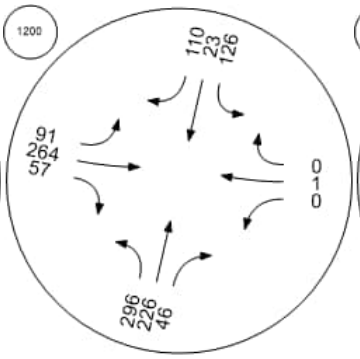
Bodden Town Road at Long



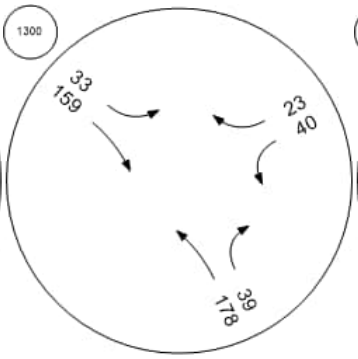
Frank Sound Road at Bodde



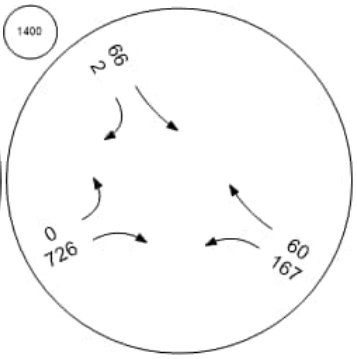
Frank Sound Road at Clifton



Frank Sound Road at North S



East-West Arterial at Agricola



Intersection Level Of Service Report
Intersection 101: East-West Arterial Road at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	11.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name									East-West Arterial				East-West Arterial				
Approach	Northbound				Southbound				Eastbound				Westbound				
Lane Configuration																	
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	U-tu	Left	Thr	Thr	Rig	U-t
Lane Width [ft]	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.	12.	12.	12.	12.
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100	100	100	100	100
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Speed [mph]	30.00				30.00				40.00				50.00				
Grade [%]	0.00				0.00				0.00				0.00				
Crosswalk	Yes				Yes				Yes				Yes				

Volumes

Name									East-West Arterial				East-West Arterial				
Base Volume Input [veh/h]	15	0	39	22	15	61	0	35	17	898	9	20	30	173	0	39	0
Base Volume Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	0	39	22	15	61	0	35	17	898	9	20	30	173	0	39	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Other Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Total 15-Minute Volume [veh/h]	4	0	10	6	4	15	0	9	4	225	2	5	8	433	0	10	0
Total Analysis Volume [veh/h]	15	0	39	22	15	61	0	35	17	898	9	20	30	173	0	39	0
Pedestrian Volume [ped/h]	0				0				0				0				

Intersection Settings

Number of Conflicting Circulating Lanes	2				2				2				2				
Circulating Flow Rate [veh/h]	1824				949				100				125				
Exiting Flow Rate [veh/h]	100				95				1800				935				
Demand Flow Rate [veh/h]	15	0	39	22	15	61	0	35	17	898	9	20	30	173	0	39	0
Adjusted Demand Flow Rate [veh/h]	15	0	39	22	15	61	0	35	17	898	9	20	30	173	0	39	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1350.00	1420.00	1350.00
B (coefficient)	0.00085	0.00085	0.00085	0.00092	0.00085	0.00092
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	76	111	501	444	954	846
Capacity of Entry and Bypass Lanes [veh/h]	302	634	1305	1232	1277	1204
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	302	634	1305	1232	1277	1204
X, volume / capacity	0.25	0.18	0.38	0.36	0.75	0.70

Movement, Approach, & Intersection Results

Lane LOS	C	A	A	A	B	B
95th-Percentile Queue Length [veh]	0.98	0.63	1.83	1.66	7.47	6.22
95th-Percentile Queue Length [ft]	24.45	15.77	45.84	41.55	186.65	155.58
Approach Delay [s/veh]	17.19	7.76	6.37		13.82	
Approach LOS	C	A	A		B	
Intersection Delay [s/veh]	11.28					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	15.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.286

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	21	125	0	0	475	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	21	125	0	0	475	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	6	34	0	0	128	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	23	134	0	0	511	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance		No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.04	0.29	0.00	0.00	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	11.62	15.72	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS				B	C			A				
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.13	1.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	3.17	29.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			15.12			0.00			0.00		
Approach LOS	A			C			A			A		
d_I, Intersection Delay [s/veh]	3.55											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	299.2
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.295

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	295	0	0	0	22	103	0	0	0	5	679	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	295	0	0	0	22	103	0	0	0	5	679	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	79	0	0	0	6	28	0	0	0	1	183	0
Total Analysis Volume [veh/h]	317	0	0	0	24	111	0	0	0	5	730	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.75	0.00	0.00	0.00	0.07	1.30	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	34.64	0.00	0.00	0.00	267.52	299.21	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	D				F	F				A	A	
95th-Percentile Queue Length [veh/ln]	6.10	0.00	0.00	0.00	9.71	9.71	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	152.41	0.00	0.00	0.00	242.84	242.84	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	34.64			293.58			0.00			0.00		
Approach LOS	D			F			A			A		
d_I, Intersection Delay [s/veh]	42.64											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 203: Shamrock Road atHirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	12.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.047

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	21	528	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	21	528	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	6	142	0	0	0
Total Analysis Volume [veh/h]	0	23	568	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.05	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	12.75	0.00	0.00	0.00	0.00
Movement LOS		B	A			
95th-Percentile Queue Length [veh/ln]	0.00	0.15	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	3.70	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.75		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.50					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	25.7
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.117

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	39	1	6	0	0	22	8	364	6	2	620	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	39	1	6	0	0	22	8	364	6	2	620	0
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	0	2	0	0	6	2	91	2	1	155	0
Total Analysis Volume [veh/h]	40	1	6	0	0	23	8	364	6	2	620	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.00	0.03	0.00	0.00	0.12	0.00	0.00	0.01	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	13.42	21.00	22.30	12.68	22.25	25.68	0.00	0.00	8.74	0.00	0.00	8.01
Movement LOS	B	C	C	B	C	D	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.38	0.38	0.38	0.39	0.39	0.39	0.02	0.02	0.02	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	9.44	9.44	9.44	9.74	9.74	9.74	0.47	0.47	0.47	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.72			25.68			0.14			0.00		
Approach LOS	B			D			A			A		
d_I, Intersection Delay [s/veh]	1.25											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive

Control Type:	Roundabout	Delay (sec / veh):	9.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	3	6	2	39	12	39	1	368	2	3	581	267
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	6	2	39	12	39	1	368	2	3	581	267
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	1	10	3	10	0	92	1	1	145	67
Total Analysis Volume [veh/h]	3	6	2	39	12	39	1	368	2	3	581	267
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	887			372			275			53		
Exiting Flow Rate [veh/h]	17			274			623			409		
Demand Flow Rate [veh/h]	3	6	2	39	12	39	1	368	2	3	581	267
Adjusted Demand Flow Rate [veh/h]	3	6	2	39	12	39	1	368	2	3	581	267

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	11	90	371	851
Capacity of Entry and Bypass Lanes [veh/h]	559	945	1043	1308
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	559	945	1043	1308
X, volume / capacity	0.02	0.10	0.36	0.65

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	B
95th-Percentile Queue Length [veh]	0.06	0.32	1.63	5.13
95th-Percentile Queue Length [ft]	1.51	7.88	40.65	128.31
Approach Delay [s/veh]	6.67	4.69	7.13	10.99
Approach LOS	A	A	A	B
Intersection Delay [s/veh]	9.44			
Intersection LOS	A			

Intersection Level Of Service Report

Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	29.4
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.046

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	12	0	5	3	0	7	1	413	1	0	797	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	0	5	3	0	7	1	413	1	0	797	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	1	1	0	2	0	103	0	0	199	0
Total Analysis Volume [veh/h]	12	0	5	3	0	7	1	413	1	0	797	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.03	0.00	0.00	0.05	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	15.11	25.54	28.52	11.55	25.60	29.38	0.00	0.00	9.32	0.00	0.00	8.11
Movement LOS	C	D	D	B	D	D	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.20	0.20	0.20	0.16	0.16	0.16	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.95	4.95	4.95	3.94	3.94	3.94	0.09	0.09	0.09	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	19.06			24.03			0.02			0.00		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	0.46											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	68.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.368

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	14	28	234	187	62	784
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	28	234	187	62	784
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	8	64	51	17	215
Total Analysis Volume [veh/h]	15	31	257	205	68	862
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.37	0.00	0.28	0.00	0.01
d_M, Delay for Movement [s/veh]	36.40	68.56	0.00	11.67	0.00	0.00
Movement LOS	E	F	A	B	A	A
95th-Percentile Queue Length [veh/ln]	1.73	1.73	1.12	1.12	0.00	0.00
95th-Percentile Queue Length [ft/ln]	43.31	43.31	28.07	28.07	0.00	0.00
d_A, Approach Delay [s/veh]	58.07		5.18		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	3.52					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	22.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.014

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	14	3	9	260	805	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	3	9	260	805	22
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	1	2	67	207	6
Total Analysis Volume [veh/h]	14	3	9	268	830	23
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.00	0.00	0.01	0.02
d_M, Delay for Movement [s/veh]	9.90	22.02	0.00	0.00	0.00	7.82
Movement LOS	A	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.00	0.00	0.05	0.05
95th-Percentile Queue Length [ft/ln]	2.49	2.49	0.00	0.00	1.35	1.35
d_A, Approach Delay [s/veh]	12.03		0.00		0.21	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.34					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	21.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.476

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	4	0	0	1	0	201	72	196	0	0	338	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	0	0	1	0	201	72	196	0	0	338	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	0	0	50	18	49	0	0	85	2
Total Analysis Volume [veh/h]	4	0	0	1	0	201	72	196	0	0	338	6
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.48	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.11	13.91	13.51	16.98	21.02	21.08	0.00	0.00	7.92	0.00	0.00	7.77
Movement LOS	B	B	B	C	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	2.51	2.51	2.51	0.00	0.00	0.00	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.43	0.43	0.43	62.87	62.87	62.87	0.00	0.00	0.00	0.35	0.35	0.35
d_A, Approach Delay [s/veh]	10.11			21.06			0.00			0.14		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	5.31											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 902: Bodden Town Road at Bodden Town Bypass

Control Type:	Two-way stop	Delay (sec / veh):	19.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.079

Intersection Setup

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	71	20	12	190	267	183
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	71	20	12	190	267	183
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	5	3	51	71	49
Total Analysis Volume [veh/h]	76	21	13	202	284	195
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.08	0.00	0.00	0.00	0.14
d_M, Delay for Movement [s/veh]	10.59	19.87	0.00	0.00	0.00	8.07
Movement LOS	B	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.61	0.61	0.00	0.00	0.50	0.50
95th-Percentile Queue Length [ft/ln]	15.21	15.21	0.00	0.00	12.44	12.44
d_A, Approach Delay [s/veh]	12.60		0.00		3.29	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	3.53					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Two-way stop	Delay (sec / veh):	13.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	0	2	0	186	420	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2	0	186	420	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	0	51	115	0
Total Analysis Volume [veh/h]	0	2	0	204	462	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.32	13.46	0.00	0.00	0.00	7.61
Movement LOS	A	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.35	0.35	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.46		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.04					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1100: Frank Sound Road at Bodden Town Road

Control Type:	Roundabout	Delay (sec / veh):	15.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	621	58	59	120	356	651
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	621	58	59	120	356	651
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	167	16	16	32	96	175
Total Analysis Volume [veh/h]	668	62	63	129	383	700
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Number of Conflicting Circulating Lanes	1		1		1	
Circulating Flow Rate [veh/h]	129		700		62	
Exiting Flow Rate [veh/h]	763		445		797	
Demand Flow Rate [veh/h]	621	58	59	120	356	651
Adjusted Demand Flow Rate [veh/h]	668	62	63	129	383	700

Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	730	192	1083
Capacity of Entry and Bypass Lanes [veh/h]	1210	676	1296
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1210	676	1296
X, volume / capacity	0.60	0.28	0.84

Movement, Approach, & Intersection Results

Lane LOS	B	A	C
95th-Percentile Queue Length [veh]	4.26	1.17	10.86
95th-Percentile Queue Length [ft]	106.53	29.20	271.40
Approach Delay [s/veh]	10.41	8.85	19.12
Approach LOS	B	A	C
Intersection Delay [s/veh]	14.97		
Intersection LOS	B		

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Roundabout	Delay (sec / veh):	7.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter HS	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		20.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter HS	
Base Volume Input [veh/h]	255	547	667	162	251	156
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	255	547	667	162	251	156
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	64	137	167	41	63	39
Total Analysis Volume [veh/h]	255	547	667	162	251	156
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Number of Conflicting Circulating Lanes	1		1		1	
Circulating Flow Rate [veh/h]	162		156		547	
Exiting Flow Rate [veh/h]	823		798		417	
Demand Flow Rate [veh/h]	255	547	667	162	251	156
Adjusted Demand Flow Rate [veh/h]	255	547	667	162	251	156

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00091	0.00091	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	255	547	667	162	251	156
Capacity of Entry and Bypass Lanes [veh/h]	1226	1226	1233	1233	864	864
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1226	1226	1233	1233	864	864
X, volume / capacity	0.21	0.45	0.54	0.13	0.29	0.18

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.78	2.35	3.38	0.45	1.21	0.66
95th-Percentile Queue Length [ft]	19.58	58.84	84.49	11.32	30.27	16.42
Approach Delay [s/veh]	6.64		8.04		6.81	
Approach LOS	A		A		A	
Intersection Delay [s/veh]	7.24					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	11.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	128	37	8	119	46	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	128	37	8	119	46	1
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	10	2	33	13	0
Total Analysis Volume [veh/h]	144	42	9	134	52	1
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.00	0.00	0.06	0.00
d_M, Delay for Movement [s/veh]	0.00	7.55	0.00	0.00	9.18	11.08
Movement LOS	A	A	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.09	0.09	0.00	0.00	0.19	0.19
95th-Percentile Queue Length [ft/ln]	2.23	2.23	0.00	0.00	4.65	4.65
d_A, Approach Delay [s/veh]	1.71		0.00		9.22	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.11					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	9.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			50.00			50.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	Yes			Yes			Yes			Yes			

Volumes

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Base Volume Input [veh/h]	339	1	5	31	53	5	4	858	73	8	1455	1	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	339	1	5	31	53	5	4	858	73	8	1455	1	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	85	0	1	8	13	1	1	215	18	2	364	0	0
Total Analysis Volume [veh/h]	339	1	5	31	53	5	4	858	73	8	1455	1	0
Pedestrian Volume [ped/h]	0			0			0			0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1			1			
Circulating Flow Rate [veh/h]	1461			936			7			131			
Exiting Flow Rate [veh/h]	134			6			1799			894			
Demand Flow Rate [veh/h]	339	1	5	31	53	5	4	858	73	8	1455	1	0
Adjusted Demand Flow Rate [veh/h]	339	1	5	31	53	5	4	858	73	8	1455	1	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1350.00	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00092	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	183	163	89	496	440	776	689
Capacity of Entry and Bypass Lanes [veh/h]	411	353	641	1411	1411	1261	1261
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	411	353	641	1411	1411	1261	1261
X, volume / capacity	0.45	0.46	0.14	0.35	0.31	0.62	0.55

Movement, Approach, & Intersection Results

Lane LOS	C	C	A	A	A	B	A
95th-Percentile Queue Length [veh]	2.24	2.33	0.48	1.60	1.34	4.47	3.44
95th-Percentile Queue Length [ft]	55.93	58.31	12.01	40.04	33.55	111.85	86.03
Approach Delay [s/veh]	19.33		7.22	5.48		9.72	
Approach LOS	C		A	A		A	
Intersection Delay [s/veh]	9.41						
Intersection LOS	A						

Intersection Level Of Service Report
Intersection 1501: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	6.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name							East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			30.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name							East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	30	0	5	0	0	0	0	888	6	0	0	1430	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	0	5	0	0	0	0	888	6	0	0	1430	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	8	0	1	0	0	0	0	222	2	0	0	358	0	0
Total Analysis Volume [veh/h]	30	0	5	0	0	0	0	888	6	0	0	1430	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1				1			
Circulating Flow Rate [veh/h]	1430			899			5				6			
Exiting Flow Rate [veh/h]	6			0			1460				893			
Demand Flow Rate [veh/h]	30	0	5	0	0	0	0	888	6	0	0	1430	0	0
Adjusted Demand Flow Rate [veh/h]	30	0	5	0	0	0	0	888	6	0	0	1430	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	35	0	474	421	758	673
Capacity of Entry and Bypass Lanes [veh/h]	422	662	1414	1414	1413	1413
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	422	662	1414	1414	1413	1413
X, volume / capacity	0.08	0.00	0.34	0.30	0.54	0.48

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.27	0.00	1.49	1.26	3.34	2.65
95th-Percentile Queue Length [ft]	6.76	0.00	37.34	31.41	83.46	66.21
Approach Delay [s/veh]	9.74	5.44	5.32		7.71	
Approach LOS	A	A	A		A	
Intersection Delay [s/veh]	6.83					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1502: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	7.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name			East-West Arterial			East-West Arterial		
Approach	Northbound		Eastbound			Westbound		
Lane Configuration								
Turning Movement	Left	Right	Thru	Right	U-turn	Left	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00			50.00		
Grade [%]	0.00		0.00			0.00		
Crosswalk	Yes		Yes			Yes		

Volumes

Name			East-West Arterial			East-West Arterial		
Base Volume Input [veh/h]	229	4	890	2	0	1	1201	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	229	4	890	2	0	1	1201	7
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	57	1	223	1	0	0	300	2
Total Analysis Volume [veh/h]	229	4	890	2	0	1	1201	7
Pedestrian Volume [ped/h]	0		0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	2		1			1		
Circulating Flow Rate [veh/h]	1208		11			2		
Exiting Flow Rate [veh/h]	3		1430			901		
Demand Flow Rate [veh/h]	229	4	890	2	0	1	1201	7
Adjusted Demand Flow Rate [veh/h]	229	4	890	2	0	1	1201	7

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	233	473	420	641	569
Capacity of Entry and Bypass Lanes [veh/h]	509	1406	1406	1418	1418
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	509	1406	1406	1418	1418
X, volume / capacity	0.46	0.34	0.30	0.45	0.40

Movement, Approach, & Intersection Results

Lane LOS	C	A	A	A	A
95th-Percentile Queue Length [veh]	2.37	1.50	1.26	2.42	1.97
95th-Percentile Queue Length [ft]	59.33	37.52	31.55	60.38	49.27
Approach Delay [s/veh]	15.21	5.35		6.58	
Approach LOS	C	A		A	
Intersection Delay [s/veh]	6.97				
Intersection LOS	A				

Intersection Level Of Service Report
Intersection 1600: East-West Arterial at Northward Rd

Control Type:	Two-way stop	Delay (sec / veh):	14.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.208

Intersection Setup

Name	Northward Rd		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	100	0	900	0	3	1108
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	100	0	900	0	3	1108
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	0	225	0	1	277
Total Analysis Volume [veh/h]	100	0	900	0	3	1108
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.21	0.00	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	14.46	0.00	0.00	0.00	0.00	0.00
Movement LOS	B		A		A	A
95th-Percentile Queue Length [veh/ln]	0.78	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	19.42	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.46		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.69					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1700: East-West Arterial at Lookout Rd

Control Type:	Roundabout	Delay (sec / veh):	7.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Lookout Rd			Lookout Rd			East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	200.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Lookout Rd			Lookout Rd			East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	131	0	3	0	0	0	0	815	31	54	2	993	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	131	0	3	0	0	0	0	815	31	54	2	993	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	33	0	1	0	0	0	0	204	8	14	1	248	0	0
Total Analysis Volume [veh/h]	131	0	3	0	0	0	0	815	31	54	2	993	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1				1			
Circulating Flow Rate [veh/h]	1047			903			3				85			
Exiting Flow Rate [veh/h]	33			0			1178				818			
Demand Flow Rate [veh/h]	131	0	3	0	0	0	0	815	31	54	2	993	0	0
Adjusted Demand Flow Rate [veh/h]	131	0	3	0	0	0	0	815	31	54	2	993	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	134	0	815	85	528	468
Capacity of Entry and Bypass Lanes [veh/h]	584	660	1417	1417	1315	1315
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	584	660	1417	1417	1315	1315
X, volume / capacity	0.23	0.00	0.58	0.06	0.40	0.36

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.88	0.00	3.87	0.19	1.97	1.63
95th-Percentile Queue Length [ft]	22.03	0.00	96.71	4.78	49.27	40.80
Approach Delay [s/veh]	9.15	5.46	8.26		6.31	
Approach LOS	A	A	A		A	
Intersection Delay [s/veh]	7.36					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1800: East-West Arterial at Longfellow Rd

Control Type:	Roundabout	Delay (sec / veh):	10.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Longfellow Rd			Longfellow Rd			East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Longfellow Rd			Longfellow Rd			East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	12	0	0	0	0	0	0	818	0	0	0	904	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	0	0	0	0	0	0	818	0	0	0	904	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	3	0	0	0	0	0	0	205	0	0	0	226	0	0
Total Analysis Volume [veh/h]	12	0	0	0	0	0	0	818	0	0	0	904	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1				
Circulating Flow Rate [veh/h]	904			818			0				0				
Exiting Flow Rate [veh/h]	0			0			916				818				
Demand Flow Rate [veh/h]	12	0	0	0	0	0	0	818	0	0	0	904	0	0	
Adjusted Demand Flow Rate [veh/h]	12	0	0	0	0	0	0	818	0	0	0	904	0	0	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	12	0	818	904
Capacity of Entry and Bypass Lanes [veh/h]	549	600	1380	1380
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	549	600	1380	1380
X, volume / capacity	0.02	0.00	0.59	0.66

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	B
95th-Percentile Queue Length [veh]	0.07	0.00	4.12	5.24
95th-Percentile Queue Length [ft]	1.67	0.00	103.11	130.92
Approach Delay [s/veh]	6.82	6.01	9.29	10.69
Approach LOS	A	A	A	B
Intersection Delay [s/veh]	10.00			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 1900: East West Arterial North/South Spurs

Control Type:	Roundabout	Delay (sec / veh):	10.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	East-West Arterial			East-West Arterial			East-West Arterial		
Approach	Northbound			Eastbound			Westbound		
Lane Configuration									
Turning Movement	Left	Right	U-turn	Thru	Right	U-turn	Left	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			50.00			40.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes		

Volumes

Name	East-West Arterial			East-West Arterial			East-West Arterial		
Base Volume Input [veh/h]	772	0	1	80	737	0	0	133	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	772	0	1	80	737	0	0	133	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	193	0	0	20	184	0	0	33	0
Total Analysis Volume [veh/h]	772	0	1	80	737	0	0	133	0
Pedestrian Volume [ped/h]	0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1		
Circulating Flow Rate [veh/h]	133			1			738		
Exiting Flow Rate [veh/h]	738			905			80		
Demand Flow Rate [veh/h]	772	0	1	80	737	0	0	133	0
Adjusted Demand Flow Rate [veh/h]	772	0	1	80	737	0	0	133	0

Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	773	817	133
Capacity of Entry and Bypass Lanes [veh/h]	1205	1379	651
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1205	1379	651
X, volume / capacity	0.64	0.59	0.20

Movement, Approach, & Intersection Results

Lane LOS	B	A	A
95th-Percentile Queue Length [veh]	4.92	4.12	0.76
95th-Percentile Queue Length [ft]	123.01	103.06	19.07
Approach Delay [s/veh]	11.38	9.30	7.98
Approach LOS	B	A	A
Intersection Delay [s/veh]	10.13		
Intersection LOS	B		

Intersection Level Of Service Report
Intersection 2000: Frank Sound Road at East-West Arterial

Control Type:	Roundabout	Delay (sec / veh):	3.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		East-West Arterial		
Approach	Northbound		Southbound		Eastbound		
Lane Configuration							
Turning Movement	Left	Thru	Thru	Right	Left	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		40.00		
Grade [%]	0.00		0.00		0.00		
Crosswalk	Yes		Yes		Yes		

Volumes

Name	Frank Sound Rd		Frank Sound Rd		East-West Arterial		
Base Volume Input [veh/h]	16	97	77	117	76	4	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	16	97	77	117	76	4	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	24	19	29	19	1	0
Total Analysis Volume [veh/h]	16	97	77	117	76	4	0
Pedestrian Volume [ped/h]	0		0		0		

Intersection Settings

Number of Conflicting Circulating Lanes	1		1		1		
Circulating Flow Rate [veh/h]	117		4		97		
Exiting Flow Rate [veh/h]	81		173		133		
Demand Flow Rate [veh/h]	16	97	77	117	76	4	0
Adjusted Demand Flow Rate [veh/h]	16	97	77	117	76	4	0

Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	113	194	80
Capacity of Entry and Bypass Lanes [veh/h]	1225	1375	1250
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1225	1375	1250
X, volume / capacity	0.09	0.14	0.06

Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	0.30	0.49	0.20
95th-Percentile Queue Length [ft]	7.61	12.29	5.12
Approach Delay [s/veh]	3.70	3.76	3.40
Approach LOS	A	A	A
Intersection Delay [s/veh]	3.66		
Intersection LOS	A		

Intersection Level Of Service Report
Intersection 2100: Frank Sound Road at East-West Arterial

Control Type:	Roundabout	Delay (sec / veh):	10.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd			Frank Sound Rd			East-West Arterial							
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00				40.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Frank Sound Rd			Frank Sound Rd			East-West Arterial							
Base Volume Input [veh/h]	693	105	0	0	109	15	4	3	720	27	0	9	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	693	105	0	0	109	15	4	3	720	27	0	9	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	173	26	0	0	27	4	1	1	180	7	0	2	0	0
Total Analysis Volume [veh/h]	693	105	0	0	109	15	4	3	720	27	0	9	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1			
Circulating Flow Rate [veh/h]	51			750			105				871			
Exiting Flow Rate [veh/h]	829			109			744				3			
Demand Flow Rate [veh/h]	693	105	0	0	109	15	4	3	720	27	0	9	0	0
Adjusted Demand Flow Rate [veh/h]	693	105	0	0	109	15	4	3	720	27	0	9	0	0

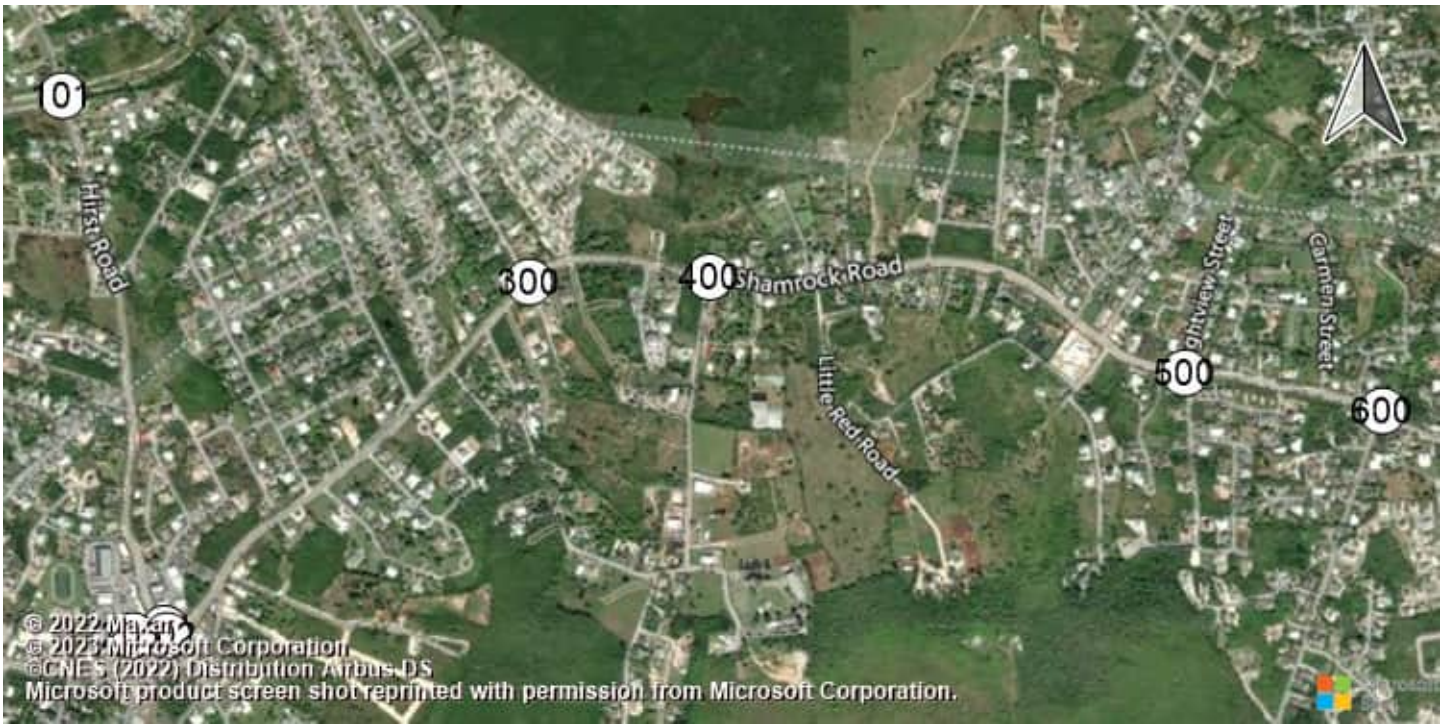
Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	798	124	754	9
Capacity of Entry and Bypass Lanes [veh/h]	1311	643	1240	568
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1311	643	1240	568
X, volume / capacity	0.61	0.19	0.61	0.02

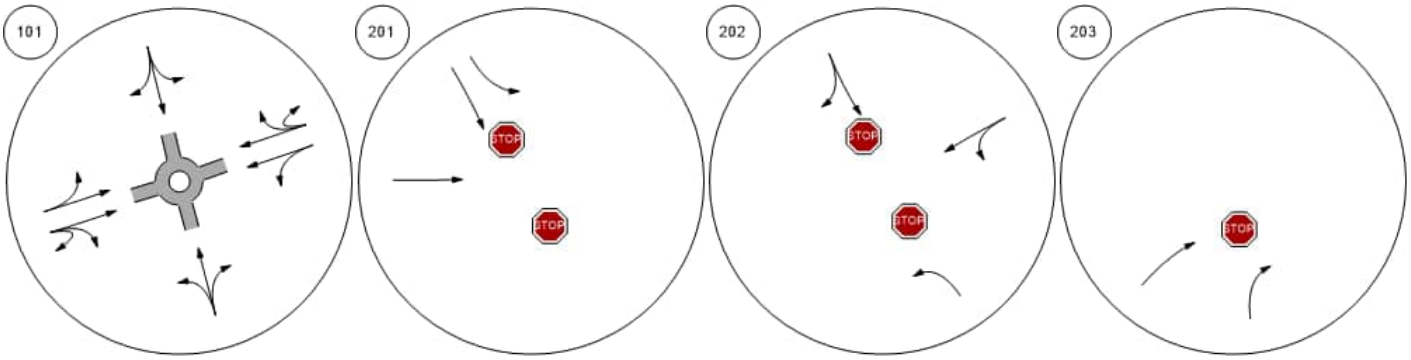
Movement, Approach, & Intersection Results

Lane LOS	A	A	B	A
95th-Percentile Queue Length [veh]	4.38	0.71	4.34	0.05
95th-Percentile Queue Length [ft]	109.40	17.75	108.62	1.21
Approach Delay [s/veh]	9.98	7.91	10.34	6.52
Approach LOS	A	A	B	A
Intersection Delay [s/veh]	9.97			
Intersection LOS	A			

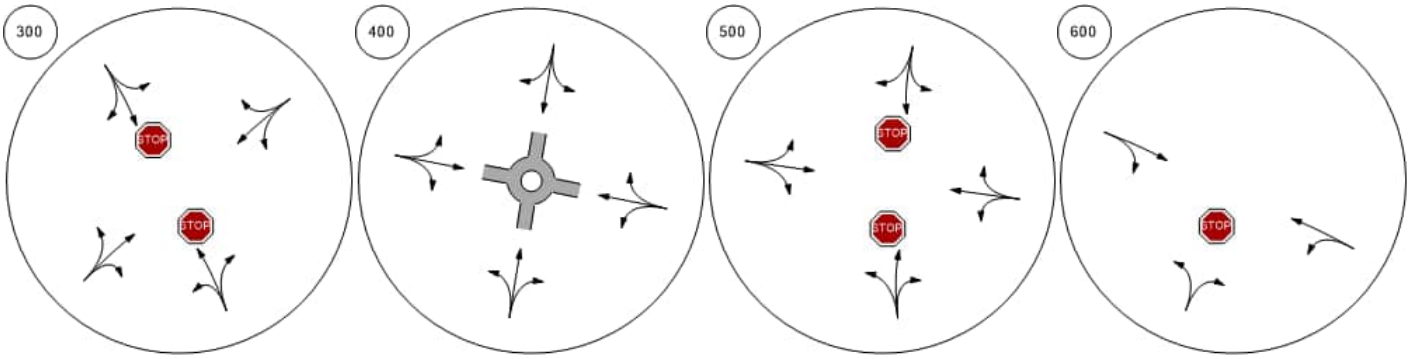
Lane Configuration and Traffic Control



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

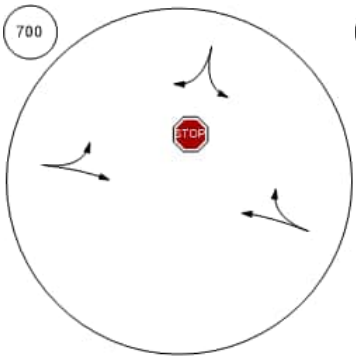


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

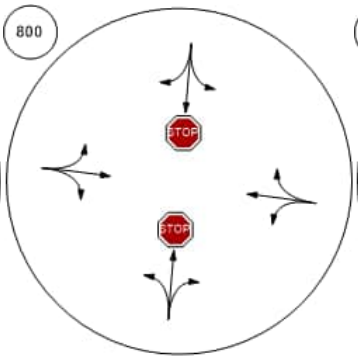


Lane Configuration and Traffic Control

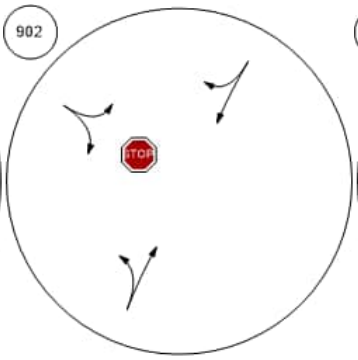
Shamrock Road at Northward



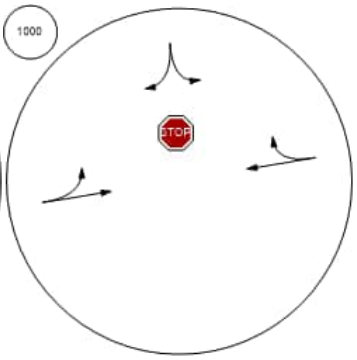
Shamrock Road at Condor R



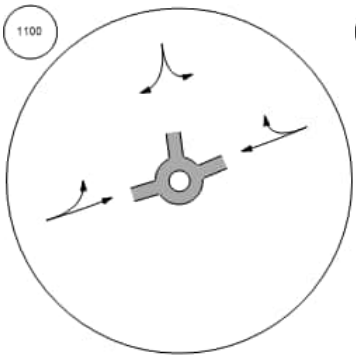
Bodden Town Road at Bodde



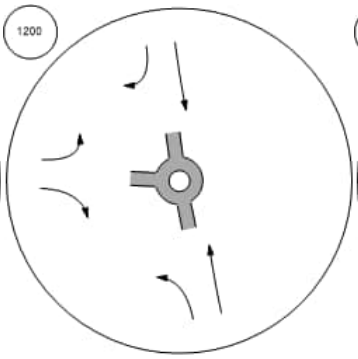
Bodden Town Road at Long



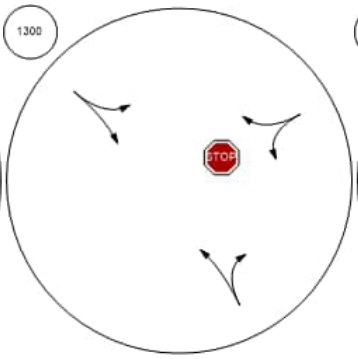
Frank Sound Road at Bodde



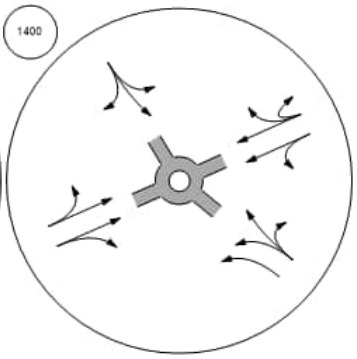
Frank Sound Road at Clifton



Frank Sound Road at North S

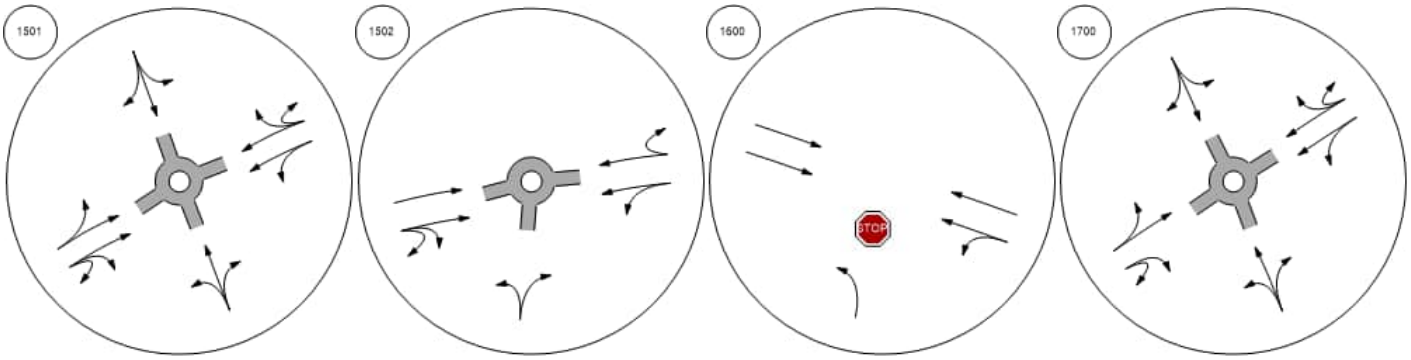


East-West Arterial at Agricola

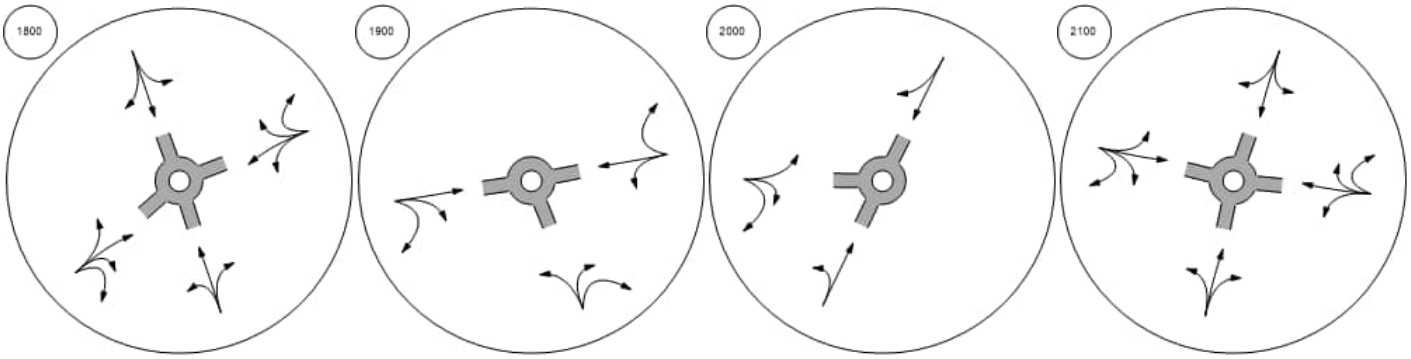


Lane Configuration and Traffic Control

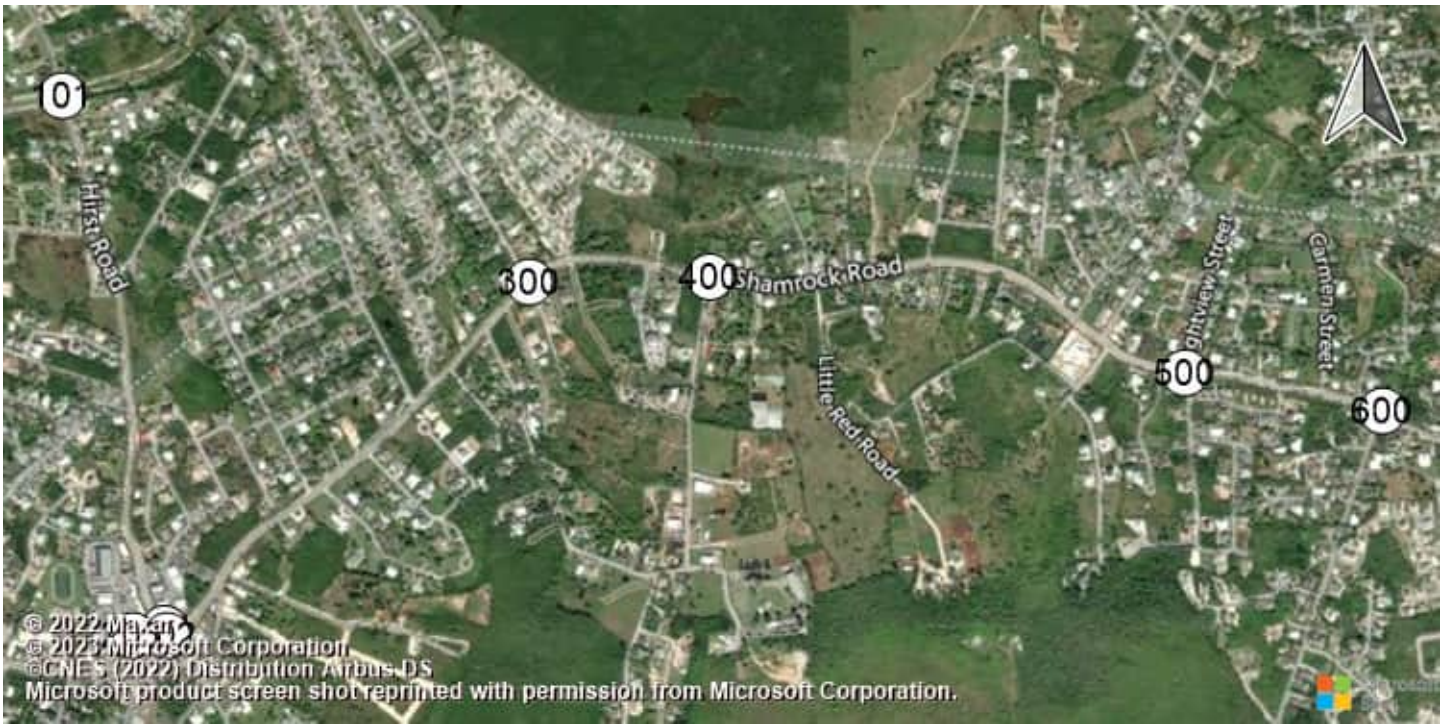
East-West Arterial at Will T C East-West Arterial at Will T C East-West Arterial at Northwa East-West Arterial at Lookout



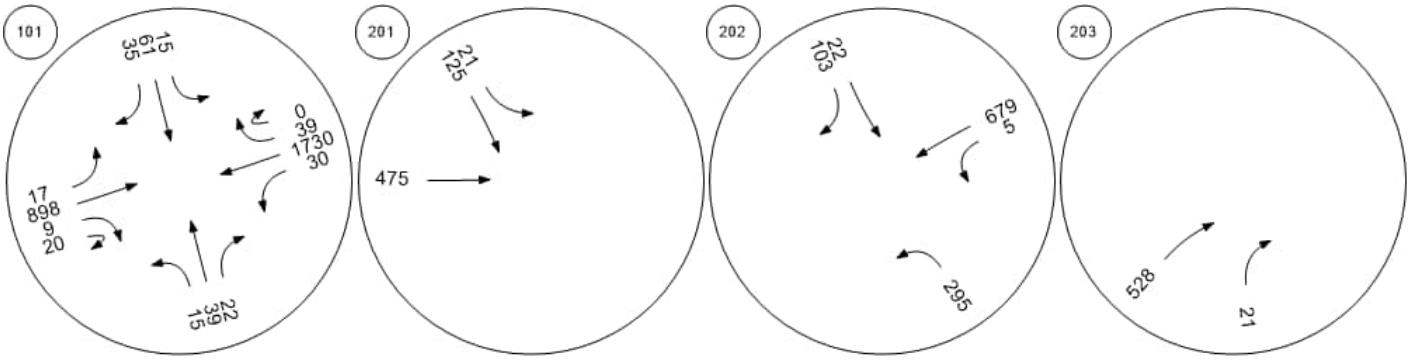
East-West Arterial at Longfell East West Arterial North/Sout Frank Sound Road at East-W Frank Sound Road at East-W



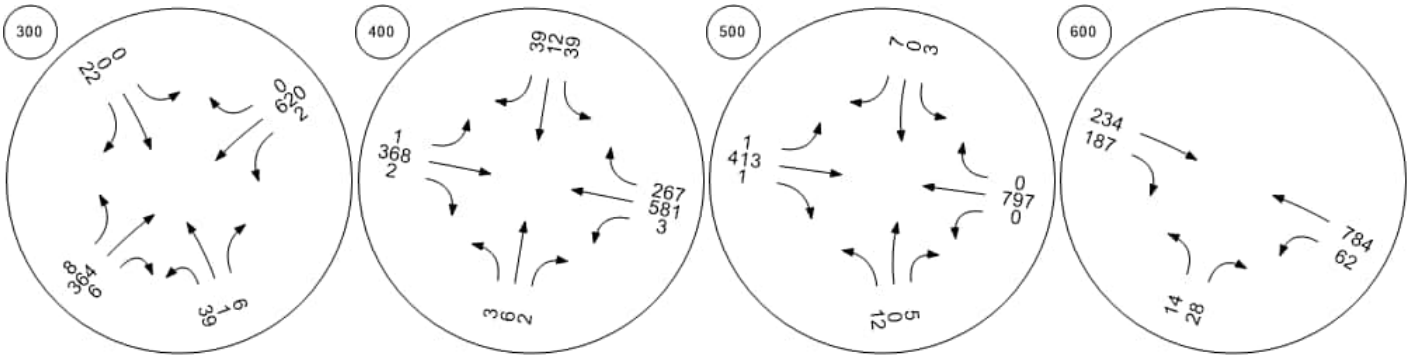
Traffic Volume - Base Volume



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

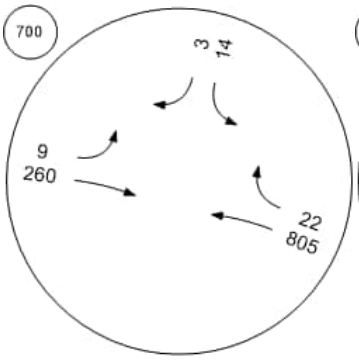


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

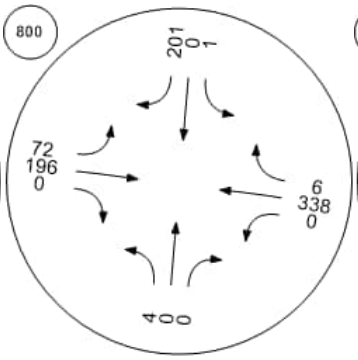


Traffic Volume - Base Volume

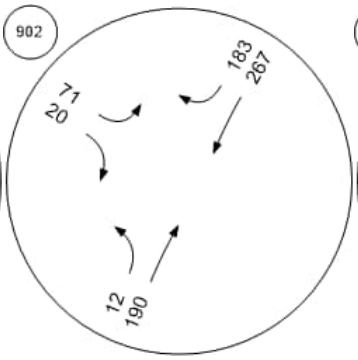
Shamrock Road at Northward



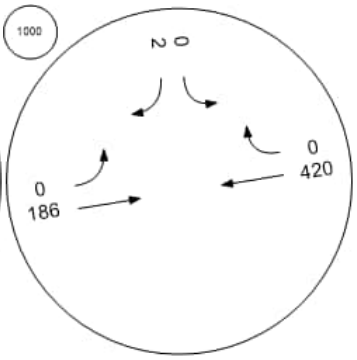
Shamrock Road at Condor R



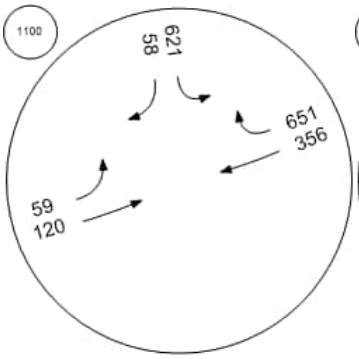
Bodden Town Road at Bodde



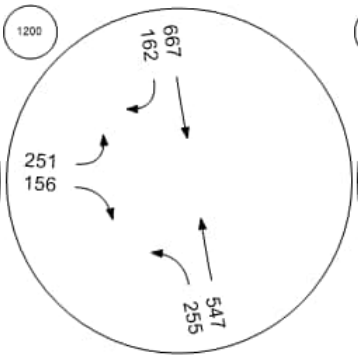
Bodden Town Road at Long



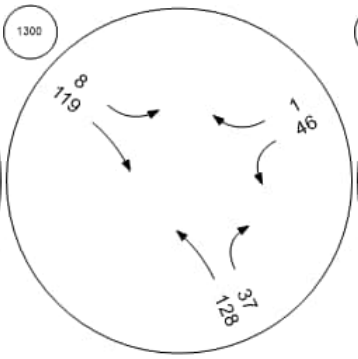
Frank Sound Road at Bodde



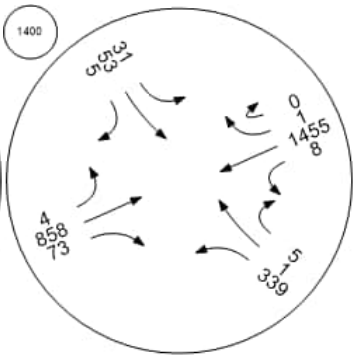
Frank Sound Road at Clifton



Frank Sound Road at North S

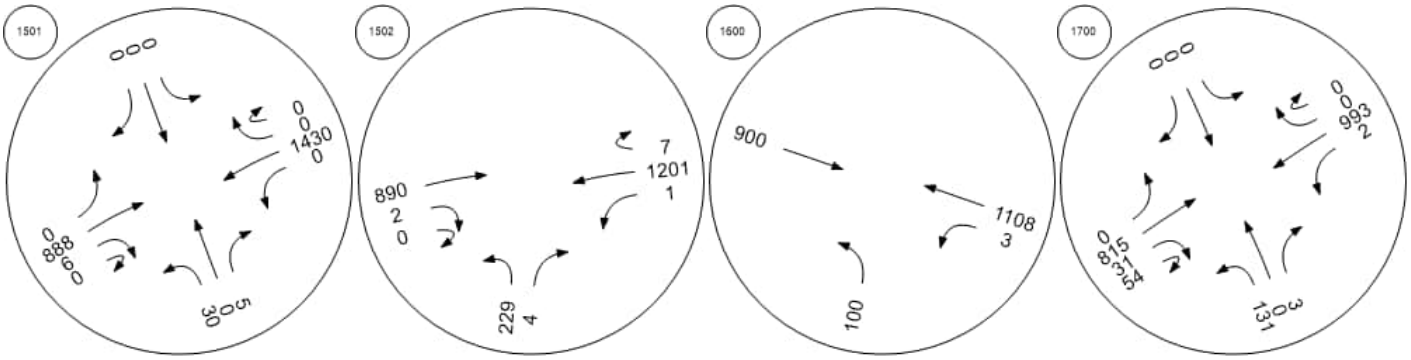


East-West Arterial at Agricola

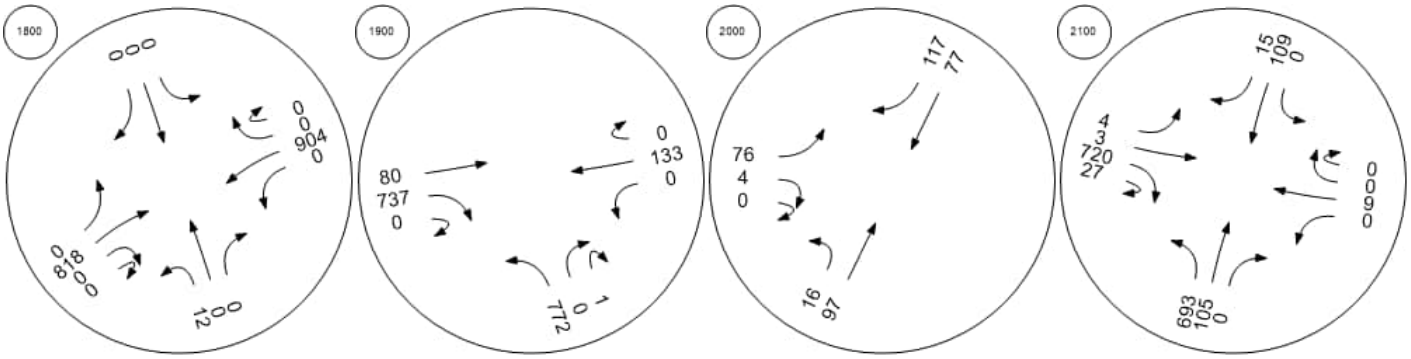


Traffic Volume - Base Volume

East-West Arterial at Will T C East-West Arterial at Will T C East-West Arterial at Northwa East-West Arterial at Lookout



East-West Arterial at Longfell East West Arterial North/Sout Frank Sound Road at East-W Frank Sound Road at East-W



Intersection Level Of Service Report
Intersection 101: East-West Arterial Road at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	13.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name									East-West Arterial				East-West Arterial				
Approach	Northbound				Southbound				Eastbound				Westbound				
Lane Configuration																	
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	U-tu	Left	Thr	Thr	Rig	U-t
Lane Width [ft]	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.	12.	12.	12.	12.
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100	100	100	100	100
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Speed [mph]	30.00				30.00				40.00				50.00				
Grade [%]	0.00				0.00				0.00				0.00				
Crosswalk	Yes				Yes				Yes				Yes				

Volumes

Name									East-West Arterial				East-West Arterial				
Base Volume Input [veh/h]	58	0	123	28	22	61	0	20	83	1675	58	4	53	716	0	56	0
Base Volume Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	58	0	123	28	22	61	0	20	83	1675	58	4	53	716	0	56	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Other Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Total 15-Minute Volume [veh/h]	15	0	31	7	6	15	0	5	21	419	15	1	13	179	0	14	0
Total Analysis Volume [veh/h]	58	0	123	28	22	61	0	20	83	1675	58	4	53	716	0	56	0
Pedestrian Volume [ped/h]	0				0				0				0				

Intersection Settings

Number of Conflicting Circulating Lanes	2				2				2				2				
Circulating Flow Rate [veh/h]	796				1765				207				143				
Exiting Flow Rate [veh/h]	172				262				798				1725				
Demand Flow Rate [veh/h]	58	0	123	28	22	61	0	20	83	1675	58	4	53	716	0	56	0
Adjusted Demand Flow Rate [veh/h]	58	0	123	28	22	61	0	20	83	1675	58	4	53	716	0	56	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1350.00	1420.00	1350.00
B (coefficient)	0.00085	0.00085	0.00085	0.00092	0.00085	0.00092
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	209	103	965	856	438	388
Capacity of Entry and Bypass Lanes [veh/h]	722	317	1191	1116	1258	1184
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	722	317	1191	1116	1258	1184
X, volume / capacity	0.29	0.33	0.81	0.77	0.35	0.33

Movement, Approach, & Intersection Results

Lane LOS	A	C	C	C	A	A
95th-Percentile Queue Length [veh]	1.20	1.37	9.56	7.92	1.58	1.44
95th-Percentile Queue Length [ft]	30.00	34.37	238.95	198.08	39.38	36.02
Approach Delay [s/veh]	8.45	18.37	17.65		6.14	
Approach LOS	A	C	C		A	
Intersection Delay [s/veh]	13.81					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	32.6
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.667

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	12	226	0	0	654	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	12	226	0	0	654	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	3	61	0	0	176	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	13	243	0	0	703	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance		No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.03	0.67	0.00	0.00	0.01	0.00	0.00	0.00	0.00	
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	13.41	32.56	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Movement LOS				B	D			A					
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.09	4.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	2.27	115.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
d_A, Approach Delay [s/veh]	0.00			31.59			0.00			0.00			
Approach LOS	A			D			A			A			
d_I, Intersection Delay [s/veh]	8.43												
Intersection LOS	D												

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	120.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.958

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	242	0	0	0	37	189	0	0	0	10	537	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	242	0	0	0	37	189	0	0	0	10	537	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	65	0	0	0	10	51	0	0	0	3	144	0
Total Analysis Volume [veh/h]	260	0	0	0	40	203	0	0	0	11	577	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.50	0.00	0.00	0.00	0.09	0.96	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	18.83	0.00	0.00	0.00	111.84	120.33	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	C				F	F				A	A	
95th-Percentile Queue Length [veh/ln]	2.80	0.00	0.00	0.00	10.32	10.32	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	69.97	0.00	0.00	0.00	258.10	258.10	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	18.83			118.93			0.00			0.00		
Approach LOS	C			F			A			A		
d_I, Intersection Delay [s/veh]	30.98											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 203: Shamrock Road atHirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	17.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.103

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	31	821	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	31	821	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	8	221	0	0	0
Total Analysis Volume [veh/h]	0	33	883	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.10	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	17.59	0.00	0.00	0.00	0.00
Movement LOS		C	A			
95th-Percentile Queue Length [veh/ln]	0.00	0.34	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	8.57	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	17.59		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.63					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	33.2
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.293

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	12	1	4	0	1	51	10	465	29	5	561	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	1	4	0	1	51	10	465	29	5	561	0
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	1	0	0	13	3	116	7	1	140	0
Total Analysis Volume [veh/h]	12	1	4	0	1	53	10	465	30	5	561	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.02	0.00	0.00	0.29	0.00	0.00	0.03	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	12.34	23.03	24.83	19.26	30.67	33.18	0.00	0.00	8.65	0.00	0.00	8.28
Movement LOS	B	C	C	C	D	D	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.15	0.15	0.15	1.19	1.19	1.19	0.09	0.09	0.09	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.85	3.85	3.85	29.67	29.67	29.67	2.28	2.28	2.28	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	15.90			33.13			0.51			0.00		
Approach LOS	C			D			A			A		
d_I, Intersection Delay [s/veh]	2.03											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive

Control Type:	Roundabout	Delay (sec / veh):	6.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	1	0	0	219	19	33	4	462	3	9	533	46
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	0	219	19	33	4	462	3	9	533	46
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	55	5	8	1	116	1	2	133	12
Total Analysis Volume [veh/h]	1	0	0	219	19	33	4	462	3	10	533	46
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	612			465			46			55		
Exiting Flow Rate [veh/h]	32			50			567			681		
Demand Flow Rate [veh/h]	1	0	0	219	19	33	4	462	3	9	533	46
Adjusted Demand Flow Rate [veh/h]	1	0	0	219	19	33	4	462	3	10	533	46

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	1	271	469	589
Capacity of Entry and Bypass Lanes [veh/h]	740	859	1317	1305
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	740	859	1317	1305
X, volume / capacity	0.00	0.32	0.36	0.45

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.00	1.36	1.63	2.40
95th-Percentile Queue Length [ft]	0.10	33.95	40.86	60.11
Approach Delay [s/veh]	4.88	7.69	6.02	7.27
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	6.91			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	30.6
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.007

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	3	0	0	0	0	1	12	600	25	49	515	26
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	0	0	0	0	1	12	600	25	49	515	26
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	0	0	0	3	150	6	12	129	7
Total Analysis Volume [veh/h]	3	0	0	0	0	1	12	600	25	49	515	26
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.01	0.00	0.01	0.02	0.00	0.01	0.03
d_M, Delay for Movement [s/veh]	11.63	27.47	30.22	12.37	28.19	30.56	0.00	0.00	8.63	0.00	0.00	8.79
Movement LOS	B	D	D	B	D	D	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	0.02	0.02	0.02	0.08	0.08	0.08	0.08	0.08	0.08
95th-Percentile Queue Length [ft/ln]	0.41	0.41	0.41	0.53	0.53	0.53	1.89	1.89	1.89	2.05	2.05	2.05
d_A, Approach Delay [s/veh]	11.63			30.56			0.34			0.39		
Approach LOS	B			D			A			A		
d_I, Intersection Delay [s/veh]	0.41											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	51.2
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.443

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	22	54	512	89	27	567
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	54	512	89	27	567
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	15	141	24	7	156
Total Analysis Volume [veh/h]	24	59	563	98	30	623
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.44	0.01	0.10	0.00	0.01
d_M, Delay for Movement [s/veh]	31.67	51.20	0.00	9.26	0.00	0.00
Movement LOS	D	F	A	A	A	A
95th-Percentile Queue Length [veh/ln]	2.38	2.38	0.35	0.35	0.00	0.00
95th-Percentile Queue Length [ft/ln]	59.59	59.59	8.67	8.67	0.00	0.00
d_A, Approach Delay [s/veh]	45.55		1.37		0.00	
Approach LOS	E		A		A	
d_I, Intersection Delay [s/veh]	3.36					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	24.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.142

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	30	30	13	462	601	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	30	13	462	601	17
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	8	3	119	155	4
Total Analysis Volume [veh/h]	31	31	13	476	620	18
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.14	0.00	0.00	0.01	0.02
d_M, Delay for Movement [s/veh]	13.82	24.14	0.00	0.00	0.00	8.38
Movement LOS	B	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.71	0.71	0.00	0.00	0.05	0.05
95th-Percentile Queue Length [ft/ln]	17.69	17.69	0.00	0.00	1.27	1.27
d_A, Approach Delay [s/veh]	18.98		0.00		0.24	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	1.12					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	18.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.256

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	1	0	0	4	0	89	100	282	2	0	346	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	0	4	0	89	100	282	2	0	346	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	1	0	22	25	71	1	0	87	3
Total Analysis Volume [veh/h]	1	0	0	4	0	89	100	282	2	0	346	13
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.26	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	10.14	15.80	15.44	13.60	18.66	18.93	0.00	0.00	7.95	0.00	0.00	8.07
Movement LOS	B	C	C	B	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	1.03	1.03	1.03	0.00	0.00	0.00	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	0.11	0.11	0.11	25.80	25.80	25.80	0.12	0.12	0.12	0.83	0.83	0.83
d_A, Approach Delay [s/veh]	10.14			18.70			0.04			0.29		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	2.23											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 902: Bodden Town Road at Bodden Town Bypass

Control Type:	Two-way stop	Delay (sec / veh):	23.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.194

Intersection Setup

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	68	44	29	242	281	176
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	68	44	29	242	281	176
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	12	8	64	75	47
Total Analysis Volume [veh/h]	72	47	31	257	299	187
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.19	0.00	0.00	0.00	0.15
d_M, Delay for Movement [s/veh]	13.15	23.37	0.00	0.00	0.00	8.28
Movement LOS	B	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.17	1.17	0.00	0.00	0.51	0.51
95th-Percentile Queue Length [ft/ln]	29.37	29.37	0.00	0.00	12.72	12.72
d_A, Approach Delay [s/veh]	17.19		0.00		3.18	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	4.02					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Two-way stop	Delay (sec / veh):	14.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.007

Intersection Setup

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	0	3	4	212	429	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	3	4	212	429	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	1	58	118	0
Total Analysis Volume [veh/h]	0	3	4	233	471	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.52	13.95	0.00	0.00	0.00	7.68
Movement LOS	A	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.56	0.56	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.95		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.06					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1100: Frank Sound Road at Bodden Town Road

Control Type:	Roundabout	Delay (sec / veh):	13.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	823	61	59	131	357	447
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	823	61	59	131	357	447
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	221	16	16	35	96	120
Total Analysis Volume [veh/h]	885	66	63	141	384	481
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Number of Conflicting Circulating Lanes	1		1		1	
Circulating Flow Rate [veh/h]	141		481		66	
Exiting Flow Rate [veh/h]	544		450		1026	
Demand Flow Rate [veh/h]	823	61	59	131	357	447
Adjusted Demand Flow Rate [veh/h]	885	66	63	141	384	481

Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	951	204	865
Capacity of Entry and Bypass Lanes [veh/h]	1196	845	1291
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1196	845	1291
X, volume / capacity	0.80	0.24	0.67

Movement, Approach, & Intersection Results

Lane LOS	C	A	B
95th-Percentile Queue Length [veh]	9.02	0.94	5.53
95th-Percentile Queue Length [ft]	225.50	23.59	138.21
Approach Delay [s/veh]	17.52	6.82	11.62
Approach LOS	C	A	B
Intersection Delay [s/veh]	13.91		
Intersection LOS	B		

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Roundabout	Delay (sec / veh):	8.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter HS	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter HS	
Base Volume Input [veh/h]	140	509	754	271	201	216
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	140	509	754	271	201	216
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	127	189	68	50	54
Total Analysis Volume [veh/h]	140	509	754	271	201	216
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Number of Conflicting Circulating Lanes	1		1		1	
Circulating Flow Rate [veh/h]	271		216		509	
Exiting Flow Rate [veh/h]	970		710		411	
Demand Flow Rate [veh/h]	140	509	754	271	201	216
Adjusted Demand Flow Rate [veh/h]	140	509	754	271	201	216

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00091	0.00091	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	140	509	754	271	201	216
Capacity of Entry and Bypass Lanes [veh/h]	1110	1110	1167	1167	894	894
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1110	1110	1167	1167	894	894
X, volume / capacity	0.13	0.46	0.65	0.23	0.22	0.24

Movement, Approach, & Intersection Results

Lane LOS	A	A	B	A	A	A
95th-Percentile Queue Length [veh]	0.43	2.46	5.00	0.90	0.86	0.95
95th-Percentile Queue Length [ft]	10.79	61.54	124.95	22.51	21.55	23.65
Approach Delay [s/veh]	7.41		10.03		6.42	
Approach LOS	A		B		A	
Intersection Delay [s/veh]	8.50					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	12.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.046

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	184	39	32	164	74	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	184	39	32	164	74	21
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	52	11	9	46	21	6
Total Analysis Volume [veh/h]	207	44	36	184	83	24
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.00	0.00	0.10	0.05
d_M, Delay for Movement [s/veh]	0.00	7.73	0.00	0.00	10.09	12.79
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.00	0.00	0.50	0.50
95th-Percentile Queue Length [ft/ln]	2.50	2.50	0.00	0.00	12.62	12.62
d_A, Approach Delay [s/veh]	1.36		0.00		10.70	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.57					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	9.3
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			50.00			50.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	Yes			Yes			Yes			Yes			

Volumes

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Base Volume Input [veh/h]	46	3	9	51	29	2	9	1449	267	37	777	20	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	46	3	9	51	29	2	9	1449	267	37	777	20	1
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	12	1	2	13	7	1	2	362	67	9	194	5	0
Total Analysis Volume [veh/h]	46	3	9	51	29	2	9	1449	267	37	777	20	1
Pedestrian Volume [ped/h]	0			0			0			0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1			1			
Circulating Flow Rate [veh/h]	800			1726			33			298			
Exiting Flow Rate [veh/h]	333			32			825			1510			
Demand Flow Rate [veh/h]	46	3	9	51	29	2	9	1449	267	37	777	20	1
Adjusted Demand Flow Rate [veh/h]	46	3	9	51	29	2	9	1449	267	37	777	20	1

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1350.00	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00092	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	31	28	82	915	811	443	393
Capacity of Entry and Bypass Lanes [veh/h]	720	647	328	1378	1378	1083	1083
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	720	647	328	1378	1378	1083	1083
X, volume / capacity	0.04	0.04	0.25	0.66	0.59	0.41	0.36

Movement, Approach, & Intersection Results

Lane LOS	A	A	C	B	A	A	A
95th-Percentile Queue Length [veh]	0.13	0.13	0.97	5.41	4.06	2.02	1.67
95th-Percentile Queue Length [ft]	3.34	3.30	24.29	135.24	101.40	50.57	41.83
Approach Delay [s/veh]	5.71		15.88	10.12		7.35	
Approach LOS	A		C	B		A	
Intersection Delay [s/veh]	9.34						
Intersection LOS	A						

Intersection Level Of Service Report
Intersection 1501: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	7.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name							East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			30.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name							East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	1	0	3	0	0	0	0	1420	90	0	6	832	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	3	0	0	0	0	1420	90	0	6	832	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	0	0	1	0	0	0	0	355	23	0	2	208	0	0
Total Analysis Volume [veh/h]	1	0	3	0	0	0	0	1420	90	0	6	832	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1				1			
Circulating Flow Rate [veh/h]	832			1513			3				90			
Exiting Flow Rate [veh/h]	96			0			833				1423			
Demand Flow Rate [veh/h]	1	0	3	0	0	0	0	1420	90	0	6	832	0	0
Adjusted Demand Flow Rate [veh/h]	1	0	3	0	0	0	0	1420	90	0	6	832	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	4	0	801	710	445	394
Capacity of Entry and Bypass Lanes [veh/h]	701	393	1417	1417	1309	1309
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	701	393	1417	1417	1309	1309
X, volume / capacity	0.01	0.00	0.57	0.50	0.34	0.30

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.02	0.00	3.72	2.92	1.52	1.28
95th-Percentile Queue Length [ft]	0.43	0.00	92.97	72.94	38.01	31.94
Approach Delay [s/veh]	5.20	9.17	8.13		5.66	
Approach LOS	A	A	A		A	
Intersection Delay [s/veh]	7.24					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1502: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	6.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name			East-West Arterial			East-West Arterial		
Approach	Northbound		Eastbound			Westbound		
Lane Configuration								
Turning Movement	Left	Right	Thru	Right	U-turn	Left	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00			50.00		
Grade [%]	0.00		0.00			0.00		
Crosswalk	Yes		Yes			Yes		

Volumes

Name			East-West Arterial			East-West Arterial		
Base Volume Input [veh/h]	15	1	1393	30	0	1	822	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	1	1393	30	0	1	822	17
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	0	348	8	0	0	206	4
Total Analysis Volume [veh/h]	15	1	1393	30	0	1	822	17
Pedestrian Volume [ped/h]	0		0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	2		1			1		
Circulating Flow Rate [veh/h]	839		18			30		
Exiting Flow Rate [veh/h]	31		837			1411		
Demand Flow Rate [veh/h]	15	1	1393	30	0	1	822	17
Adjusted Demand Flow Rate [veh/h]	15	1	1393	30	0	1	822	17

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	16	755	669	446	395
Capacity of Entry and Bypass Lanes [veh/h]	696	1397	1397	1382	1382
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	696	1397	1397	1382	1382
X, volume / capacity	0.02	0.54	0.48	0.32	0.29

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.07	3.38	2.68	1.41	1.19
95th-Percentile Queue Length [ft]	1.76	84.45	66.92	35.23	29.71
Approach Delay [s/veh]	5.41	7.81		5.27	
Approach LOS	A	A		A	
Intersection Delay [s/veh]	6.86				
Intersection LOS	A				

Intersection Level Of Service Report
Intersection 1600: East-West Arterial at Northward Rd

Control Type:	Two-way stop	Delay (sec / veh):	11.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.044

Intersection Setup

Name	Northward Rd		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	26	0	1411	0	12	815
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	0	1411	0	12	815
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	0	353	0	3	204
Total Analysis Volume [veh/h]	26	0	1411	0	12	815
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.00	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	11.35	0.00	0.00	0.00	0.00	0.00
Movement LOS	B		A		A	A
95th-Percentile Queue Length [veh/ln]	0.14	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.43	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.35		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.13					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1700: East-West Arterial at Lookout Rd

Control Type:	Roundabout	Delay (sec / veh):	10.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Lookout Rd			Lookout Rd			East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	200.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Lookout Rd			Lookout Rd			East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	28	0	4	0	0	0	0	1112	177	122	17	753	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	0	4	0	0	0	0	1112	177	122	17	753	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	7	0	1	0	0	0	0	278	44	31	4	188	0	0
Total Analysis Volume [veh/h]	28	0	4	0	0	0	0	1112	177	122	17	753	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1				1			
Circulating Flow Rate [veh/h]	875			1415			4				299			
Exiting Flow Rate [veh/h]	194			0			903				1116			
Demand Flow Rate [veh/h]	28	0	4	0	0	0	0	1112	177	122	17	753	0	0
Adjusted Demand Flow Rate [veh/h]	28	0	4	0	0	0	0	1112	177	122	17	753	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	32	0	1112	299	409	362
Capacity of Entry and Bypass Lanes [veh/h]	675	427	1415	1415	1082	1082
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	675	427	1415	1415	1082	1082
X, volume / capacity	0.05	0.00	0.79	0.21	0.38	0.33

Movement, Approach, & Intersection Results

Lane LOS	A	A	C	A	A	A
95th-Percentile Queue Length [veh]	0.15	0.00	8.92	0.80	1.78	1.48
95th-Percentile Queue Length [ft]	3.73	0.00	222.90	19.98	44.50	37.09
Approach Delay [s/veh]	5.84	8.44	12.77		6.96	
Approach LOS	A	A	B		A	
Intersection Delay [s/veh]	10.65					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1800: East-West Arterial at Longfellow Rd

Control Type:	Roundabout	Delay (sec / veh):	13.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Longfellow Rd			Longfellow Rd			East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Longfellow Rd			Longfellow Rd			East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	8	0	0	0	0	0	0	1096	21	0	0	720	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	0	0	0	0	0	0	1096	21	0	0	720	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	2	0	0	0	0	0	0	274	5	0	0	180	0	0
Total Analysis Volume [veh/h]	8	0	0	0	0	0	0	1096	21	0	0	720	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1					
Circulating Flow Rate [veh/h]	720			1117			0				21					
Exiting Flow Rate [veh/h]	21			0			728				1096					
Demand Flow Rate [veh/h]	8	0	0	0	0	0	0	1096	21	0	0	720	0	0		
Adjusted Demand Flow Rate [veh/h]	8	0	0	0	0	0	0	1096	21	0	0	720	0	0		

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	8	0	1117	720
Capacity of Entry and Bypass Lanes [veh/h]	663	442	1380	1351
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	663	442	1380	1351
X, volume / capacity	0.01	0.00	0.81	0.53

Movement, Approach, & Intersection Results

Lane LOS	A	A	C	A
95th-Percentile Queue Length [veh]	0.04	0.00	9.81	3.29
95th-Percentile Queue Length [ft]	0.92	0.00	245.31	82.19
Approach Delay [s/veh]	5.56	8.15	16.59	8.33
Approach LOS	A	A	C	A
Intersection Delay [s/veh]	13.32			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 1900: East West Arterial North/South Spurs

Control Type:	Roundabout	Delay (sec / veh):	13.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	East-West Arterial			East-West Arterial			East-West Arterial		
Approach	Northbound			Eastbound			Westbound		
Lane Configuration									
Turning Movement	Left	Right	U-turn	Thru	Right	U-turn	Left	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			50.00			40.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes		

Volumes

Name	East-West Arterial			East-West Arterial			East-West Arterial		
Base Volume Input [veh/h]	598	2	5	163	932	0	1	122	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	598	2	5	163	932	0	1	122	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	150	1	1	41	233	0	0	31	0
Total Analysis Volume [veh/h]	598	2	5	163	932	0	1	122	0
Pedestrian Volume [ped/h]	0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1		
Circulating Flow Rate [veh/h]	122			7			937		
Exiting Flow Rate [veh/h]	938			720			165		
Demand Flow Rate [veh/h]	598	2	5	163	932	0	1	122	0
Adjusted Demand Flow Rate [veh/h]	598	2	5	163	932	0	1	122	0

Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	605	1095	123
Capacity of Entry and Bypass Lanes [veh/h]	1219	1371	531
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1219	1371	531
X, volume / capacity	0.50	0.80	0.23

Movement, Approach, & Intersection Results

Lane LOS	A	C	A
95th-Percentile Queue Length [veh]	2.85	9.38	0.89
95th-Percentile Queue Length [ft]	71.31	234.50	22.24
Approach Delay [s/veh]	8.31	16.09	9.98
Approach LOS	A	C	A
Intersection Delay [s/veh]	13.10		
Intersection LOS	B		

Intersection Level Of Service Report
Intersection 2000: Frank Sound Road at East-West Arterial

Control Type:	Roundabout	Delay (sec / veh):	4.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		East-West Arterial		
Approach	Northbound		Southbound		Eastbound		
Lane Configuration							
Turning Movement	Left	Thru	Thru	Right	Left	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		40.00		
Grade [%]	0.00		0.00		0.00		
Crosswalk	Yes		Yes		Yes		

Volumes

Name	Frank Sound Rd		Frank Sound Rd		East-West Arterial		
Base Volume Input [veh/h]	7	117	146	115	141	24	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	117	146	115	141	24	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	29	37	29	35	6	0
Total Analysis Volume [veh/h]	7	117	146	115	141	24	0
Pedestrian Volume [ped/h]	0		0		0		

Intersection Settings

Number of Conflicting Circulating Lanes	1		1		1		
Circulating Flow Rate [veh/h]	115		24		117		
Exiting Flow Rate [veh/h]	170		258		122		
Demand Flow Rate [veh/h]	7	117	146	115	141	24	0
Adjusted Demand Flow Rate [veh/h]	7	117	146	115	141	24	0

Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	124	261	165
Capacity of Entry and Bypass Lanes [veh/h]	1228	1347	1225
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1228	1347	1225
X, volume / capacity	0.10	0.19	0.13

Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	0.34	0.72	0.47
95th-Percentile Queue Length [ft]	8.41	17.94	11.64
Approach Delay [s/veh]	3.77	4.28	4.07
Approach LOS	A	A	A
Intersection Delay [s/veh]	4.10		
Intersection LOS	A		

Intersection Level Of Service Report
Intersection 2100: Frank Sound Road at East-West Arterial

Control Type:	Roundabout	Delay (sec / veh):	13.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd			Frank Sound Rd			East-West Arterial							
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			40.00				40.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Frank Sound Rd			Frank Sound Rd			East-West Arterial							
Base Volume Input [veh/h]	568	142	0	0	160	12	6	0	865	59	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	568	142	0	0	160	12	6	0	865	59	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	142	36	0	0	40	3	2	0	216	15	0	0	0	0
Total Analysis Volume [veh/h]	568	142	0	0	160	12	6	0	865	59	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1				
Circulating Flow Rate [veh/h]	71			924			142				1096				
Exiting Flow Rate [veh/h]	1025			148			639				0				
Demand Flow Rate [veh/h]	568	142	0	0	160	12	6	0	865	59	0	0	0	0	
Adjusted Demand Flow Rate [veh/h]	568	142	0	0	160	12	6	0	865	59	0	0	0	0	

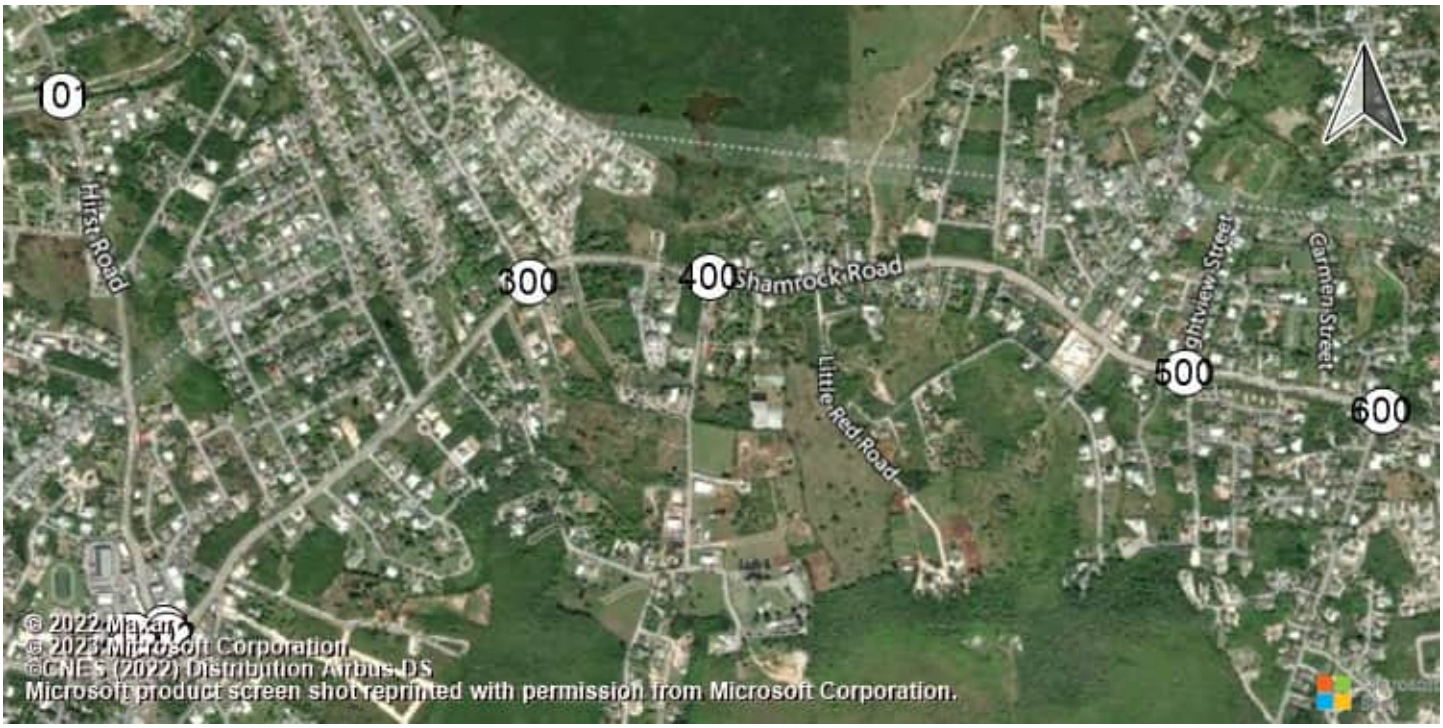
Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	710	172	930	0
Capacity of Entry and Bypass Lanes [veh/h]	1284	538	1194	452
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1284	538	1194	452
X, volume / capacity	0.55	0.32	0.78	0.00

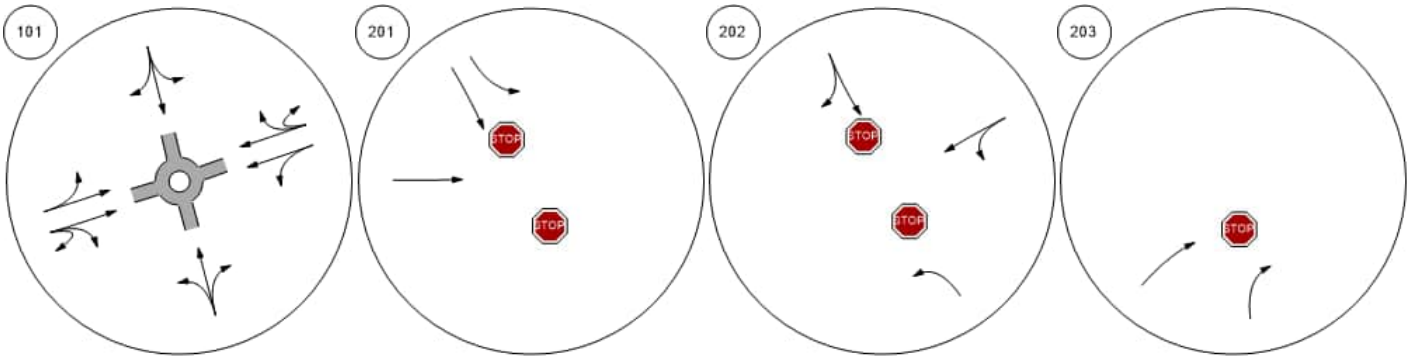
Movement, Approach, & Intersection Results

Lane LOS	A	B	C	A
95th-Percentile Queue Length [veh]	3.54	1.37	8.42	0.00
95th-Percentile Queue Length [ft]	88.47	34.25	210.54	0.00
Approach Delay [s/veh]	8.98	11.41	16.59	7.98
Approach LOS	A	B	C	A
Intersection Delay [s/veh]	13.12			
Intersection LOS	B			

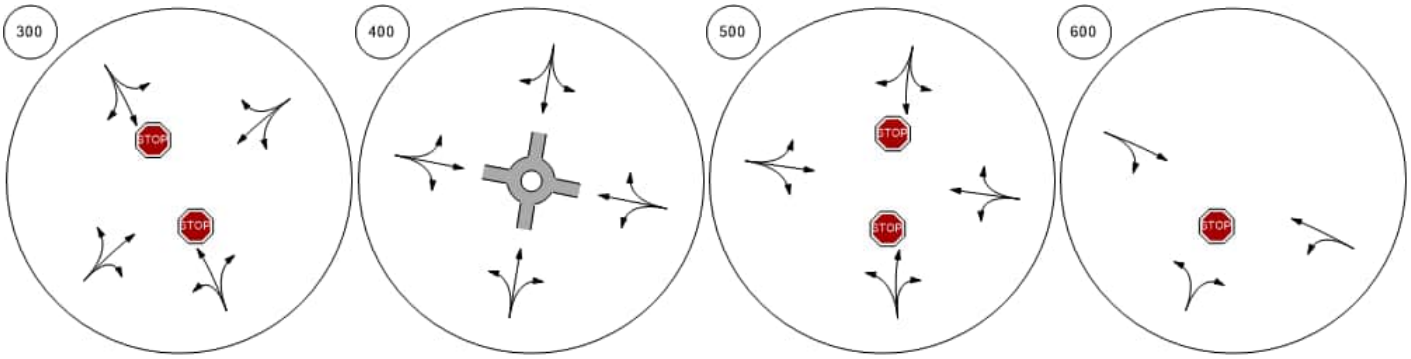
Lane Configuration and Traffic Control



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

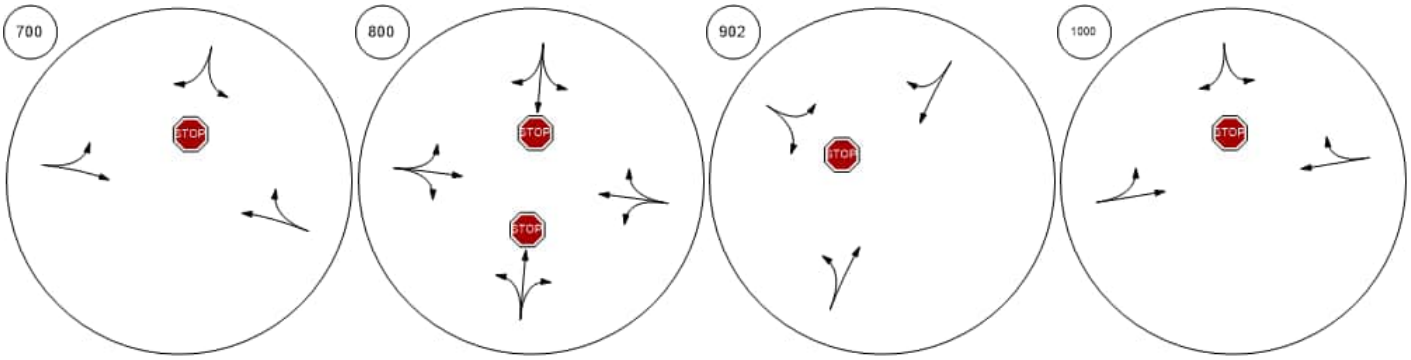


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

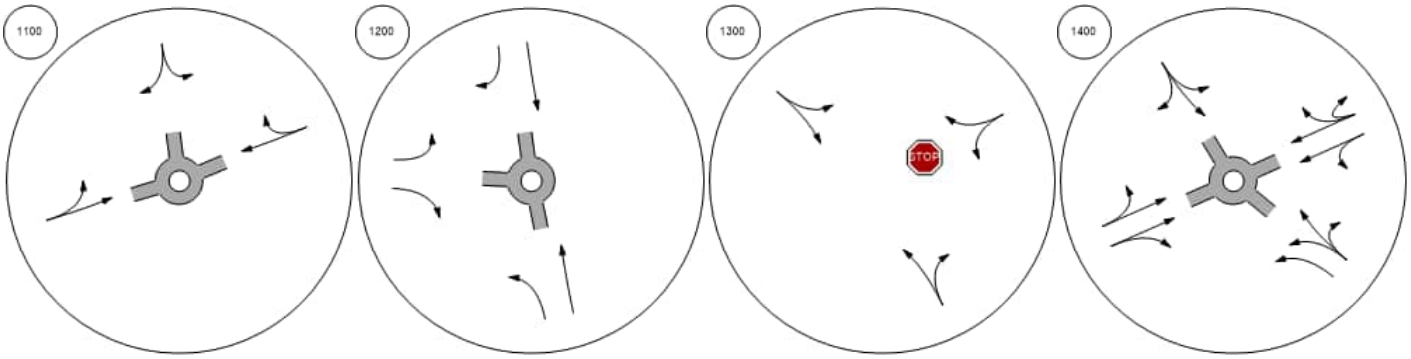


Lane Configuration and Traffic Control

Shamrock Road at Northward | Shamrock Road at Condor R | Bodden Town Road at Bodde | Bodden Town Road at Long

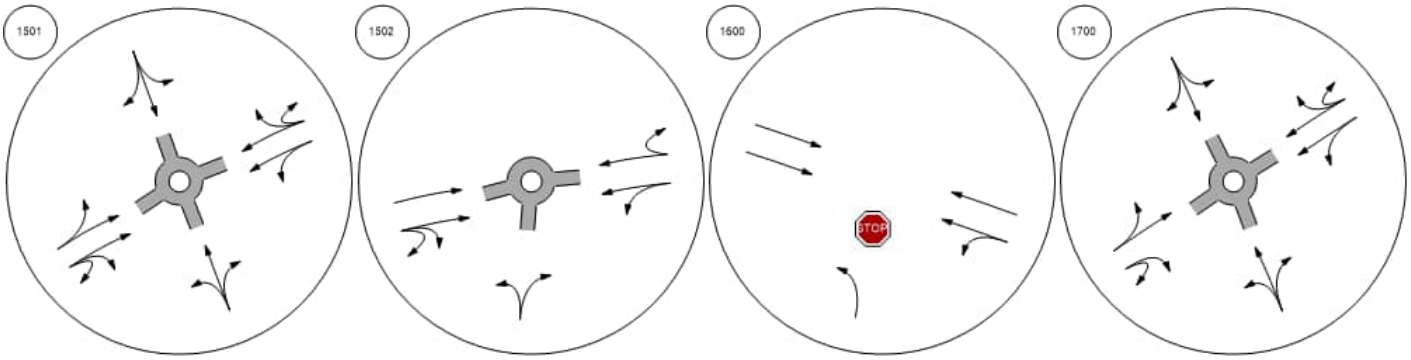


Frank Sound Road at Bodde | Frank Sound Road at Clifton | Frank Sound Road at North S | East-West Arterial at Agricola

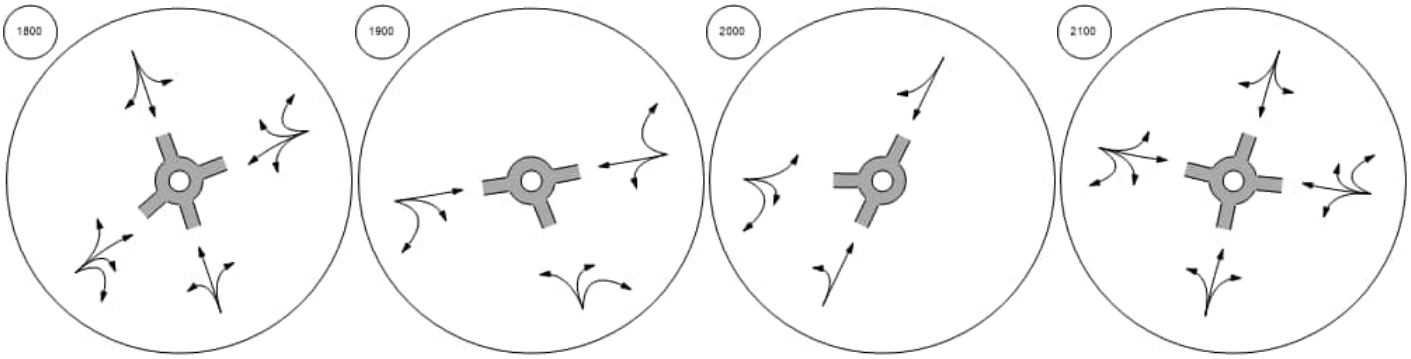


Lane Configuration and Traffic Control

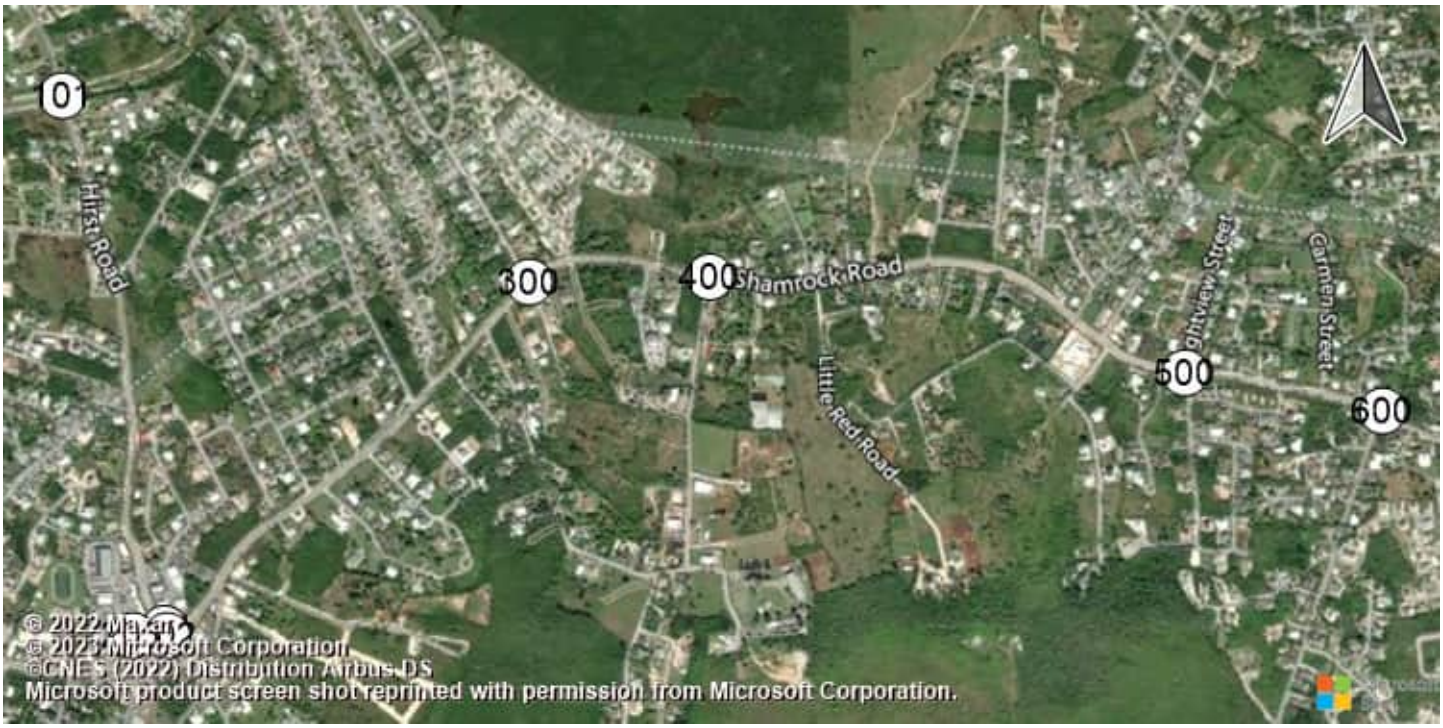
East-West Arterial at Will T C East-West Arterial at Will T C East-West Arterial at Northwa East-West Arterial at Lookout



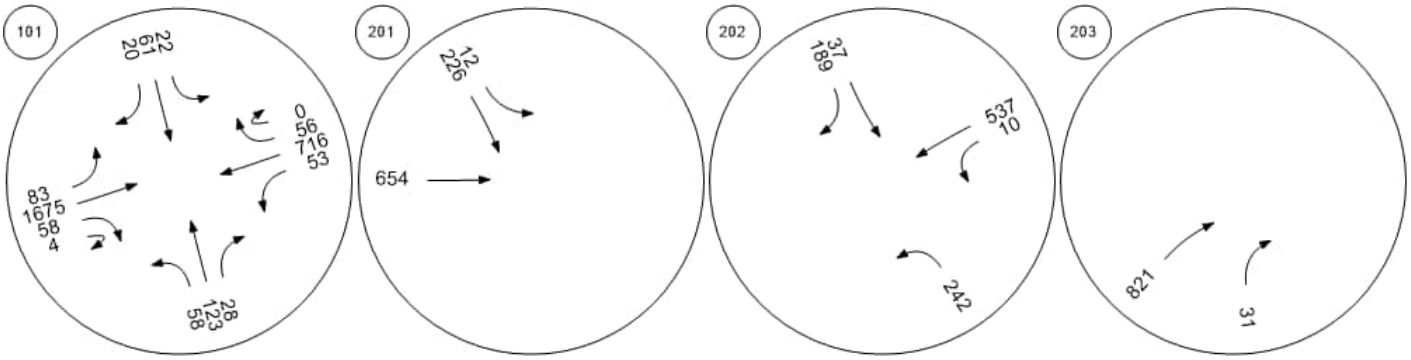
East-West Arterial at Longfell East West Arterial North/Sout Frank Sound Road at East-W Frank Sound Road at East-W



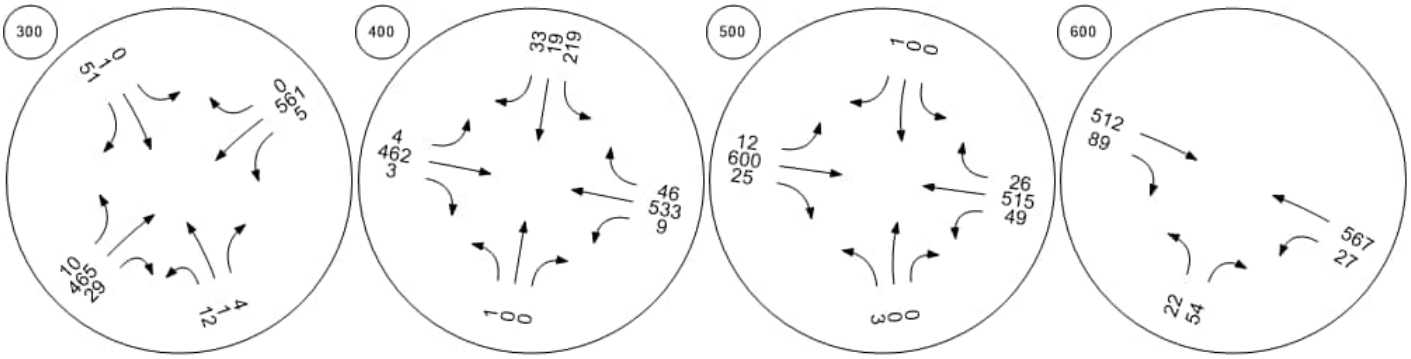
Traffic Volume - Base Volume



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

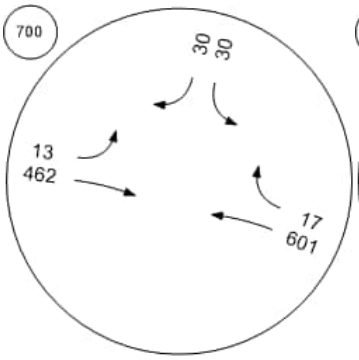


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

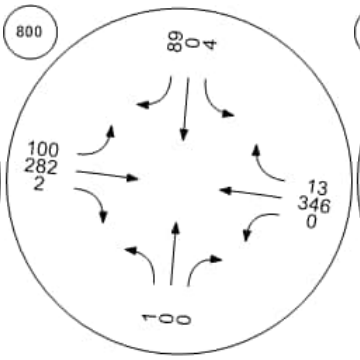


Traffic Volume - Base Volume

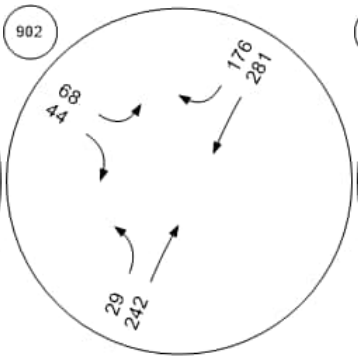
Shamrock Road at Northward



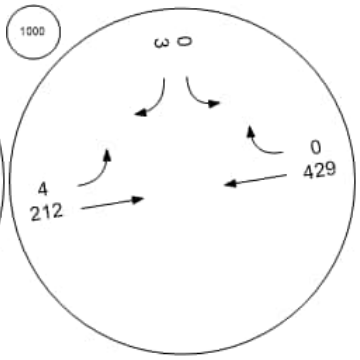
Shamrock Road at Condor R



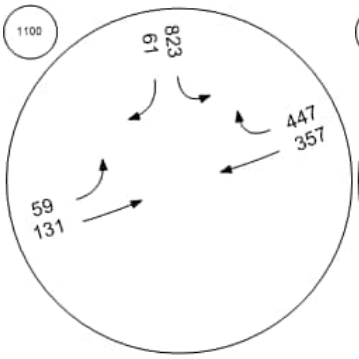
Bodden Town Road at Bodde



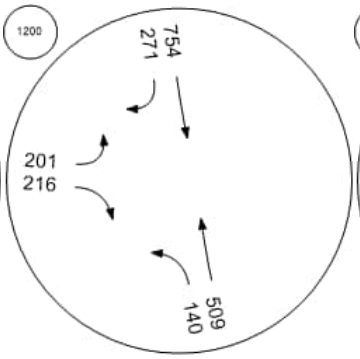
Bodden Town Road at Long



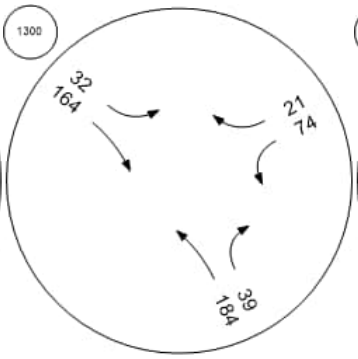
Frank Sound Road at Bodde



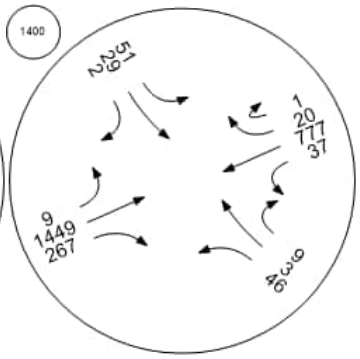
Frank Sound Road at Clifton



Frank Sound Road at North S

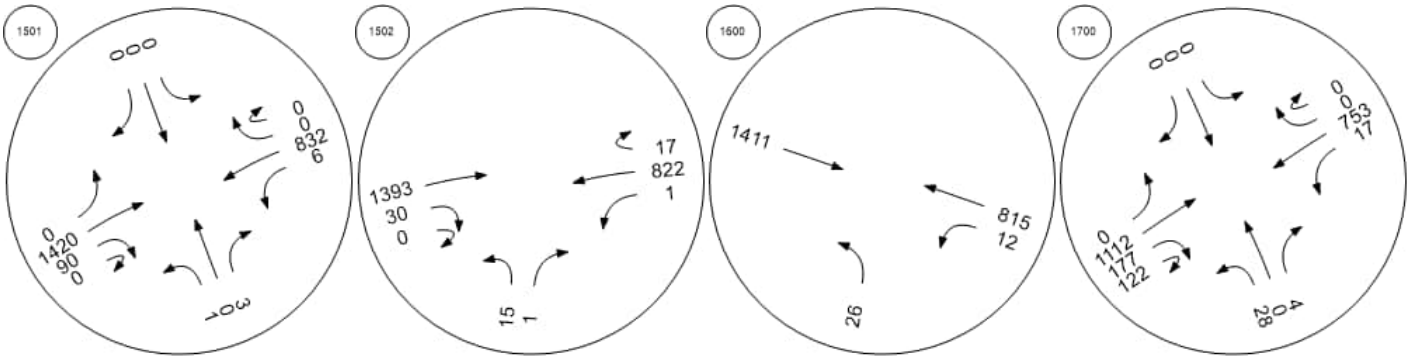


East-West Arterial at Agricola

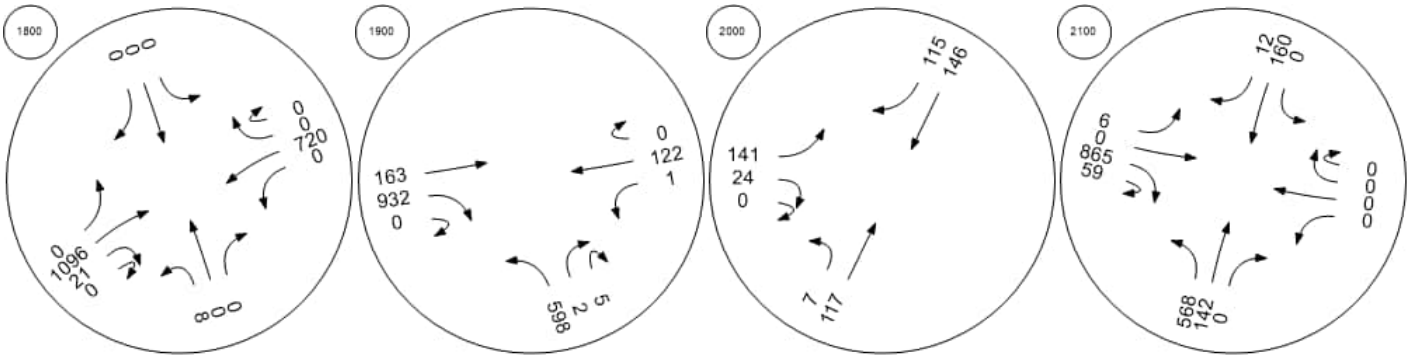


Traffic Volume - Base Volume

East-West Arterial at Will T C East-West Arterial at Will T C East-West Arterial at Northwa East-West Arterial at Lookout



East-West Arterial at Longfell East West Arterial North/Sout Frank Sound Road at East-W Frank Sound Road at East-W



Intersection Level Of Service Report
Intersection 101: East-West Arterial Road at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	12.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name									East-West Arterial				East-West Arterial				
Approach	Northbound				Southbound				Eastbound				Westbound				
Lane Configuration																	
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	U-tu	Left	Thr	Thr	Rig	U-t
Lane Width [ft]	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.	12.	12.	12.	12.
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100	100	100	100	100
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Speed [mph]	30.00				30.00				40.00				50.00				
Grade [%]	0.00				0.00				0.00				0.00				
Crosswalk	Yes				Yes				Yes				Yes				

Volumes

Name									East-West Arterial				East-West Arterial				
Base Volume Input [veh/h]	13	0	39	37	15	64	0	34	17	924	9	20	18	178	0	39	0
Base Volume Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	0	39	37	15	64	0	34	17	924	9	20	18	178	0	39	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Other Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Total 15-Minute Volume [veh/h]	3	0	10	9	4	16	0	9	4	231	2	5	5	447	0	10	0
Total Analysis Volume [veh/h]	13	0	39	37	15	64	0	34	17	924	9	20	18	178	0	39	0
Pedestrian Volume [ped/h]	0				0				0				0				

Intersection Settings

Number of Conflicting Circulating Lanes	2				2				2				2				
Circulating Flow Rate [veh/h]	1881				990				115				127				
Exiting Flow Rate [veh/h]	91				95				1855				976				
Demand Flow Rate [veh/h]	13	0	39	37	15	64	0	34	17	924	9	20	18	178	0	39	0
Adjusted Demand Flow Rate [veh/h]	13	0	39	37	15	64	0	34	17	924	9	20	18	178	0	39	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1350.00	1420.00	1350.00
B (coefficient)	0.00085	0.00085	0.00085	0.00092	0.00085	0.00092
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	89	113	515	456	978	868
Capacity of Entry and Bypass Lanes [veh/h]	288	613	1288	1215	1275	1202
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	288	613	1288	1215	1275	1202
X, volume / capacity	0.31	0.18	0.40	0.38	0.77	0.72

Movement, Approach, & Intersection Results

Lane LOS	C	A	A	A	C	B
95th-Percentile Queue Length [veh]	1.28	0.67	1.95	1.77	8.11	6.71
95th-Percentile Queue Length [ft]	32.05	16.80	48.85	44.25	202.75	167.76
Approach Delay [s/veh]	19.63	8.13	6.62		14.65	
Approach LOS	C	A	A		B	
Intersection Delay [s/veh]	11.97					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	15.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.267

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	22	120	0	0	453	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	22	120	0	0	453	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	6	32	0	0	122	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	24	129	0	0	487	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance		No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.04	0.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	11.42	15.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS				B	C			A				
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.13	1.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	3.20	26.64	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			14.55			0.00			0.00		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	3.48											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	199.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.070

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	296	0	0	0	20	100	0	0	0	7	646	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	296	0	0	0	20	100	0	0	0	7	646	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	80	0	0	0	5	27	0	0	0	2	174	0
Total Analysis Volume [veh/h]	318	0	0	0	22	108	0	0	0	8	695	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.72	0.00	0.00	0.00	0.06	1.07	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	31.17	0.00	0.00	0.00	173.76	199.55	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	D				F	F				A	A	
95th-Percentile Queue Length [veh/ln]	5.61	0.00	0.00	0.00	7.98	7.98	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	140.16	0.00	0.00	0.00	199.55	199.55	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	31.17			195.19			0.00			0.00		
Approach LOS	D			F			A			A		
d_I, Intersection Delay [s/veh]	30.66											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 203: Shamrock Road atHirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	12.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.046

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	21	505	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	21	505	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	6	136	0	0	0
Total Analysis Volume [veh/h]	0	23	543	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.05	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	12.48	0.00	0.00	0.00	0.00
Movement LOS		B	A			
95th-Percentile Queue Length [veh/ln]	0.00	0.14	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	3.58	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.48		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.51					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	23.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.108

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	40	1	5	0	0	22	8	343	6	2	589	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	40	1	5	0	0	22	8	343	6	2	589	0
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	0	1	0	0	6	2	86	2	1	147	0
Total Analysis Volume [veh/h]	41	1	5	0	0	23	8	343	6	2	589	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.00	0.02	0.00	0.00	0.11	0.00	0.00	0.01	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	12.98	19.83	20.88	12.16	20.86	23.85	0.00	0.00	8.64	0.00	0.00	7.95
Movement LOS	B	C	C	B	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.35	0.35	0.35	0.36	0.36	0.36	0.02	0.02	0.02	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	8.72	8.72	8.72	8.90	8.90	8.90	0.46	0.46	0.46	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.96			23.85			0.15			0.00		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	1.23											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive

Control Type:	Roundabout	Delay (sec / veh):	8.3
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	2	7	2	40	13	40	1	346	2	3	548	222
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	7	2	40	13	40	1	346	2	3	548	222
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	1	10	3	10	0	87	1	1	137	56
Total Analysis Volume [veh/h]	2	7	2	40	13	40	1	346	2	3	548	222
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	810			350			231			55		
Exiting Flow Rate [veh/h]	18			230			590			388		
Demand Flow Rate [veh/h]	2	7	2	40	13	40	1	346	2	3	548	222
Adjusted Demand Flow Rate [veh/h]	2	7	2	40	13	40	1	346	2	3	548	222

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	11	93	349	773
Capacity of Entry and Bypass Lanes [veh/h]	605	966	1091	1305
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	605	966	1091	1305
X, volume / capacity	0.02	0.10	0.32	0.59

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.06	0.32	1.39	4.11
95th-Percentile Queue Length [ft]	1.39	7.97	34.79	102.69
Approach Delay [s/veh]	6.16	4.61	6.45	9.65
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	8.32			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	25.2
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.038

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	12	0	5	3	0	7	1	390	1	0	708	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	0	5	3	0	7	1	390	1	0	708	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	1	1	0	2	0	98	0	0	177	0
Total Analysis Volume [veh/h]	12	0	5	3	0	7	1	390	1	0	708	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.03	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	13.86	22.52	24.63	11.12	22.54	25.25	0.00	0.00	9.00	0.00	0.00	8.05
Movement LOS	B	C	C	B	C	D	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.17	0.17	0.17	0.13	0.13	0.13	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.24	4.24	4.24	3.32	3.32	3.32	0.08	0.08	0.08	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	17.03			21.01			0.02			0.00		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	0.45											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	52.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.305

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	13	29	210	187	62	696
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	29	210	187	62	696
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	8	58	51	17	191
Total Analysis Volume [veh/h]	14	32	231	205	68	765
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.31	0.00	0.25	0.00	0.01
d_M, Delay for Movement [s/veh]	27.52	52.62	0.00	10.96	0.00	0.00
Movement LOS	D	F	A	B	A	A
95th-Percentile Queue Length [veh/ln]	1.38	1.38	1.01	1.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	34.57	34.57	25.14	25.14	0.00	0.00
d_A, Approach Delay [s/veh]	44.98		5.15		0.00	
Approach LOS	E		A		A	
d_I, Intersection Delay [s/veh]	3.28					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	19.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.012

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	10	3	9	238	718	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	3	9	238	718	22
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	1	2	61	185	6
Total Analysis Volume [veh/h]	10	3	9	245	740	23
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.00	0.01	0.02
d_M, Delay for Movement [s/veh]	9.70	19.50	0.00	0.00	0.00	7.77
Movement LOS	A	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.08	0.08	0.00	0.00	0.05	0.05
95th-Percentile Queue Length [ft/ln]	1.88	1.88	0.00	0.00	1.33	1.33
d_A, Approach Delay [s/veh]	11.96		0.00		0.23	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.32					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	18.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.458

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	4	0	0	1	0	225	74	167	0	0	267	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	0	0	1	0	225	74	167	0	0	267	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	0	0	56	19	42	0	0	67	2
Total Analysis Volume [veh/h]	4	0	0	1	0	225	74	167	0	0	267	6
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.46	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.66	12.83	12.31	15.34	18.51	18.39	0.00	0.00	7.75	0.00	0.00	7.70
Movement LOS	A	B	B	C	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	2.38	2.38	2.38	0.00	0.00	0.00	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.39	0.39	0.39	59.46	59.46	59.46	0.00	0.00	0.00	0.34	0.34	0.34
d_A, Approach Delay [s/veh]	9.66			18.38			0.00			0.17		
Approach LOS	A			C			A			A		
d_I, Intersection Delay [s/veh]	5.70											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 902: Bodden Town Road at Bodden Town Bypass

Control Type:	Two-way stop	Delay (sec / veh):	16.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.062

Intersection Setup

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	67	20	12	162	195	160
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	67	20	12	162	195	160
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	5	3	43	52	43
Total Analysis Volume [veh/h]	71	21	13	172	207	170
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.06	0.00	0.00	0.00	0.12
d_M, Delay for Movement [s/veh]	10.08	16.50	0.00	0.00	0.00	7.92
Movement LOS	B	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.50	0.50	0.00	0.00	0.41	0.41
95th-Percentile Queue Length [ft/ln]	12.45	12.45	0.00	0.00	10.32	10.32
d_A, Approach Delay [s/veh]	11.54		0.00		3.57	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	3.68					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Two-way stop	Delay (sec / veh):	16.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.021

Intersection Setup

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	0	6	2	157	320	116
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	6	2	157	320	116
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	2	1	43	88	32
Total Analysis Volume [veh/h]	0	7	2	173	352	127
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.00	0.00	0.00	0.09
d_M, Delay for Movement [s/veh]	9.36	16.29	0.00	0.00	0.00	7.80
Movement LOS	A	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.07	0.07	0.00	0.00	0.30	0.30
95th-Percentile Queue Length [ft/ln]	1.64	1.64	0.00	0.00	7.39	7.39
d_A, Approach Delay [s/veh]	16.29		0.00		2.07	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	1.67					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1100: Frank Sound Road at Bodden Town Road

Control Type:	Roundabout	Delay (sec / veh):	14.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	634	57	41	110	380	628
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	634	57	41	110	380	628
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	170	15	11	30	102	169
Total Analysis Volume [veh/h]	682	61	44	118	409	675
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Number of Conflicting Circulating Lanes	1		1		1	
Circulating Flow Rate [veh/h]	118		675		61	
Exiting Flow Rate [veh/h]	719		470		800	
Demand Flow Rate [veh/h]	634	57	41	110	380	628
Adjusted Demand Flow Rate [veh/h]	682	61	44	118	409	675

Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	743	162	1084
Capacity of Entry and Bypass Lanes [veh/h]	1224	694	1297
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1224	694	1297
X, volume / capacity	0.61	0.23	0.84

Movement, Approach, & Intersection Results

Lane LOS	B	A	C
95th-Percentile Queue Length [veh]	4.33	0.90	10.85
95th-Percentile Queue Length [ft]	108.18	22.57	271.37
Approach Delay [s/veh]	10.42	7.94	19.10
Approach LOS	B	A	C
Intersection Delay [s/veh]	14.95		
Intersection LOS	B		

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Roundabout	Delay (sec / veh):	7.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter HS	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		20.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter HS	
Base Volume Input [veh/h]	244	532	699	173	258	150
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	244	532	699	173	258	150
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	61	133	175	43	65	38
Total Analysis Volume [veh/h]	244	532	699	173	258	150
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Number of Conflicting Circulating Lanes	1		1		1	
Circulating Flow Rate [veh/h]	173		150		532	
Exiting Flow Rate [veh/h]	849		790		417	
Demand Flow Rate [veh/h]	244	532	699	173	258	150
Adjusted Demand Flow Rate [veh/h]	244	532	699	173	258	150

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00091	0.00091	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	244	532	699	173	258	150
Capacity of Entry and Bypass Lanes [veh/h]	1214	1214	1239	1239	876	876
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1214	1214	1239	1239	876	876
X, volume / capacity	0.20	0.44	0.56	0.14	0.29	0.17

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.75	2.28	3.68	0.49	1.23	0.62
95th-Percentile Queue Length [ft]	18.77	57.05	92.09	12.13	30.86	15.41
Approach Delay [s/veh]	6.60		8.36		6.76	
Approach LOS	A		A		A	
Intersection Delay [s/veh]	7.38					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	11.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	126	37	8	117	46	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	126	37	8	117	46	1
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	10	2	33	13	0
Total Analysis Volume [veh/h]	142	42	9	131	52	1
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.00	0.00	0.06	0.00
d_M, Delay for Movement [s/veh]	0.00	7.55	0.00	0.00	9.16	11.04
Movement LOS	A	A	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.09	0.09	0.00	0.00	0.19	0.19
95th-Percentile Queue Length [ft/ln]	2.23	2.23	0.00	0.00	4.63	4.63
d_A, Approach Delay [s/veh]	1.72		0.00		9.20	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.13					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	9.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			50.00			50.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	Yes			Yes			Yes			Yes			

Volumes

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Base Volume Input [veh/h]	293	1	6	31	53	0	4	897	75	9	1552	1	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	293	1	6	31	53	0	4	897	75	9	1552	1	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	73	0	2	8	13	0	1	224	19	2	388	0	0
Total Analysis Volume [veh/h]	293	1	6	31	53	0	4	897	75	9	1552	1	0
Pedestrian Volume [ped/h]	0			0			0			0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1			1			
Circulating Flow Rate [veh/h]	1553			978			8			128			
Exiting Flow Rate [veh/h]	137			6			1845			934			
Demand Flow Rate [veh/h]	293	1	6	31	53	0	4	897	75	9	1552	1	0
Adjusted Demand Flow Rate [veh/h]	293	1	6	31	53	0	4	897	75	9	1552	1	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1350.00	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00092	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	160	141	84	518	459	828	735
Capacity of Entry and Bypass Lanes [veh/h]	380	324	619	1410	1410	1264	1264
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	380	324	619	1410	1410	1264	1264
X, volume / capacity	0.42	0.44	0.14	0.37	0.33	0.66	0.58

Movement, Approach, & Intersection Results

Lane LOS	C	C	A	A	A	B	A
95th-Percentile Queue Length [veh]	2.02	2.12	0.47	1.71	1.43	5.20	3.92
95th-Percentile Queue Length [ft]	50.43	53.02	11.71	42.82	35.75	130.00	98.12
Approach Delay [s/veh]	19.85		7.41	5.65		10.54	
Approach LOS	C		A	A		B	
Intersection Delay [s/veh]	9.77						
Intersection LOS	A						

Intersection Level Of Service Report
Intersection 1501: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	7.3
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name							East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			30.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name							East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	29	0	7	0	0	0	0	928	6	0	0	1529	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	0	7	0	0	0	0	928	6	0	0	1529	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	7	0	2	0	0	0	0	232	2	0	0	382	0	0
Total Analysis Volume [veh/h]	29	0	7	0	0	0	0	928	6	0	0	1529	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1				1					
Circulating Flow Rate [veh/h]	1529			941			7				6					
Exiting Flow Rate [veh/h]	6			0			1558				935					
Demand Flow Rate [veh/h]	29	0	7	0	0	0	0	928	6	0	0	1529	0	0		
Adjusted Demand Flow Rate [veh/h]	29	0	7	0	0	0	0	928	6	0	0	1529	0	0		

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	36	0	496	439	811	719
Capacity of Entry and Bypass Lanes [veh/h]	388	639	1411	1411	1413	1413
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	388	639	1411	1411	1413	1413
X, volume / capacity	0.09	0.00	0.35	0.31	0.57	0.51

Movement, Approach, & Intersection Results

Lane LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.31	0.00	1.60	1.34	3.84	3.00
95th-Percentile Queue Length [ft]	7.64	0.00	39.97	33.50	96.07	75.10
Approach Delay [s/veh]	10.72	5.64	5.48		8.28	
Approach LOS	B	A	A		A	
Intersection Delay [s/veh]	7.27					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1502: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	7.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name			East-West Arterial			East-West Arterial		
Approach	Northbound		Eastbound			Westbound		
Lane Configuration								
Turning Movement	Left	Right	Thru	Right	U-turn	Left	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00			50.00		
Grade [%]	0.00		0.00			0.00		
Crosswalk	Yes		Yes			Yes		

Volumes

Name			East-West Arterial			East-West Arterial		
Base Volume Input [veh/h]	224	4	932	2	0	1	1305	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	224	4	932	2	0	1	1305	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	56	1	233	1	0	0	326	3
Total Analysis Volume [veh/h]	224	4	932	2	0	1	1305	12
Pedestrian Volume [ped/h]	0		0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	2		1			1		
Circulating Flow Rate [veh/h]	1317		16			2		
Exiting Flow Rate [veh/h]	3		1529			948		
Demand Flow Rate [veh/h]	224	4	932	2	0	1	1305	12
Adjusted Demand Flow Rate [veh/h]	224	4	932	2	0	1	1305	12

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	228	496	439	699	620
Capacity of Entry and Bypass Lanes [veh/h]	464	1400	1400	1418	1418
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	464	1400	1400	1418	1418
X, volume / capacity	0.49	0.35	0.31	0.49	0.44

Movement, Approach, & Intersection Results

Lane LOS	C	A	A	A	A
95th-Percentile Queue Length [veh]	2.66	1.62	1.36	2.83	2.28
95th-Percentile Queue Length [ft]	66.57	40.47	33.89	70.66	56.92
Approach Delay [s/veh]	17.51	5.54		7.09	
Approach LOS	C	A		A	
Intersection Delay [s/veh]	7.46				
Intersection LOS	A				

Intersection Level Of Service Report
Intersection 1600: East-West Arterial at Northward Rd

Control Type:	Two-way stop	Delay (sec / veh):	15.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.216

Intersection Setup

Name	Northward Rd		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	95	0	949	0	3	1223
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	95	0	949	0	3	1223
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	0	237	0	1	306
Total Analysis Volume [veh/h]	95	0	949	0	3	1223
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.22	0.00	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	15.41	0.00	0.00	0.00	0.00	0.00
Movement LOS	C		A		A	A
95th-Percentile Queue Length [veh/ln]	0.81	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	20.25	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	15.41		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.64					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1700: East-West Arterial at Lookout Rd

Control Type:	Roundabout	Delay (sec / veh):	8.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Lookout Rd			Lookout Rd			East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	200.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Lookout Rd			Lookout Rd			East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	127	0	6	0	0	0	0	865	31	53	2	1108	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	127	0	6	0	0	0	0	865	31	53	2	1108	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	32	0	2	0	0	0	0	216	8	13	1	277	0	0
Total Analysis Volume [veh/h]	127	0	6	0	0	0	0	865	31	53	2	1108	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1				1			
Circulating Flow Rate [veh/h]	1161			955			6				84			
Exiting Flow Rate [veh/h]	33			0			1288				871			
Demand Flow Rate [veh/h]	127	0	6	0	0	0	0	865	31	53	2	1108	0	0
Adjusted Demand Flow Rate [veh/h]	127	0	6	0	0	0	0	865	31	53	2	1108	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	133	0	865	84	589	522
Capacity of Entry and Bypass Lanes [veh/h]	530	631	1413	1413	1316	1316
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	530	631	1413	1413	1316	1316
X, volume / capacity	0.25	0.00	0.61	0.06	0.45	0.40

Movement, Approach, & Intersection Results

Lane LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.99	0.00	4.45	0.19	2.37	1.93
95th-Percentile Queue Length [ft]	24.68	0.00	111.30	4.74	59.14	48.35
Approach Delay [s/veh]	10.33	5.71	8.97		6.86	
Approach LOS	B	A	A		A	
Intersection Delay [s/veh]	7.98					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1800: East-West Arterial at Longfellow Rd

Control Type:	Roundabout	Delay (sec / veh):	10.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Longfellow Rd			Longfellow Rd			East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Longfellow Rd			Longfellow Rd			East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	129	0	2	0	0	0	0	865	6	0	5	905	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	129	0	2	0	0	0	0	865	6	0	5	905	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	32	0	1	0	0	0	0	216	2	0	1	226	0	0
Total Analysis Volume [veh/h]	129	0	2	0	0	0	0	865	6	0	5	905	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1				
Circulating Flow Rate [veh/h]	905			873			2				6				
Exiting Flow Rate [veh/h]	11			0			1034				867				
Demand Flow Rate [veh/h]	129	0	2	0	0	0	0	865	6	0	5	905	0	0	
Adjusted Demand Flow Rate [veh/h]	129	0	2	0	0	0	0	865	6	0	5	905	0	0	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	131	0	871	910
Capacity of Entry and Bypass Lanes [veh/h]	549	567	1378	1372
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	549	567	1378	1372
X, volume / capacity	0.24	0.00	0.63	0.66

Movement, Approach, & Intersection Results

Lane LOS	A	A	B	B
95th-Percentile Queue Length [veh]	0.93	0.00	4.80	5.41
95th-Percentile Queue Length [ft]	23.14	0.00	119.96	135.19
Approach Delay [s/veh]	9.81	6.36	10.16	10.95
Approach LOS	A	A	B	B
Intersection Delay [s/veh]	10.51			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 1900: East West Arterial

Control Type:	Roundabout	Delay (sec / veh):	10.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name							East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name							East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	0	0	6	0	0	12	1	843	22	0	0	844	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	6	0	0	12	1	843	22	0	0	844	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	0	0	2	0	0	3	0	211	6	0	0	211	0	0
Total Analysis Volume [veh/h]	0	0	6	0	0	12	1	843	22	0	0	844	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1			
Circulating Flow Rate [veh/h]	856			871			6				34			
Exiting Flow Rate [veh/h]	22			1			856				849			
Demand Flow Rate [veh/h]	0	0	6	0	0	12	1	843	22	0	0	844	0	0
Adjusted Demand Flow Rate [veh/h]	0	0	6	0	0	12	1	843	22	0	0	844	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	6	12	866	844
Capacity of Entry and Bypass Lanes [veh/h]	577	568	1372	1333
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	577	568	1372	1333
X, volume / capacity	0.01	0.02	0.63	0.63

Movement, Approach, & Intersection Results

Lane LOS	A	A	B	B
95th-Percentile Queue Length [veh]	0.03	0.06	4.78	4.80
95th-Percentile Queue Length [ft]	0.79	1.62	119.44	120.03
Approach Delay [s/veh]	6.36	6.59	10.16	10.40
Approach LOS	A	A	B	B
Intersection Delay [s/veh]	10.24			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 2000: Frank Sound Road at East-West Arterial

Control Type:	Unknown	Delay (sec / veh):	?
Analysis Method:	?	Level Of Service:	?
Analysis Period:	15 minutes	Volume to Capacity (v/c):	?

Intersection Setup

Name	Frank Sound Rd	Frank Sound Rd
Approach	Northbound	Southbound
Lane Configuration		
Turning Movement	Thru	Thru
Crosswalk	Yes	Yes

Volumes

Name	Frank Sound Rd	Frank Sound Rd
Base Volume Input [veh/h]	171	192
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Left-Turn on Red Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	171	192
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	48
Total Analysis Volume [veh/h]	171	192
Presence of On-Street Parking	No	No
On-Street Parking Maneuver Rate [/h]	0	0
Local Bus Stopping Rate [/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Level Of Service Report
Intersection 2100: Frank Sound Road at East-West Arterial

Control Type:	Roundabout	Delay (sec / veh):	12.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd			Frank Sound Rd			East-West Arterial							
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			50.00				40.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Frank Sound Rd			Frank Sound Rd			East-West Arterial							
Base Volume Input [veh/h]	689	101	0	0	107	148	86	3	765	0	0	9	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	689	101	0	0	107	148	86	3	765	0	0	9	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	172	25	0	0	27	37	22	1	191	0	0	2	0	0
Total Analysis Volume [veh/h]	689	101	0	0	107	148	86	3	765	0	0	9	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1			
Circulating Flow Rate [veh/h]	157			768			101				1020			
Exiting Flow Rate [veh/h]	872			187			846				3			
Demand Flow Rate [veh/h]	689	101	0	0	107	148	86	3	765	0	0	9	0	0
Adjusted Demand Flow Rate [veh/h]	689	101	0	0	107	148	86	3	765	0	0	9	0	0

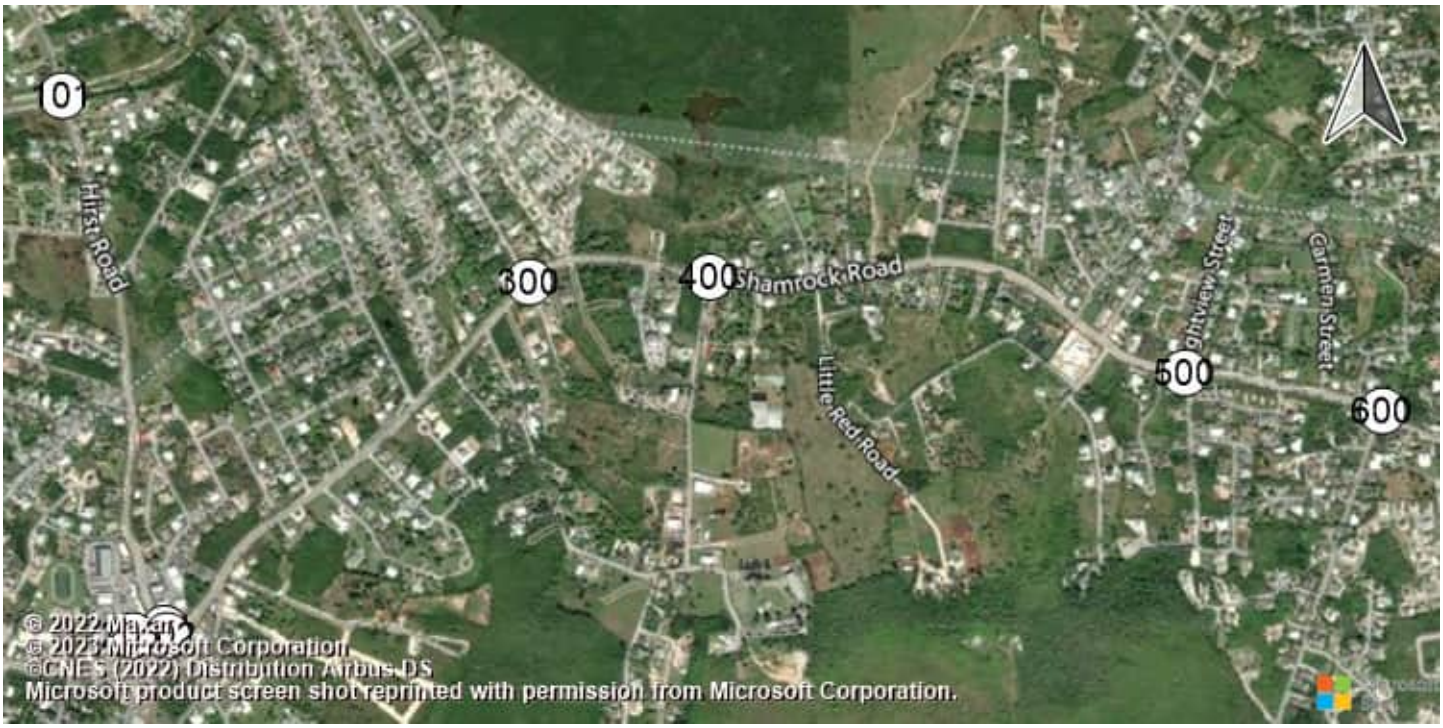
Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	790	255	854	9
Capacity of Entry and Bypass Lanes [veh/h]	1176	631	1245	488
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1176	631	1245	488
X, volume / capacity	0.67	0.40	0.69	0.02

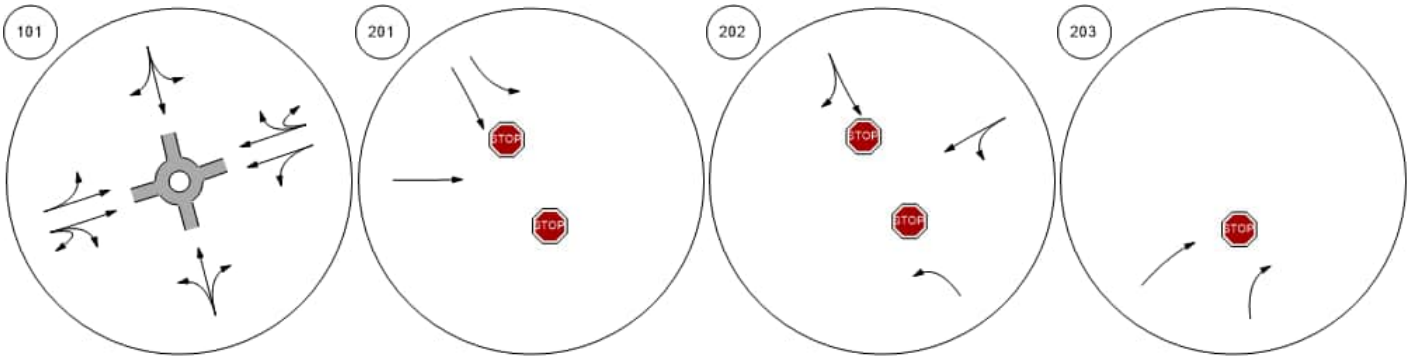
Movement, Approach, & Intersection Results

Lane LOS	B	B	B	A
95th-Percentile Queue Length [veh]	5.51	1.96	5.85	0.06
95th-Percentile Queue Length [ft]	137.82	48.90	146.32	1.41
Approach Delay [s/veh]	12.45	11.56	12.38	7.61
Approach LOS	B	B	B	A
Intersection Delay [s/veh]	12.27			
Intersection LOS	B			

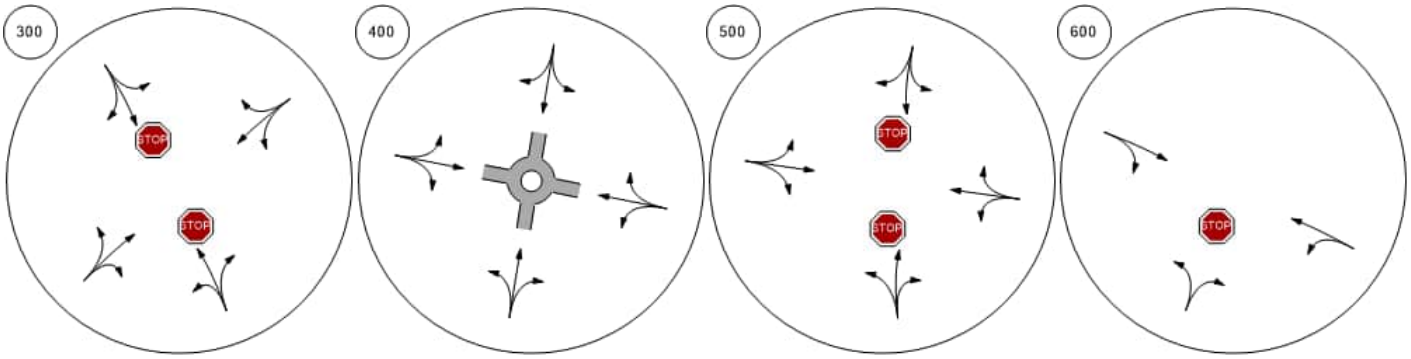
Lane Configuration and Traffic Control



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

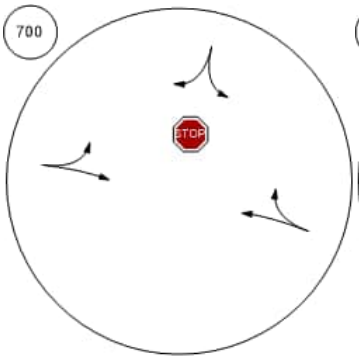


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

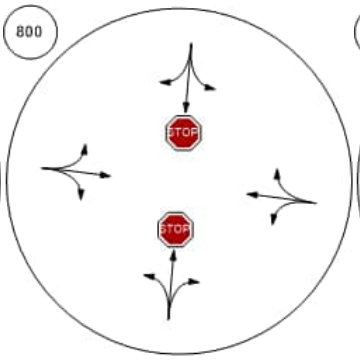


Lane Configuration and Traffic Control

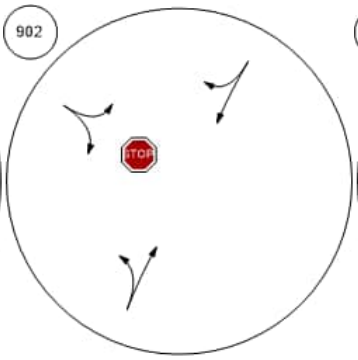
Shamrock Road at Northward



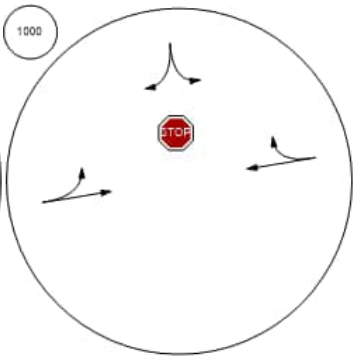
Shamrock Road at Condor R



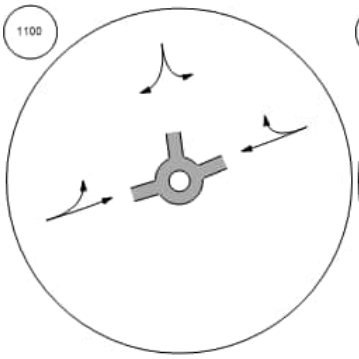
Bodden Town Road at Bodde



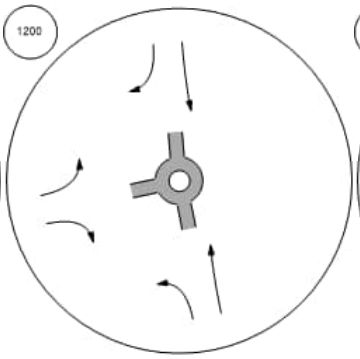
Bodden Town Road at Long



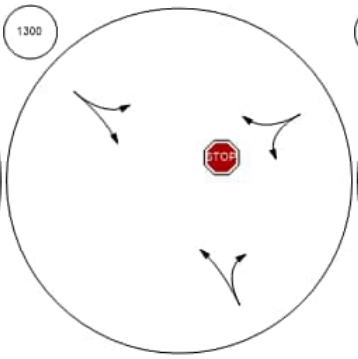
Frank Sound Road at Bodde



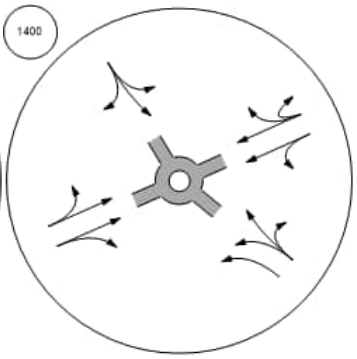
Frank Sound Road at Clifton



Frank Sound Road at North S

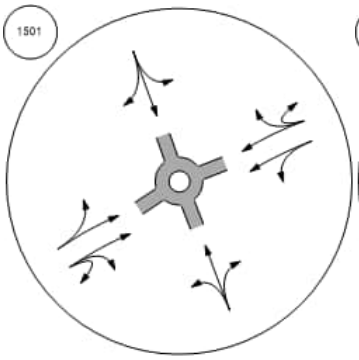


East-West Arterial at Agricola

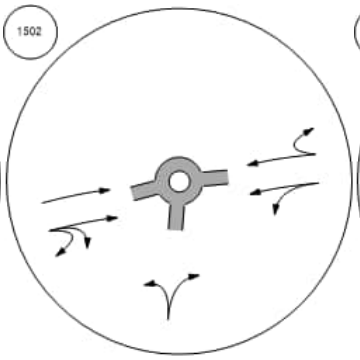


Lane Configuration and Traffic Control

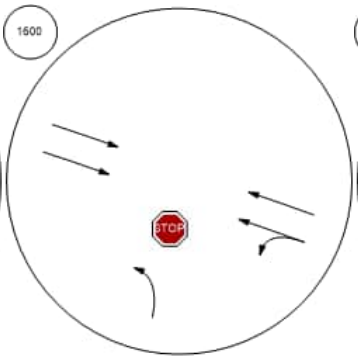
East-West Arterial at Will T C



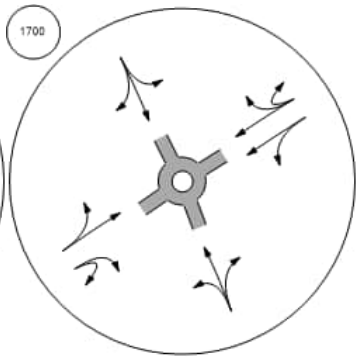
East-West Arterial at Will T C



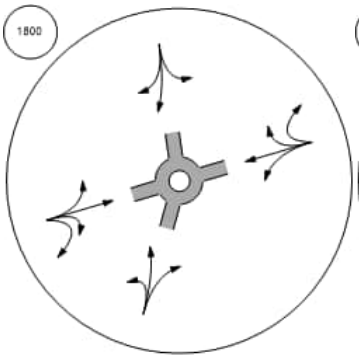
East-West Arterial at Northwa



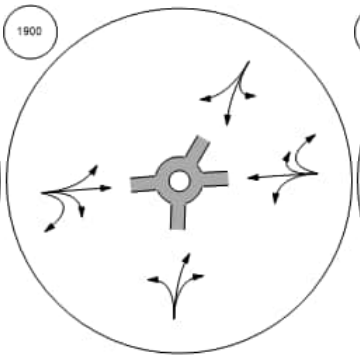
East-West Arterial at Lookout



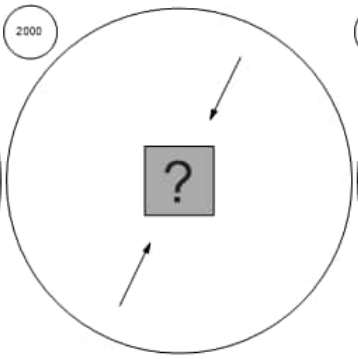
East-West Arterial at Longfell



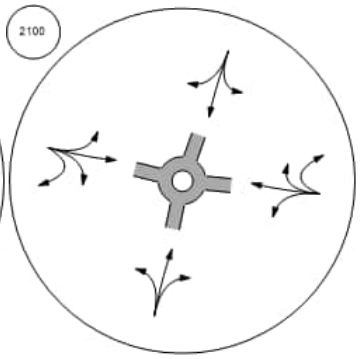
East West Arterial



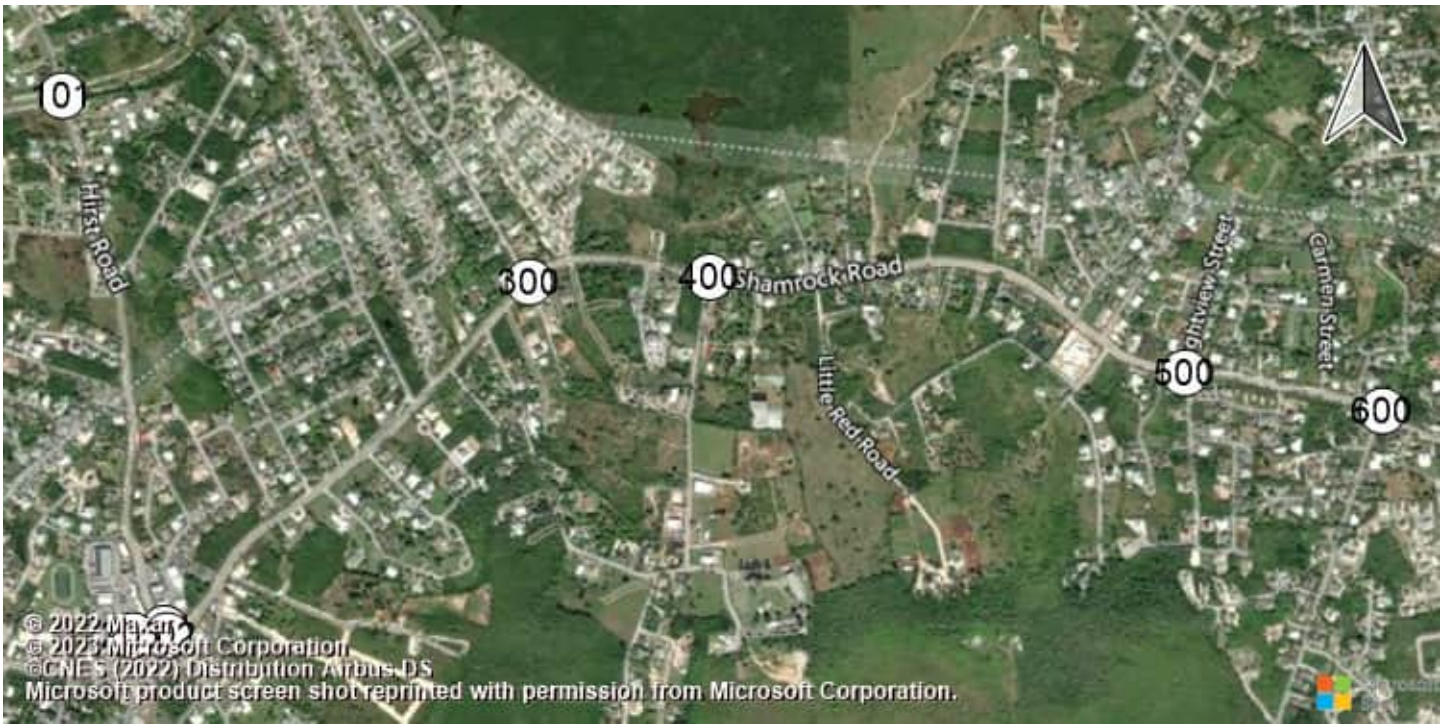
Frank Sound Road at East-W



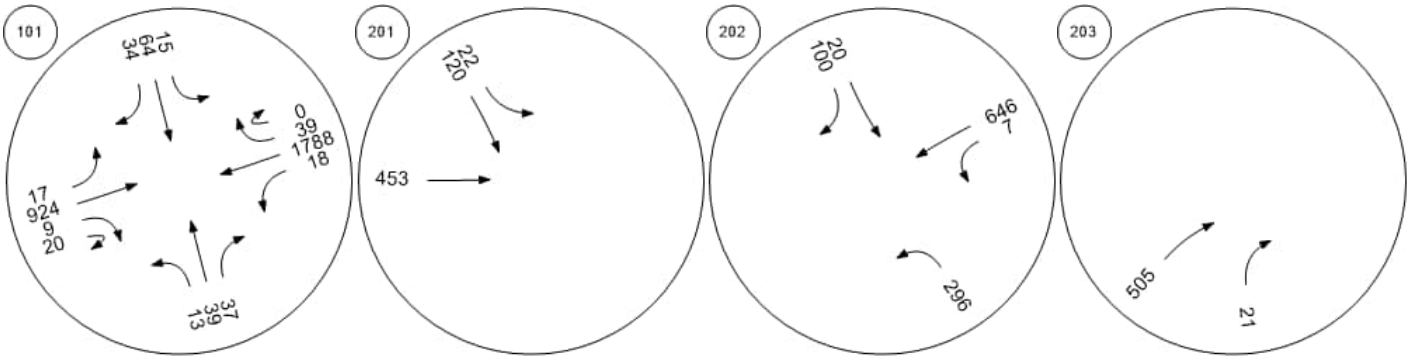
Frank Sound Road at East-W



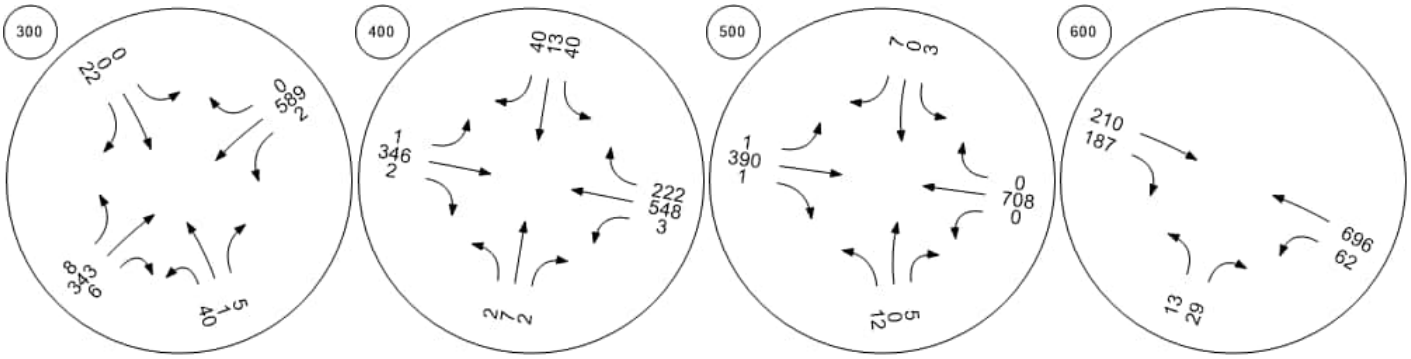
Traffic Volume - Base Volume



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

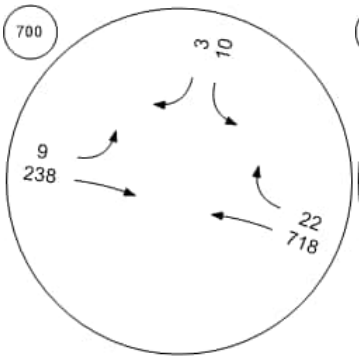


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

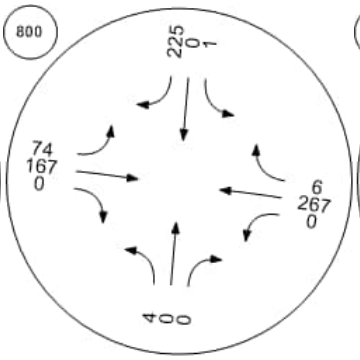


Traffic Volume - Base Volume

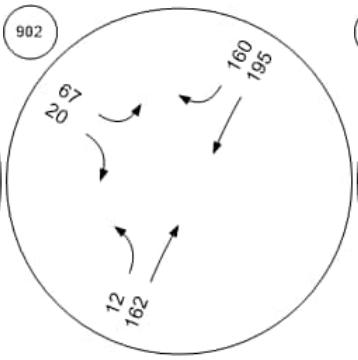
Shamrock Road at Northward



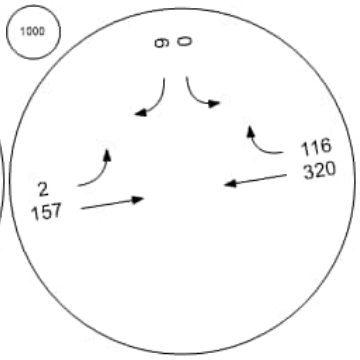
Shamrock Road at Condor R



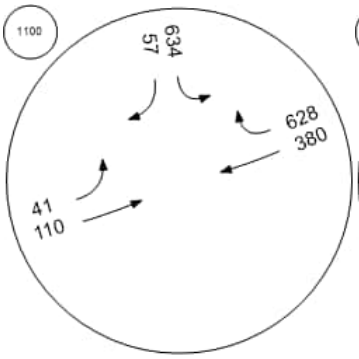
Bodden Town Road at Bodde



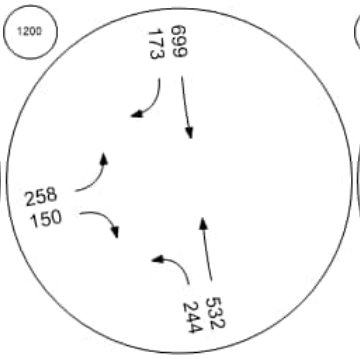
Bodden Town Road at Long



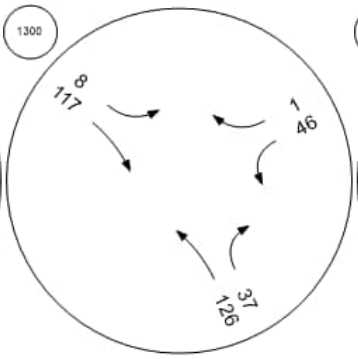
Frank Sound Road at Bodde



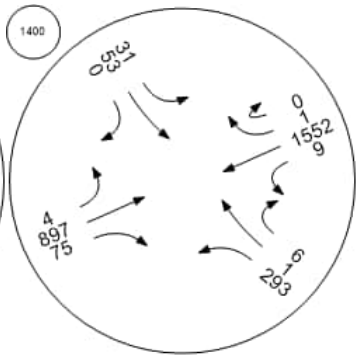
Frank Sound Road at Clifton



Frank Sound Road at North S

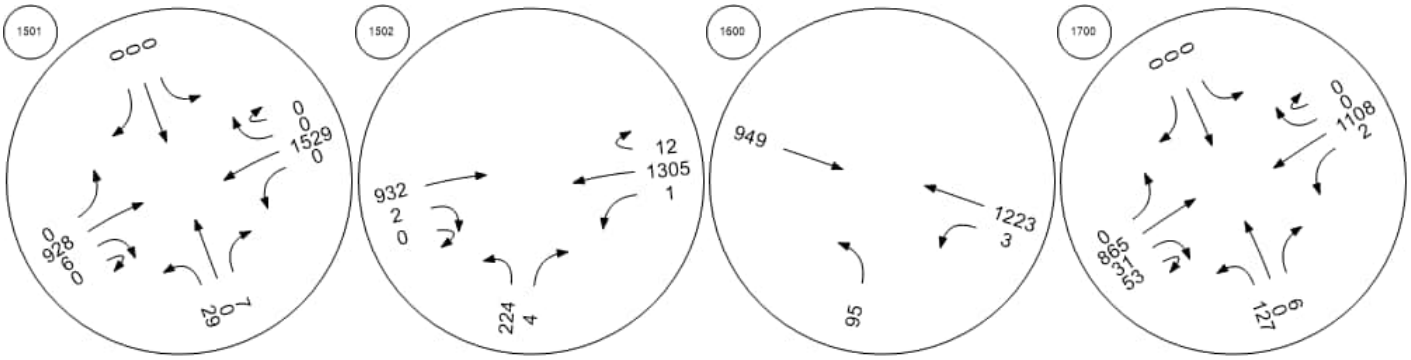


East-West Arterial at Agricola

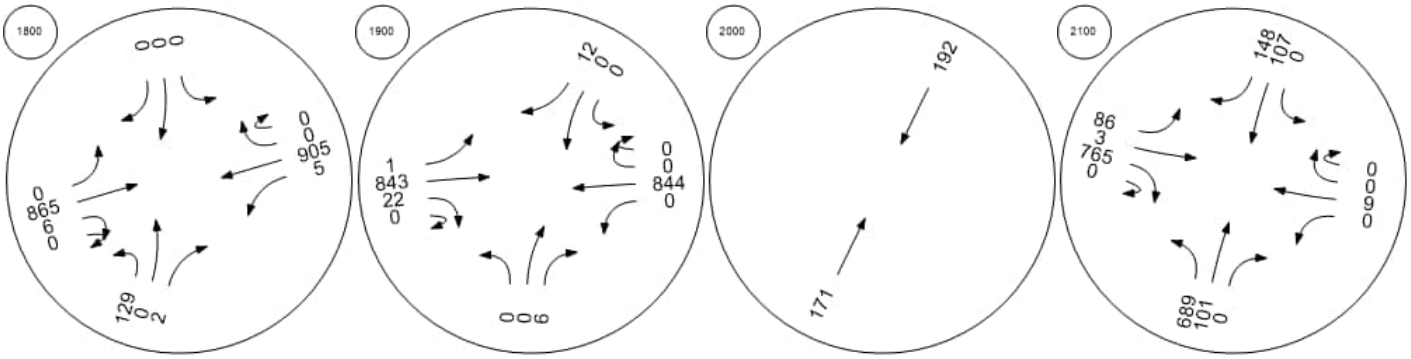


Traffic Volume - Base Volume

East-West Arterial at Will T C East-West Arterial at Will T C East-West Arterial at Northwa East-West Arterial at Lookout



East-West Arterial at Longfell East West Arterial Frank Sound Road at East-W Frank Sound Road at East-W



Intersection Level Of Service Report
Intersection 101: East-West Arterial Road at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	14.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name									East-West Arterial				East-West Arterial				
Approach	Northbound				Southbound				Eastbound				Westbound				
Lane Configuration																	
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	U-tu	Left	Thr	Thr	Rig	U-t
Lane Width [ft]	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.	12.	12.	12.	12.
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100	100	100	100	100
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Speed [mph]	30.00				30.00				40.00				50.00				
Grade [%]	0.00				0.00				0.00				0.00				
Crosswalk	Yes				Yes				Yes				Yes				

Volumes

Name									East-West Arterial				East-West Arterial				
Base Volume Input [veh/h]	41	0	123	29	22	61	0	20	83	1707	57	4	53	817	0	50	0
Base Volume Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	41	0	123	29	22	61	0	20	83	1707	57	4	53	817	0	50	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Other Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Total 15-Minute Volume [veh/h]	10	0	31	7	6	15	0	5	21	427	14	1	13	204	0	13	0
Total Analysis Volume [veh/h]	41	0	123	29	22	61	0	20	83	1707	57	4	53	817	0	50	0
Pedestrian Volume [ped/h]	0				0				0				0				

Intersection Settings

Number of Conflicting Circulating Lanes	2				2				2				2				
Circulating Flow Rate [veh/h]	891				1797				202				142				
Exiting Flow Rate [veh/h]	171				256				882				1758				
Demand Flow Rate [veh/h]	41	0	123	29	22	61	0	20	83	1707	57	4	53	817	0	50	0
Adjusted Demand Flow Rate [veh/h]	41	0	123	29	22	61	0	20	83	1707	57	4	53	817	0	50	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1350.00	1420.00	1350.00
B (coefficient)	0.00085	0.00085	0.00085	0.00092	0.00085	0.00092
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	193	103	982	870	488	433
Capacity of Entry and Bypass Lanes [veh/h]	666	309	1196	1122	1259	1185
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	666	309	1196	1122	1259	1185
X, volume / capacity	0.29	0.33	0.82	0.78	0.39	0.36

Movement, Approach, & Intersection Results

Lane LOS	A	C	C	C	A	A
95th-Percentile Queue Length [veh]	1.20	1.43	9.98	8.23	1.86	1.69
95th-Percentile Queue Length [ft]	30.00	35.65	249.58	205.86	46.54	42.35
Approach Delay [s/veh]	9.05	19.10	18.20		6.60	
Approach LOS	A	C	C		A	
Intersection Delay [s/veh]	14.17					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	31.2
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.656

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	11	228	0	0	636	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	11	228	0	0	636	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	3	61	0	0	171	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	12	245	0	0	684	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop			Stop			Free			Free			
Flared Lane													
Storage Area [veh]	0			0			0			0			
Two-Stage Gap Acceptance				No									
Number of Storage Spaces in Median	0			0			0			0			

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.03	0.66	0.00	0.00	0.01	0.00	0.00	0.00	0.00	
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	13.18	31.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Movement LOS				B	D			A					
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.08	4.47	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	2.04	111.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
d_A, Approach Delay [s/veh]	0.00			30.36			0.00			0.00			
Approach LOS	A			D			A			A			
d_I, Intersection Delay [s/veh]	8.29												
Intersection LOS	D												

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	58.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.749

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	240	0	0	0	38	190	0	0	0	12	452	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	240	0	0	0	38	190	0	0	0	12	452	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	65	0	0	0	10	51	0	0	0	3	122	0
Total Analysis Volume [veh/h]	258	0	0	0	41	204	0	0	0	13	486	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.44	0.00	0.00	0.00	0.09	0.75	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	16.07	0.00	0.00	0.00	52.91	58.57	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	C				F	F				A	A	
95th-Percentile Queue Length [veh/ln]	2.27	0.00	0.00	0.00	7.03	7.03	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	56.80	0.00	0.00	0.00	175.82	175.82	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	16.07			57.62			0.00			0.00		
Approach LOS	C			F			A			A		
d_I, Intersection Delay [s/veh]	18.23											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 203: Shamrock Road atHirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	17.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.095

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	29	805	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	29	805	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	8	216	0	0	0
Total Analysis Volume [veh/h]	0	31	866	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.09	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	17.19	0.00	0.00	0.00	0.00
Movement LOS		C	A			
95th-Percentile Queue Length [veh/ln]	0.00	0.31	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	7.81	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	17.19		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.59					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	27.6
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.250

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	12	1	3	0	1	51	10	448	29	5	478	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	1	3	0	1	51	10	448	29	5	478	0
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	1	0	0	13	3	112	7	1	120	0
Total Analysis Volume [veh/h]	12	1	3	0	1	53	10	448	30	5	478	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.01	0.00	0.00	0.25	0.00	0.00	0.03	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.45	20.57	21.79	16.55	25.83	27.61	0.00	0.00	8.40	0.00	0.00	8.23
Movement LOS	B	C	C	C	D	D	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.12	0.12	0.12	0.97	0.97	0.97	0.08	0.08	0.08	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.98	2.98	2.98	24.31	24.31	24.31	2.12	2.12	2.12	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.96			27.58			0.52			0.00		
Approach LOS	B			D			A			A		
d_I, Intersection Delay [s/veh]	1.89											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive

Control Type:	Roundabout	Delay (sec / veh):	6.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	1	0	0	203	19	34	4	444	3	8	448	46
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	0	203	19	34	4	444	3	8	448	46
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	51	5	9	1	111	1	2	112	12
Total Analysis Volume [veh/h]	1	0	0	203	19	34	4	444	3	9	448	46
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1			
Circulating Flow Rate [veh/h]	528			447			46			56			
Exiting Flow Rate [veh/h]	31			50			483			647			
Demand Flow Rate [veh/h]	1	0	0	203	19	34	4	444	3	8	448	46	
Adjusted Demand Flow Rate [veh/h]	1	0	0	203	19	34	4	444	3	9	448	46	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	1	256	451	503
Capacity of Entry and Bypass Lanes [veh/h]	806	875	1317	1304
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	806	875	1317	1304
X, volume / capacity	0.00	0.29	0.34	0.39

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.00	1.22	1.54	1.85
95th-Percentile Queue Length [ft]	0.09	30.55	38.52	46.28
Approach Delay [s/veh]	4.48	7.27	5.86	6.42
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	6.39			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	25.6
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	3	0	0	0	0	1	13	561	24	50	427	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	0	0	0	0	1	13	561	24	50	427	25
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	0	0	0	3	140	6	13	107	6
Total Analysis Volume [veh/h]	3	0	0	0	0	1	13	561	24	50	427	25
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.01	0.02	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	10.91	23.62	25.38	11.95	24.19	25.62	0.00	0.00	8.36	0.00	0.00	8.66
Movement LOS	B	C	D	B	C	D	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	0.02	0.02	0.02	0.07	0.07	0.07	0.08	0.08	0.08
95th-Percentile Queue Length [ft/ln]	0.37	0.37	0.37	0.43	0.43	0.43	1.68	1.68	1.68	1.90	1.90	1.90
d_A, Approach Delay [s/veh]	10.91			25.62			0.34			0.43		
Approach LOS	B			D			A			A		
d_I, Intersection Delay [s/veh]	0.43											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	39.2
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.381

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	22	57	475	87	30	480
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	57	475	87	30	480
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	16	130	24	8	132
Total Analysis Volume [veh/h]	24	63	522	96	33	527
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.38	0.01	0.09	0.00	0.01
d_M, Delay for Movement [s/veh]	24.04	39.19	0.00	8.89	0.00	0.00
Movement LOS	C	E	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.96	1.96	0.31	0.31	0.00	0.00
95th-Percentile Queue Length [ft/ln]	48.95	48.95	7.76	7.76	0.00	0.00
d_A, Approach Delay [s/veh]	35.01		1.38		0.00	
Approach LOS	E		A		A	
d_I, Intersection Delay [s/veh]	3.08					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	20.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.116

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	25	29	14	428	518	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	25	29	14	428	518	17
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	7	4	110	134	4
Total Analysis Volume [veh/h]	26	30	14	441	534	18
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.12	0.00	0.00	0.01	0.02
d_M, Delay for Movement [s/veh]	12.75	20.79	0.00	0.00	0.00	8.28
Movement LOS	B	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.55	0.55	0.00	0.00	0.05	0.05
95th-Percentile Queue Length [ft/ln]	13.87	13.87	0.00	0.00	1.23	1.23
d_A, Approach Delay [s/veh]	17.06		0.00		0.27	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	1.04					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	16.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.228

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	1	0	0	4	0	90	101	242	2	0	304	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	0	4	0	90	101	242	2	0	304	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	1	0	23	25	61	1	0	76	3
Total Analysis Volume [veh/h]	1	0	0	4	0	90	101	242	2	0	304	13
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.23	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	9.87	14.69	14.20	12.50	16.78	16.85	0.00	0.00	7.84	0.00	0.00	7.96
Movement LOS	A	B	B	B	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.89	0.89	0.89	0.00	0.00	0.00	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	0.10	0.10	0.10	22.37	22.37	22.37	0.12	0.12	0.12	0.80	0.80	0.80
d_A, Approach Delay [s/veh]	9.87			16.67			0.05			0.33		
Approach LOS	A			C			A			A		
d_I, Intersection Delay [s/veh]	2.24											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 902: Bodden Town Road at Bodden Town Bypass

Control Type:	Two-way stop	Delay (sec / veh):	18.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.143

Intersection Setup

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	65	44	29	200	239	132
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	65	44	29	200	239	132
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	12	8	53	64	35
Total Analysis Volume [veh/h]	69	47	31	213	254	140
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.14	0.00	0.00	0.00	0.10
d_M, Delay for Movement [s/veh]	11.47	17.98	0.00	0.00	0.00	8.01
Movement LOS	B	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.87	0.87	0.00	0.00	0.35	0.35
95th-Percentile Queue Length [ft/ln]	21.67	21.67	0.00	0.00	8.77	8.77
d_A, Approach Delay [s/veh]	14.11		0.00		2.85	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	3.66					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Two-way stop	Delay (sec / veh):	12.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.015

Intersection Setup

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	0	6	3	203	339	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	6	3	203	339	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	2	1	56	93	0
Total Analysis Volume [veh/h]	0	7	3	223	373	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.51	12.80	0.00	0.00	0.00	7.66
Movement LOS	A	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.05	0.05	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.14	1.14	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.80		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.15					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1100: Frank Sound Road at Bodden Town Road

Control Type:	Roundabout	Delay (sec / veh):	14.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	822	65	58	138	274	538
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	822	65	58	138	274	538
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	221	17	16	37	74	145
Total Analysis Volume [veh/h]	884	70	62	148	295	578
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Number of Conflicting Circulating Lanes	1		1		1	
Circulating Flow Rate [veh/h]	148		578		70	
Exiting Flow Rate [veh/h]	640		365		1032	
Demand Flow Rate [veh/h]	822	65	58	138	274	538
Adjusted Demand Flow Rate [veh/h]	884	70	62	148	295	578

Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	954	210	873
Capacity of Entry and Bypass Lanes [veh/h]	1187	766	1285
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1187	766	1285
X, volume / capacity	0.80	0.27	0.68

Movement, Approach, & Intersection Results

Lane LOS	C	A	B
95th-Percentile Queue Length [veh]	9.32	1.12	5.72
95th-Percentile Queue Length [ft]	232.93	27.91	143.06
Approach Delay [s/veh]	18.11	7.85	11.91
Approach LOS	C	A	B
Intersection Delay [s/veh]	14.39		
Intersection LOS	B		

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Roundabout	Delay (sec / veh):	9.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter HS	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter HS	
Base Volume Input [veh/h]	135	604	766	277	209	209
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	135	604	766	277	209	209
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	151	192	69	52	52
Total Analysis Volume [veh/h]	135	604	766	277	209	209
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Number of Conflicting Circulating Lanes	1		1		1	
Circulating Flow Rate [veh/h]	277		209		604	
Exiting Flow Rate [veh/h]	975		813		412	
Demand Flow Rate [veh/h]	135	604	766	277	209	209
Adjusted Demand Flow Rate [veh/h]	135	604	766	277	209	209

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00091	0.00091	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	135	604	766	277	209	209
Capacity of Entry and Bypass Lanes [veh/h]	1104	1104	1175	1175	820	820
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1104	1104	1175	1175	820	820
X, volume / capacity	0.12	0.55	0.65	0.24	0.26	0.26

Movement, Approach, & Intersection Results

Lane LOS	A	A	B	A	A	A
95th-Percentile Queue Length [veh]	0.42	3.44	5.12	0.92	1.01	1.01
95th-Percentile Queue Length [ft]	10.42	85.94	127.95	22.97	25.34	25.34
Approach Delay [s/veh]	8.86		10.11		7.16	
Approach LOS	A		B		A	
Intersection Delay [s/veh]	9.13					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	12.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.048

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	183	39	32	163	75	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	183	39	32	163	75	22
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	51	11	9	46	21	6
Total Analysis Volume [veh/h]	206	44	36	183	84	25
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.00	0.00	0.10	0.05
d_M, Delay for Movement [s/veh]	0.00	7.73	0.00	0.00	10.10	12.79
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.00	0.00	0.52	0.52
95th-Percentile Queue Length [ft/ln]	2.50	2.50	0.00	0.00	12.91	12.91
d_A, Approach Delay [s/veh]	1.36		0.00		10.72	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.61					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	9.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			50.00			50.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	Yes			Yes			Yes			Yes			

Volumes

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Base Volume Input [veh/h]	43	6	9	51	29	2	9	1498	251	40	875	24	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	43	6	9	51	29	2	9	1498	251	40	875	24	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	11	2	2	13	7	1	2	375	63	10	219	6	1
Total Analysis Volume [veh/h]	43	6	9	51	29	2	9	1498	251	40	875	24	2
Pedestrian Volume [ped/h]	0			0			0			0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1			1			
Circulating Flow Rate [veh/h]	903			1760			41			282			
Exiting Flow Rate [veh/h]	320			39			920			1560			
Demand Flow Rate [veh/h]	43	6	9	51	29	2	9	1498	251	40	875	24	2
Adjusted Demand Flow Rate [veh/h]	43	6	9	51	29	2	9	1498	251	40	875	24	2

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1350.00	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00092	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	31	28	82	932	827	499	443
Capacity of Entry and Bypass Lanes [veh/h]	660	589	319	1368	1368	1099	1099
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	660	589	319	1368	1368	1099	1099
X, volume / capacity	0.05	0.05	0.26	0.68	0.60	0.45	0.40

Movement, Approach, & Intersection Results

Lane LOS	A	A	C	B	A	A	A
95th-Percentile Queue Length [veh]	0.15	0.15	1.01	5.79	4.30	2.42	1.97
95th-Percentile Queue Length [ft]	3.66	3.64	25.19	144.80	107.56	60.41	49.35
Approach Delay [s/veh]	6.29		16.49	10.57		7.88	
Approach LOS	A		C	B		A	
Intersection Delay [s/veh]	9.76						
Intersection LOS	A						

Intersection Level Of Service Report
Intersection 1501: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	7.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name							East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			30.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name							East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	1	0	5	0	0	0	0	1472	87	0	6	936	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	5	0	0	0	0	1472	87	0	6	936	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	0	0	1	0	0	0	0	368	22	0	2	234	0	0
Total Analysis Volume [veh/h]	1	0	5	0	0	0	0	1472	87	0	6	936	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1				1			
Circulating Flow Rate [veh/h]	936			1564			5				87			
Exiting Flow Rate [veh/h]	93			0			937				1477			
Demand Flow Rate [veh/h]	1	0	5	0	0	0	0	1472	87	0	6	936	0	0
Adjusted Demand Flow Rate [veh/h]	1	0	5	0	0	0	0	1472	87	0	6	936	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	6	0	827	733	500	443
Capacity of Entry and Bypass Lanes [veh/h]	641	376	1414	1414	1312	1312
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	641	376	1414	1414	1312	1312
X, volume / capacity	0.01	0.00	0.58	0.52	0.38	0.34

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.03	0.00	4.00	3.11	1.81	1.51
95th-Percentile Queue Length [ft]	0.71	0.00	100.06	77.87	45.27	37.68
Approach Delay [s/veh]	5.72	9.58	8.45		6.09	
Approach LOS	A	A	A		A	
Intersection Delay [s/veh]	7.56					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1502: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	7.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name			East-West Arterial			East-West Arterial		
Approach	Northbound		Eastbound			Westbound		
Lane Configuration								
Turning Movement	Left	Right	Thru	Right	U-turn	Left	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00			50.00		
Grade [%]	0.00		0.00			0.00		
Crosswalk	Yes		Yes			Yes		

Volumes

Name			East-West Arterial			East-West Arterial		
Base Volume Input [veh/h]	15	1	1447	30	0	2	927	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	1	1447	30	0	2	927	23
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	0	362	8	0	1	232	6
Total Analysis Volume [veh/h]	15	1	1447	30	0	2	927	23
Pedestrian Volume [ped/h]	0		0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	2		1			1		
Circulating Flow Rate [veh/h]	950		24			30		
Exiting Flow Rate [veh/h]	32		942			1471		
Demand Flow Rate [veh/h]	15	1	1447	30	0	2	927	23
Adjusted Demand Flow Rate [veh/h]	15	1	1447	30	0	2	927	23

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	16	783	695	505	448
Capacity of Entry and Bypass Lanes [veh/h]	634	1390	1390	1382	1382
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	634	1390	1390	1382	1382
X, volume / capacity	0.03	0.56	0.50	0.37	0.32

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.08	3.69	2.90	1.70	1.42
95th-Percentile Queue Length [ft]	1.94	92.31	72.48	42.48	35.49
Approach Delay [s/veh]	5.96	8.20		5.71	
Approach LOS	A	A		A	
Intersection Delay [s/veh]	7.22				
Intersection LOS	A				

Intersection Level Of Service Report
Intersection 1600: East-West Arterial at Northward Rd

Control Type:	Two-way stop	Delay (sec / veh):	11.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.048

Intersection Setup

Name	Northward Rd		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	26	0	1471	0	11	925
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	0	1471	0	11	925
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	0	368	0	3	231
Total Analysis Volume [veh/h]	26	0	1471	0	11	925
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	11.91	0.00	0.00	0.00	0.00	0.00
Movement LOS	B		A		A	A
95th-Percentile Queue Length [veh/ln]	0.15	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.73	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.91		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.13					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1700: East-West Arterial at Lookout Rd

Control Type:	Roundabout	Delay (sec / veh):	12.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Lookout Rd			Lookout Rd			East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	200.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Lookout Rd			Lookout Rd			East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	28	0	6	0	0	0	0	1176	175	120	18	860	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	0	6	0	0	0	0	1176	175	120	18	860	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	7	0	2	0	0	0	0	294	44	30	5	215	0	0
Total Analysis Volume [veh/h]	28	0	6	0	0	0	0	1176	175	120	18	860	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1				1			
Circulating Flow Rate [veh/h]	980			1477			6				295			
Exiting Flow Rate [veh/h]	193			0			1008				1182			
Demand Flow Rate [veh/h]	28	0	6	0	0	0	0	1176	175	120	18	860	0	0
Adjusted Demand Flow Rate [veh/h]	28	0	6	0	0	0	0	1176	175	120	18	860	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	34	0	1176	295	466	413
Capacity of Entry and Bypass Lanes [veh/h]	618	405	1413	1413	1086	1086
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	618	405	1413	1413	1086	1086
X, volume / capacity	0.06	0.00	0.83	0.21	0.43	0.38

Movement, Approach, & Intersection Results

Lane LOS	A	A	C	A	A	A
95th-Percentile Queue Length [veh]	0.17	0.00	10.91	0.79	2.19	1.80
95th-Percentile Queue Length [ft]	4.36	0.00	272.63	19.69	54.72	45.02
Approach Delay [s/veh]	6.45	8.90	15.07		7.60	
Approach LOS	A	A	C		A	
Intersection Delay [s/veh]	12.19					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1800: East-West Arterial at Longfellow Rd

Control Type:	Roundabout	Delay (sec / veh):	16.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes		

Intersection Setup

Name	Longfellow Rd			Longfellow Rd			East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Longfellow Rd			Longfellow Rd			East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	10	0	2	0	0	0	0	1124	58	0	6	826	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	2	0	0	0	0	1124	58	0	6	826	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	3	0	1	0	0	0	0	281	15	0	2	207	0	0
Total Analysis Volume [veh/h]	10	0	2	0	0	0	0	1124	58	0	6	826	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1					
Circulating Flow Rate [veh/h]	826			1184			2				58					
Exiting Flow Rate [veh/h]	64			0			836				1126					
Demand Flow Rate [veh/h]	10	0	2	0	0	0	0	1124	58	0	6	826	0	0		
Adjusted Demand Flow Rate [veh/h]	10	0	2	0	0	0	0	1124	58	0	6	826	0	0		

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	12	0	1182	832
Capacity of Entry and Bypass Lanes [veh/h]	595	413	1378	1301
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	595	413	1378	1301
X, volume / capacity	0.02	0.00	0.86	0.64

Movement, Approach, & Intersection Results

Lane LOS	A	A	C	B
95th-Percentile Queue Length [veh]	0.06	0.00	12.13	4.91
95th-Percentile Queue Length [ft]	1.54	0.00	303.33	122.83
Approach Delay [s/veh]	6.28	8.73	20.03	10.74
Approach LOS	A	A	C	B
Intersection Delay [s/veh]	16.13			
Intersection LOS	C			

Intersection Level Of Service Report
Intersection 1900: East West Arterial

Control Type:	Roundabout	Delay (sec / veh):	14.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name							East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name							East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	0	0	4	0	0	3	9	1048	69	0	0	783	3	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	4	0	0	3	9	1048	69	0	0	783	3	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	0	0	1	0	0	1	2	262	17	0	0	196	1	0
Total Analysis Volume [veh/h]	0	0	4	0	0	3	9	1048	69	0	0	783	3	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1				
Circulating Flow Rate [veh/h]	789			1121			7				72				
Exiting Flow Rate [veh/h]	69			12			786				1052				
Demand Flow Rate [veh/h]	0	0	4	0	0	3	9	1048	69	0	0	783	3	0	
Adjusted Demand Flow Rate [veh/h]	0	0	4	0	0	3	9	1048	69	0	0	783	3	0	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	4	3	1126	786
Capacity of Entry and Bypass Lanes [veh/h]	618	440	1371	1283
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	618	440	1371	1283
X, volume / capacity	0.01	0.01	0.82	0.61

Movement, Approach, & Intersection Results

Lane LOS	A	A	C	B
95th-Percentile Queue Length [veh]	0.02	0.02	10.33	4.43
95th-Percentile Queue Length [ft]	0.49	0.51	258.37	110.86
Approach Delay [s/veh]	5.90	8.28	17.43	10.21
Approach LOS	A	A	C	B
Intersection Delay [s/veh]	14.43			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 2000: Frank Sound Road at East-West Arterial

Control Type:	Unknown	Delay (sec / veh):	?
Analysis Method:	?	Level Of Service:	?
Analysis Period:	15 minutes	Volume to Capacity (v/c):	?

Intersection Setup

Name	Frank Sound Rd	Frank Sound Rd
Approach	Northeastbound	Southwestbound
Lane Configuration		
Turning Movement	Thru	Thru
Crosswalk	Yes	Yes

Volumes

Name	Frank Sound Rd	Frank Sound Rd
Base Volume Input [veh/h]	257	260
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Left-Turn on Red Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	257	260
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	64	65
Total Analysis Volume [veh/h]	257	260
Presence of On-Street Parking	No	No
On-Street Parking Maneuver Rate [/h]	0	0
Local Bus Stopping Rate [/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Level Of Service Report
Intersection 2100: Frank Sound Road at East-West Arterial

Control Type:	Roundabout	Delay (sec / veh):	18.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd			Frank Sound Rd			East-West Arterial							
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			50.00				40.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Frank Sound Rd			Frank Sound Rd			East-West Arterial							
Base Volume Input [veh/h]	673	140	0	0	166	128	171	0	877	5	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	673	140	0	0	166	128	171	0	877	5	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	168	35	0	0	42	32	43	0	219	1	0	0	0	0
Total Analysis Volume [veh/h]	673	140	0	0	166	128	171	0	877	5	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1			
Circulating Flow Rate [veh/h]	133			882			140				1176			
Exiting Flow Rate [veh/h]	1043			311			806				0			
Demand Flow Rate [veh/h]	673	140	0	0	166	128	171	0	877	5	0	0	0	0
Adjusted Demand Flow Rate [veh/h]	673	140	0	0	166	128	171	0	877	5	0	0	0	0

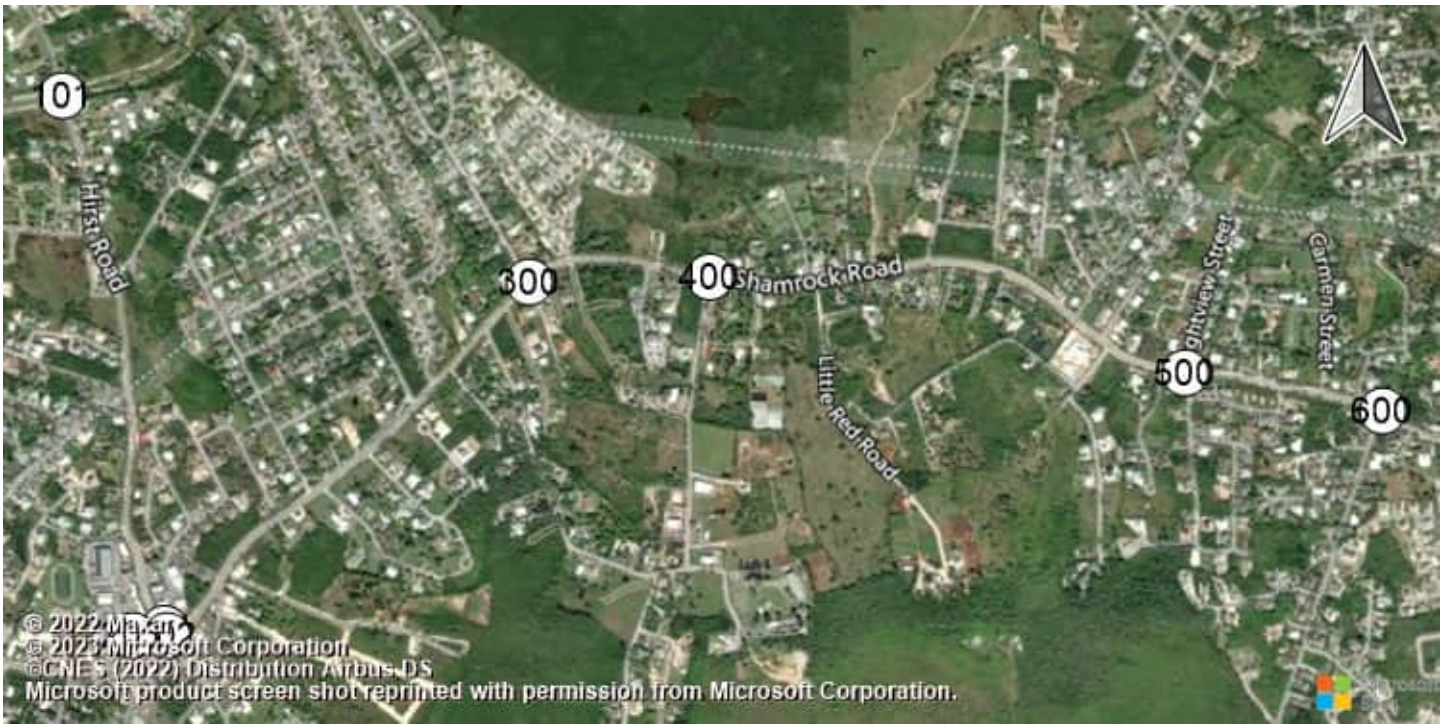
Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	813	294	1053	0
Capacity of Entry and Bypass Lanes [veh/h]	1205	562	1197	416
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1205	562	1197	416
X, volume / capacity	0.67	0.52	0.88	0.00

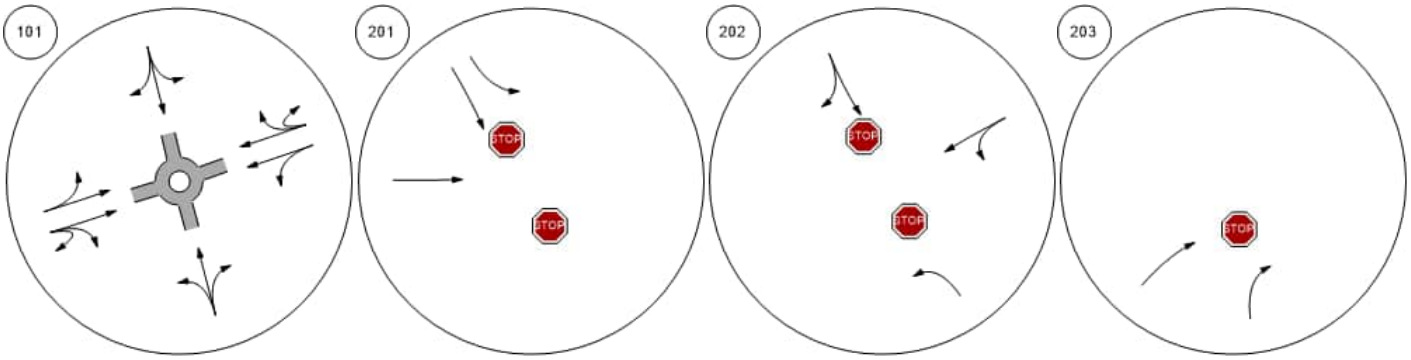
Movement, Approach, & Intersection Results

Lane LOS	B	C	C	A
95th-Percentile Queue Length [veh]	5.59	3.03	12.84	0.00
95th-Percentile Queue Length [ft]	139.65	75.65	320.95	0.00
Approach Delay [s/veh]	12.32	15.87	24.25	8.66
Approach LOS	B	C	C	A
Intersection Delay [s/veh]	18.62			
Intersection LOS	C			

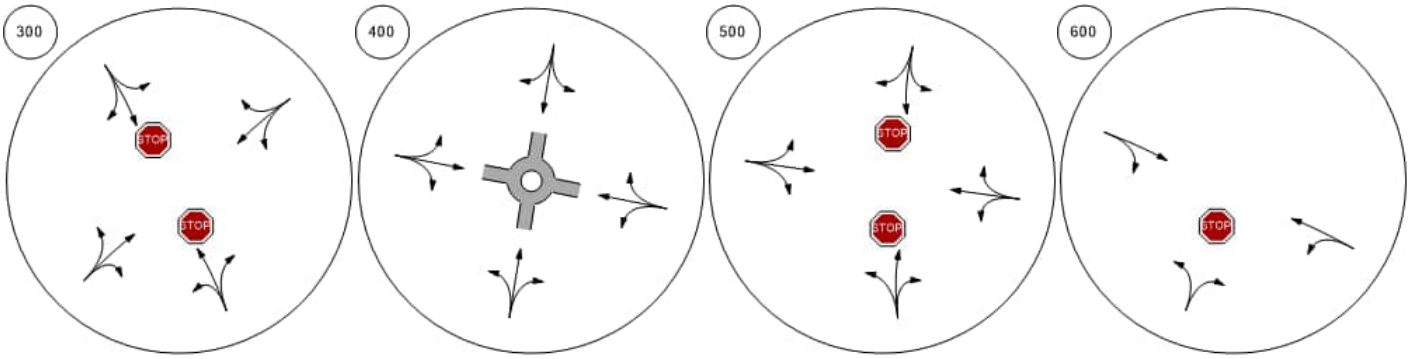
Lane Configuration and Traffic Control



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

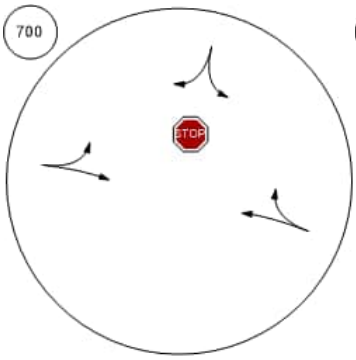


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

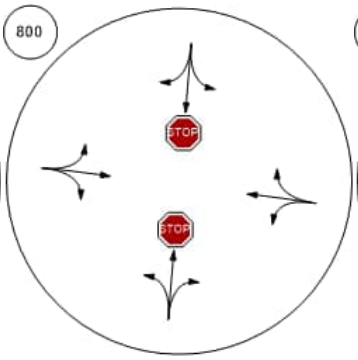


Lane Configuration and Traffic Control

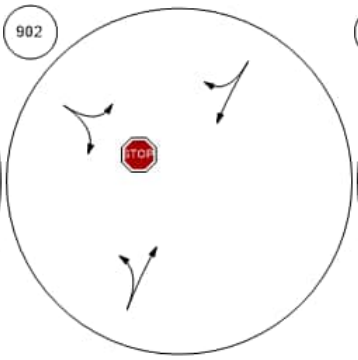
Shamrock Road at Northward



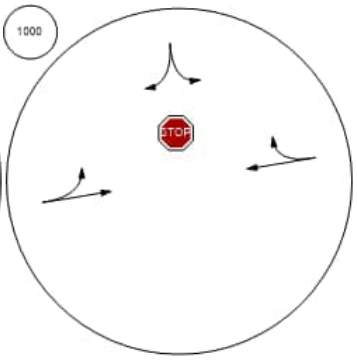
Shamrock Road at Condor R



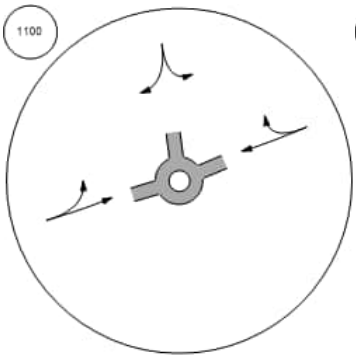
Bodden Town Road at Bodde



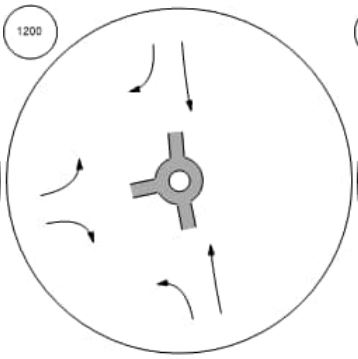
Bodden Town Road at Long



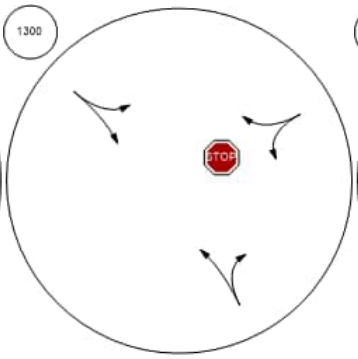
Frank Sound Road at Bodde



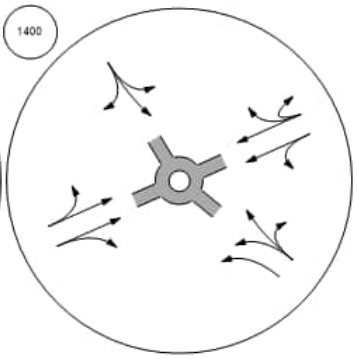
Frank Sound Road at Clifton



Frank Sound Road at North S

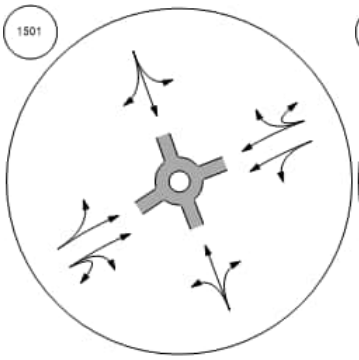


East-West Arterial at Agricola

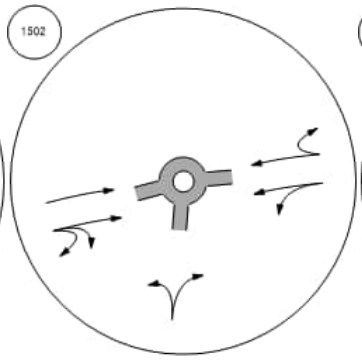


Lane Configuration and Traffic Control

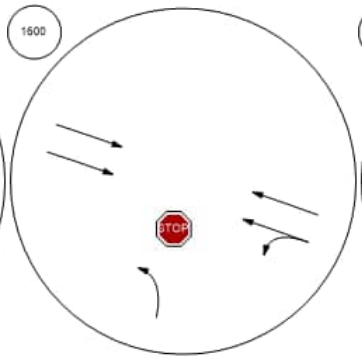
East-West Arterial at Will T C



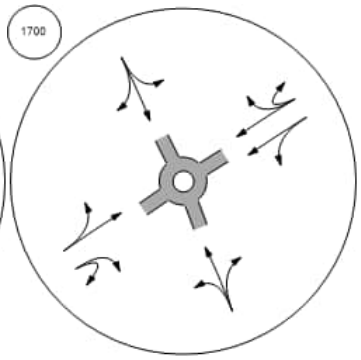
East-West Arterial at Will T C



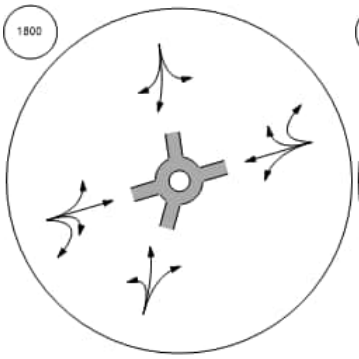
East-West Arterial at Northwa



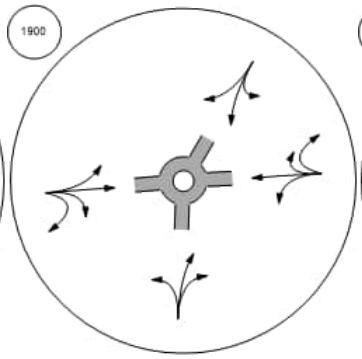
East-West Arterial at Lookout



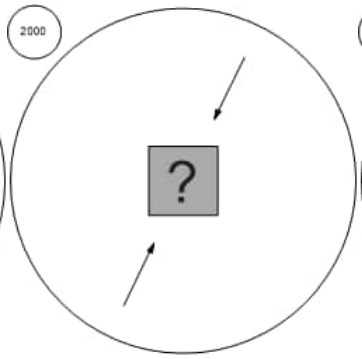
East-West Arterial at Longfell



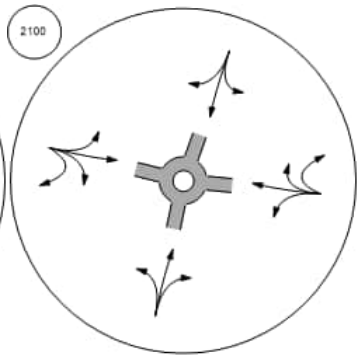
East West Arterial



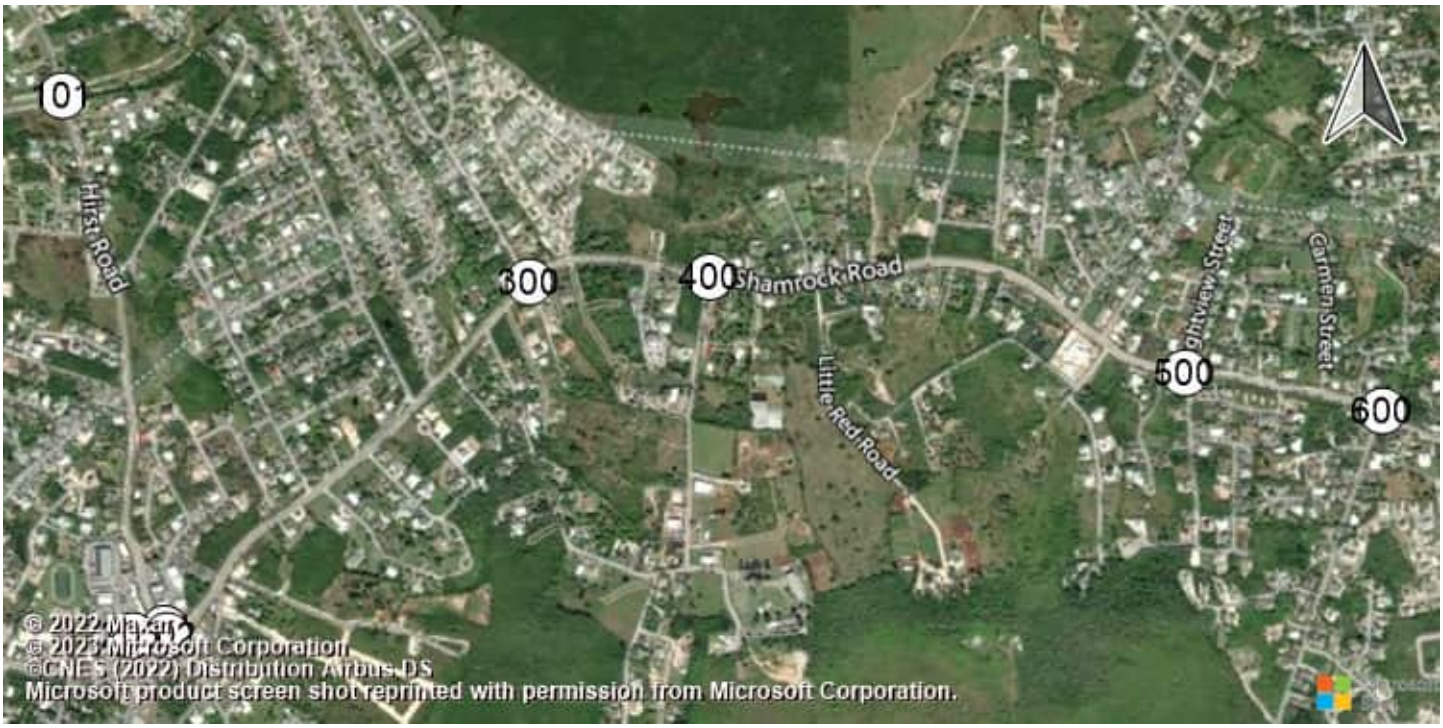
Frank Sound Road at East-W



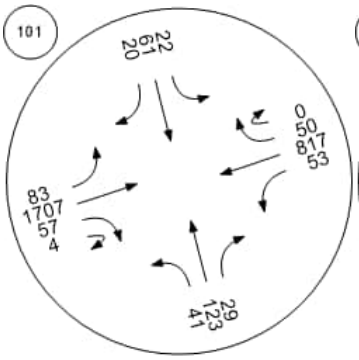
Frank Sound Road at East-W



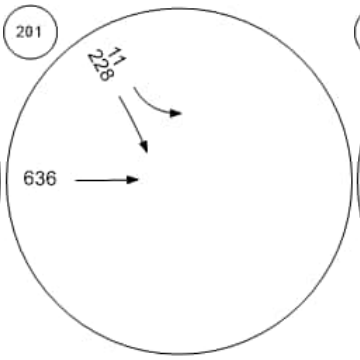
Traffic Volume - Base Volume



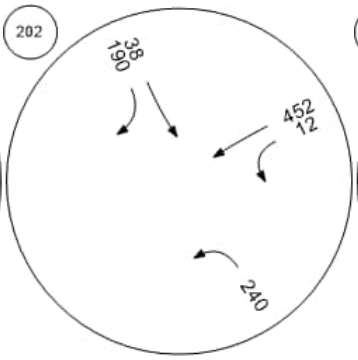
East-West Arterial Road at Hi



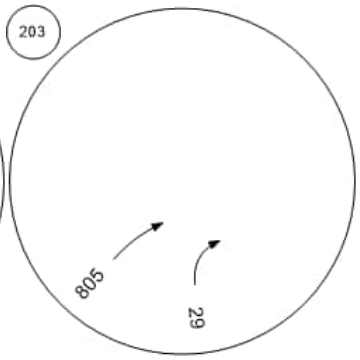
Shamrock Road at Hirst Rd (



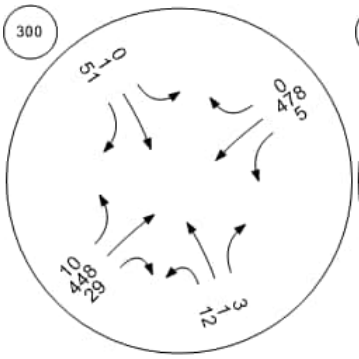
Shamrock Road at Hirst Rd (



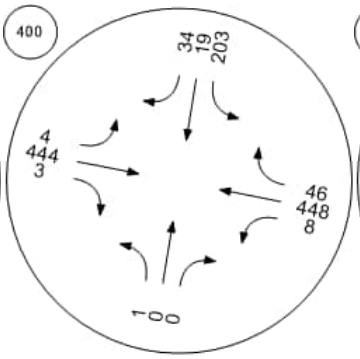
Shamrock Road atHirst Road



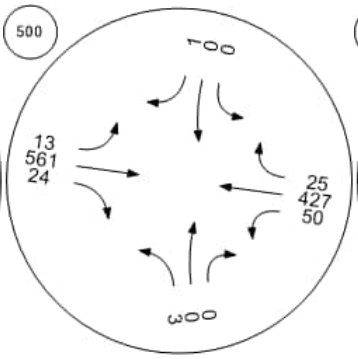
Shamrock Road at Woodland



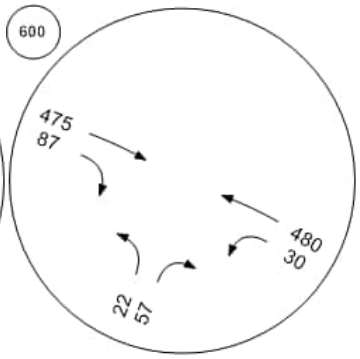
Shamrock Road at Agricola D



Shamrock Road at Brightview

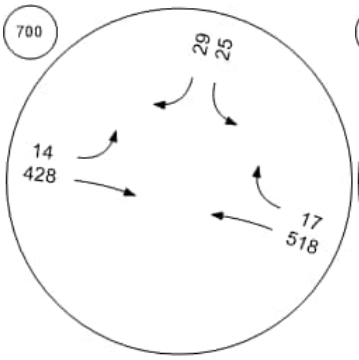


Shamrock Road at Beach Ba

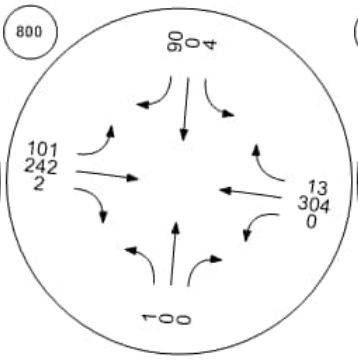


Traffic Volume - Base Volume

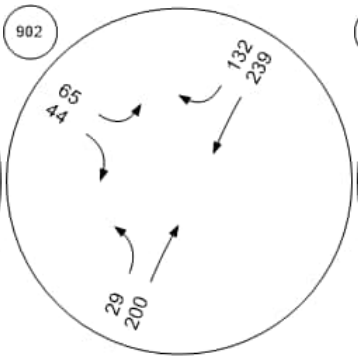
Shamrock Road at Northward



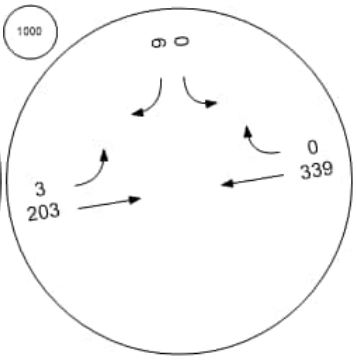
Shamrock Road at Condor R



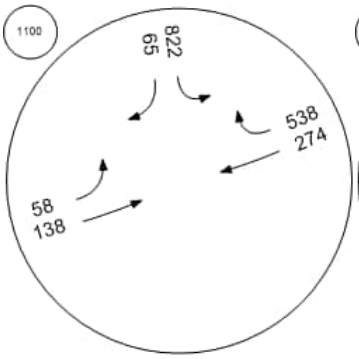
Bodden Town Road at Bodde



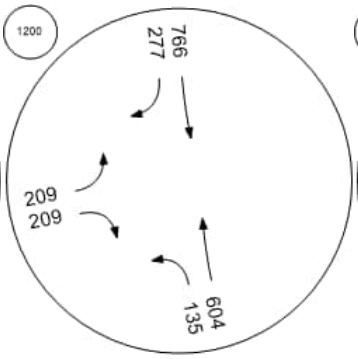
Bodden Town Road at Long



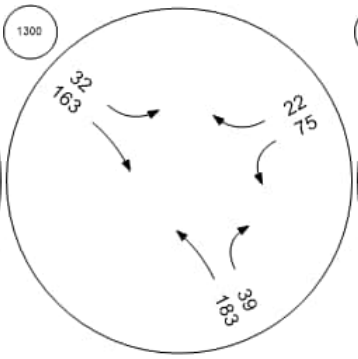
Frank Sound Road at Bodde



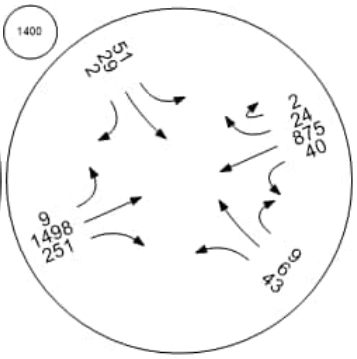
Frank Sound Road at Clifton



Frank Sound Road at North S

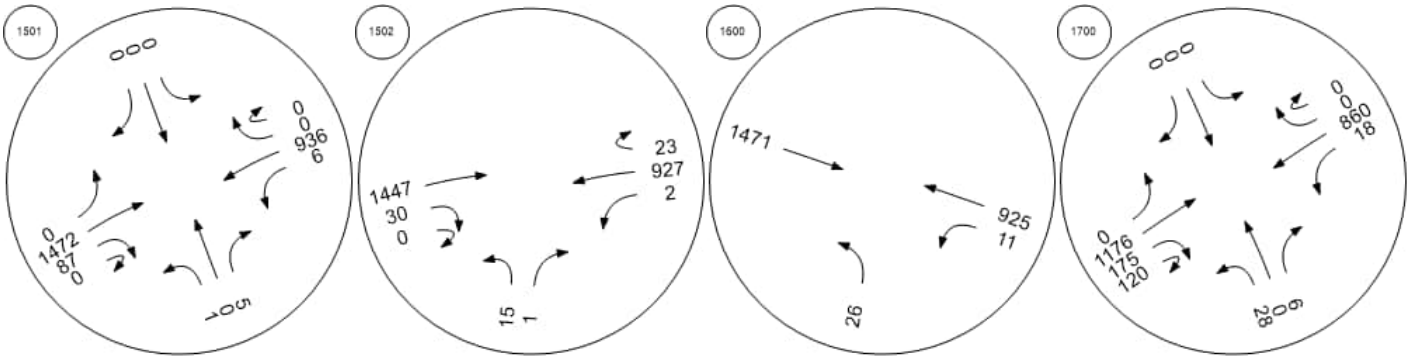


East-West Arterial at Agricola

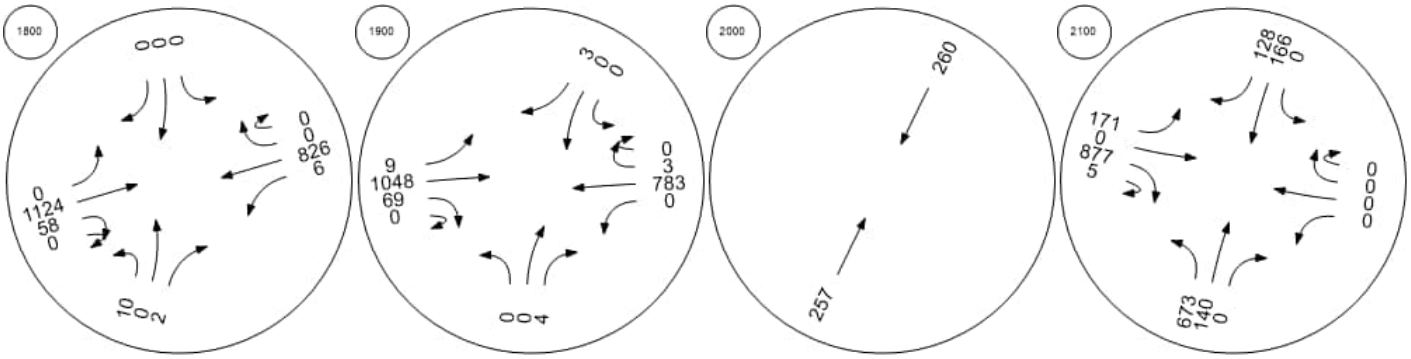


Traffic Volume - Base Volume

East-West Arterial at Will T C East-West Arterial at Will T C East-West Arterial at Northwa East-West Arterial at Lookout



East-West Arterial at Longfell East West Arterial Frank Sound Road at East-W Frank Sound Road at East-W



Intersection Level Of Service Report
Intersection 101: East-West Arterial Road at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	12.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name									East-West Arterial				East-West Arterial				
Approach	Northbound				Southbound				Eastbound				Westbound				
Lane Configuration																	
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	U-tu	Left	Thr	Thr	Rig	U-t
Lane Width [ft]	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.	12.	12.	12.	12.
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100	100	100	100	100
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Speed [mph]	30.00				30.00				40.00				50.00				
Grade [%]	0.00				0.00				0.00				0.00				
Crosswalk	Yes				Yes				Yes				Yes				

Volumes

Name									East-West Arterial				East-West Arterial				
Base Volume Input [veh/h]	14	0	39	37	15	62	0	35	17	909	10	20	27	177	0	39	0
Base Volume Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	0	39	37	15	62	0	35	17	909	10	20	27	177	0	39	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Other Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Total 15-Minute Volume [veh/h]	4	0	10	9	4	16	0	9	4	227	3	5	7	445	0	10	0
Total Analysis Volume [veh/h]	14	0	39	37	15	62	0	35	17	909	10	20	27	177	0	39	0
Pedestrian Volume [ped/h]	0				0				0				0				

Intersection Settings

Number of Conflicting Circulating Lanes	2				2				2				2				
Circulating Flow Rate [veh/h]	1873				976				115				127				
Exiting Flow Rate [veh/h]	99				95				1848				961				
Demand Flow Rate [veh/h]	14	0	39	37	15	62	0	35	17	909	10	20	27	177	0	39	0
Adjusted Demand Flow Rate [veh/h]	14	0	39	37	15	62	0	35	17	909	10	20	27	177	0	39	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1350.00	1420.00	1350.00
B (coefficient)	0.00085	0.00085	0.00085	0.00092	0.00085	0.00092
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	90	112	507	450	978	868
Capacity of Entry and Bypass Lanes [veh/h]	289	620	1288	1215	1275	1202
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	289	620	1288	1215	1275	1202
X, volume / capacity	0.31	0.18	0.39	0.37	0.77	0.72

Movement, Approach, & Intersection Results

Lane LOS	C	A	A	A	C	B
95th-Percentile Queue Length [veh]	1.29	0.66	1.91	1.73	8.11	6.71
95th-Percentile Queue Length [ft]	32.25	16.38	47.72	43.26	202.75	167.76
Approach Delay [s/veh]	19.55	7.99	6.55		14.65	
Approach LOS	C	A	A		B	
Intersection Delay [s/veh]	11.97					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	15.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.279

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	21	126	0	0	454	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	21	126	0	0	454	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	6	34	0	0	122	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	23	135	0	0	488	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance		No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.04	0.28	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	11.42	15.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS				B	C			A				
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.12	1.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	3.07	28.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			14.75			0.00			0.00		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	3.61											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	187.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.047

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	295	0	0	0	22	104	0	0	0	5	638	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	295	0	0	0	22	104	0	0	0	5	638	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	79	0	0	0	6	28	0	0	0	1	172	0
Total Analysis Volume [veh/h]	317	0	0	0	24	112	0	0	0	5	686	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.71	0.00	0.00	0.00	0.06	1.05	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	30.00	0.00	0.00	0.00	163.90	187.83	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	D				F	F				A	A	
95th-Percentile Queue Length [veh/ln]	5.41	0.00	0.00	0.00	8.05	8.05	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	135.28	0.00	0.00	0.00	201.23	201.23	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	30.00			183.61			0.00			0.00		
Approach LOS	D			F			A			A		
d_I, Intersection Delay [s/veh]	30.14											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 203: Shamrock Road atHirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	12.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.046

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	21	507	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	21	507	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	6	136	0	0	0
Total Analysis Volume [veh/h]	0	23	545	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.05	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	12.50	0.00	0.00	0.00	0.00
Movement LOS		B	A			
95th-Percentile Queue Length [veh/ln]	0.00	0.14	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	3.59	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.50		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.51					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	23.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.106

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	38	1	6	0	0	22	8	346	6	2	582	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	1	6	0	0	22	8	346	6	2	582	0
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	0	2	0	0	6	2	87	2	1	146	0
Total Analysis Volume [veh/h]	39	1	6	0	0	23	8	346	6	2	582	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.00	0.02	0.00	0.00	0.11	0.00	0.00	0.01	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	12.92	19.76	20.79	12.12	20.73	23.58	0.00	0.00	8.62	0.00	0.00	7.96
Movement LOS	B	C	C	B	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.35	0.35	0.35	0.35	0.35	0.35	0.02	0.02	0.02	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	8.66	8.66	8.66	8.78	8.78	8.78	0.45	0.45	0.45	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.10			23.58			0.14			0.00		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	1.23											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive

Control Type:	Roundabout	Delay (sec / veh):	9.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	2	7	2	41	13	41	2	349	2	3	541	271
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	7	2	41	13	41	2	349	2	3	541	271
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	1	10	3	10	1	87	1	1	135	68
Total Analysis Volume [veh/h]	2	7	2	41	13	41	2	349	2	3	541	271
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	853			353			280			56		
Exiting Flow Rate [veh/h]	18			280			584			392		
Demand Flow Rate [veh/h]	2	7	2	41	13	41	2	349	2	3	541	271
Adjusted Demand Flow Rate [veh/h]	2	7	2	41	13	41	2	349	2	3	541	271

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	11	95	353	815
Capacity of Entry and Bypass Lanes [veh/h]	579	963	1038	1304
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	579	963	1038	1304
X, volume / capacity	0.02	0.10	0.34	0.63

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	B
95th-Percentile Queue Length [veh]	0.06	0.33	1.52	4.65
95th-Percentile Queue Length [ft]	1.45	8.19	38.02	116.30
Approach Delay [s/veh]	6.44	4.64	6.95	10.38
Approach LOS	A	A	A	B
Intersection Delay [s/veh]	8.97			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	27.1
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.041

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	12	0	5	3	0	7	1	394	1	0	758	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	0	5	3	0	7	1	394	1	0	758	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	1	1	0	2	0	99	0	0	190	0
Total Analysis Volume [veh/h]	12	0	5	3	0	7	1	394	1	0	758	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.03	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	14.53	23.91	26.42	11.26	23.95	27.14	0.00	0.00	9.18	0.00	0.00	8.07
Movement LOS	B	C	D	B	C	D	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.18	0.18	0.18	0.14	0.14	0.14	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.59	4.59	4.59	3.60	3.60	3.60	0.09	0.09	0.09	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	18.03			22.38			0.02			0.00		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	0.46											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	59.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.338

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	12	29	215	186	62	746
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	29	215	186	62	746
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	8	59	51	17	205
Total Analysis Volume [veh/h]	13	32	236	204	68	820
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.34	0.00	0.26	0.00	0.01
d_M, Delay for Movement [s/veh]	31.80	59.84	0.00	11.34	0.00	0.00
Movement LOS	D	F	A	B	A	A
95th-Percentile Queue Length [veh/ln]	1.54	1.54	1.06	1.06	0.00	0.00
95th-Percentile Queue Length [ft/ln]	38.48	38.48	26.57	26.57	0.00	0.00
d_A, Approach Delay [s/veh]	51.74		5.26		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	3.38					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	20.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.013

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	10	3	9	243	767	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	3	9	243	767	22
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	1	2	63	198	6
Total Analysis Volume [veh/h]	10	3	9	251	791	23
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.00	0.01	0.02
d_M, Delay for Movement [s/veh]	9.75	20.71	0.00	0.00	0.00	7.78
Movement LOS	A	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.08	0.08	0.00	0.00	0.05	0.05
95th-Percentile Queue Length [ft/ln]	1.97	1.97	0.00	0.00	1.33	1.33
d_A, Approach Delay [s/veh]	12.28		0.00		0.22	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.31					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	19.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.470

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	4	0	0	1	0	215	73	173	0	0	308	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	0	0	1	0	215	73	173	0	0	308	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	0	0	54	18	43	0	0	77	2
Total Analysis Volume [veh/h]	4	0	0	1	0	215	73	173	0	0	308	6
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.47	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.91	13.32	12.85	16.12	19.72	19.68	0.00	0.00	7.85	0.00	0.00	7.72
Movement LOS	A	B	B	C	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	2.47	2.47	2.47	0.00	0.00	0.00	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.41	0.41	0.41	61.82	61.82	61.82	0.00	0.00	0.00	0.34	0.34	0.34
d_A, Approach Delay [s/veh]	9.91			19.66			0.00			0.15		
Approach LOS	A			C			A			A		
d_I, Intersection Delay [s/veh]	5.56											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 902: Bodden Town Road at Bodden Town Bypass

Control Type:	Two-way stop	Delay (sec / veh):	17.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.069

Intersection Setup

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	70	20	12	168	237	170
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	70	20	12	168	237	170
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	5	3	45	63	45
Total Analysis Volume [veh/h]	74	21	13	179	252	181
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.07	0.00	0.00	0.00	0.13
d_M, Delay for Movement [s/veh]	10.25	17.95	0.00	0.00	0.00	7.97
Movement LOS	B	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.55	0.55	0.00	0.00	0.45	0.45
95th-Percentile Queue Length [ft/ln]	13.65	13.65	0.00	0.00	11.16	11.16
d_A, Approach Delay [s/veh]	11.95		0.00		3.33	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	3.58					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Two-way stop	Delay (sec / veh):	12.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	0	2	0	162	375	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2	0	162	375	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	0	45	103	0
Total Analysis Volume [veh/h]	0	2	0	178	412	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.17	12.64	0.00	0.00	0.00	7.55
Movement LOS	A	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.32	0.32	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.64		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.04					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1100: Frank Sound Road at Bodden Town Road

Control Type:	Roundabout	Delay (sec / veh):	15.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	631	57	45	110	314	693
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	631	57	45	110	314	693
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	170	15	12	30	84	186
Total Analysis Volume [veh/h]	678	61	48	118	338	745
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Number of Conflicting Circulating Lanes	1		1		1	
Circulating Flow Rate [veh/h]	118		745		61	
Exiting Flow Rate [veh/h]	793		399		796	
Demand Flow Rate [veh/h]	631	57	45	110	314	693
Adjusted Demand Flow Rate [veh/h]	678	61	48	118	338	745

Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	739	166	1083
Capacity of Entry and Bypass Lanes [veh/h]	1224	646	1297
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1224	646	1297
X, volume / capacity	0.60	0.26	0.84

Movement, Approach, & Intersection Results

Lane LOS	B	A	C
95th-Percentile Queue Length [veh]	4.27	1.02	10.82
95th-Percentile Queue Length [ft]	106.85	25.53	270.47
Approach Delay [s/veh]	10.34	8.78	19.05
Approach LOS	B	A	C
Intersection Delay [s/veh]	14.95		
Intersection LOS	B		

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Roundabout	Delay (sec / veh):	7.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter HS	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		20.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter HS	
Base Volume Input [veh/h]	250	594	692	168	254	154
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	250	594	692	168	254	154
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	63	149	173	42	64	39
Total Analysis Volume [veh/h]	250	594	692	168	254	154
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Number of Conflicting Circulating Lanes	1		1		1	
Circulating Flow Rate [veh/h]	168		154		594	
Exiting Flow Rate [veh/h]	846		848		418	
Demand Flow Rate [veh/h]	250	594	692	168	254	154
Adjusted Demand Flow Rate [veh/h]	250	594	692	168	254	154

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00091	0.00091	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	250	594	692	168	254	154
Capacity of Entry and Bypass Lanes [veh/h]	1219	1219	1235	1235	828	828
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1219	1219	1235	1235	828	828
X, volume / capacity	0.21	0.49	0.56	0.14	0.31	0.19

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.77	2.76	3.63	0.47	1.31	0.68
95th-Percentile Queue Length [ft]	19.23	68.88	90.83	11.77	32.65	17.02
Approach Delay [s/veh]	7.15		8.34		7.23	
Approach LOS	A		A		A	
Intersection Delay [s/veh]	7.65					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	11.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	126	37	7	118	45	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	126	37	7	118	45	1
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	10	2	33	13	0
Total Analysis Volume [veh/h]	142	42	8	133	51	1
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.00	0.00	0.06	0.00
d_M, Delay for Movement [s/veh]	0.00	7.55	0.00	0.00	9.17	11.05
Movement LOS	A	A	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.09	0.09	0.00	0.00	0.18	0.18
95th-Percentile Queue Length [ft/ln]	2.23	2.23	0.00	0.00	4.55	4.55
d_A, Approach Delay [s/veh]	1.72		0.00		9.20	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.11					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	9.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			50.00			50.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	Yes			Yes			Yes			Yes			

Volumes

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Base Volume Input [veh/h]	345	1	6	31	53	3	4	880	77	9	1497	1	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	345	1	6	31	53	3	4	880	77	9	1497	1	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	86	0	2	8	13	1	1	220	19	2	374	0	0
Total Analysis Volume [veh/h]	345	1	6	31	53	3	4	880	77	9	1497	1	0
Pedestrian Volume [ped/h]	0			0			0			0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1			1			
Circulating Flow Rate [veh/h]	1501			963			8			133			
Exiting Flow Rate [veh/h]	139			6			1845			917			
Demand Flow Rate [veh/h]	345	1	6	31	53	3	4	880	77	9	1497	1	0
Adjusted Demand Flow Rate [veh/h]	345	1	6	31	53	3	4	880	77	9	1497	1	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1350.00	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00092	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	187	166	87	510	452	799	709
Capacity of Entry and Bypass Lanes [veh/h]	397	340	627	1410	1410	1259	1259
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	397	340	627	1410	1410	1259	1259
X, volume / capacity	0.47	0.49	0.14	0.36	0.32	0.63	0.56

Movement, Approach, & Intersection Results

Lane LOS	C	C	A	A	A	B	A
95th-Percentile Queue Length [veh]	2.44	2.55	0.48	1.67	1.40	4.81	3.67
95th-Percentile Queue Length [ft]	60.99	63.86	12.01	41.81	34.95	120.31	91.72
Approach Delay [s/veh]	20.89		7.37	5.59		10.13	
Approach LOS	C		A	A		B	
Intersection Delay [s/veh]	9.85						
Intersection LOS	A						

Intersection Level Of Service Report
Intersection 1501: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	7.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name							East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			30.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name							East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	29	0	7	0	0	0	0	911	6	0	0	1474	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	0	7	0	0	0	0	911	6	0	0	1474	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	7	0	2	0	0	0	0	228	2	0	0	369	0	0
Total Analysis Volume [veh/h]	29	0	7	0	0	0	0	911	6	0	0	1474	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1				1			
Circulating Flow Rate [veh/h]	1474			924			7				6			
Exiting Flow Rate [veh/h]	6			0			1503				918			
Demand Flow Rate [veh/h]	29	0	7	0	0	0	0	911	6	0	0	1474	0	0
Adjusted Demand Flow Rate [veh/h]	29	0	7	0	0	0	0	911	6	0	0	1474	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	36	0	487	431	782	693
Capacity of Entry and Bypass Lanes [veh/h]	406	648	1411	1411	1413	1413
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	406	648	1411	1411	1413	1413
X, volume / capacity	0.09	0.00	0.34	0.31	0.55	0.49

Movement, Approach, & Intersection Results

Lane LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.29	0.00	1.56	1.31	3.55	2.80
95th-Percentile Queue Length [ft]	7.26	0.00	38.88	32.64	88.85	70.03
Approach Delay [s/veh]	10.18	5.56	5.41		7.96	
Approach LOS	B	A	A		A	
Intersection Delay [s/veh]	7.03					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1502: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	7.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name			East-West Arterial			East-West Arterial		
Approach	Northbound		Eastbound			Westbound		
Lane Configuration								
Turning Movement	Left	Right	Thru	Right	U-turn	Left	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00			50.00		
Grade [%]	0.00		0.00			0.00		
Crosswalk	Yes		Yes			Yes		

Volumes

Name			East-West Arterial			East-West Arterial		
Base Volume Input [veh/h]	229	4	915	2	0	1	1244	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	229	4	915	2	0	1	1244	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	57	1	229	1	0	0	311	3
Total Analysis Volume [veh/h]	229	4	915	2	0	1	1244	11
Pedestrian Volume [ped/h]	0		0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	2		1			1		
Circulating Flow Rate [veh/h]	1255		15			2		
Exiting Flow Rate [veh/h]	3		1473			930		
Demand Flow Rate [veh/h]	229	4	915	2	0	1	1244	11
Adjusted Demand Flow Rate [veh/h]	229	4	915	2	0	1	1244	11

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	233	487	431	666	591
Capacity of Entry and Bypass Lanes [veh/h]	489	1401	1401	1418	1418
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	489	1401	1401	1418	1418
X, volume / capacity	0.48	0.35	0.31	0.47	0.42

Movement, Approach, & Intersection Results

Lane LOS	C	A	A	A	A
95th-Percentile Queue Length [veh]	2.53	1.57	1.32	2.59	2.10
95th-Percentile Queue Length [ft]	63.33	39.31	32.97	64.64	52.46
Approach Delay [s/veh]	16.28	5.47		6.79	
Approach LOS	C	A		A	
Intersection Delay [s/veh]	7.21				
Intersection LOS	A				

Intersection Level Of Service Report
Intersection 1600: East-West Arterial at Northward Rd

Control Type:	Two-way stop	Delay (sec / veh):	14.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.210

Intersection Setup

Name	Northward Rd		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	97	0	930	0	3	1159
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	97	0	930	0	3	1159
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	0	233	0	1	290
Total Analysis Volume [veh/h]	97	0	930	0	3	1159
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.21	0.00	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	14.85	0.00	0.00	0.00	0.00	0.00
Movement LOS	B		A		A	A
95th-Percentile Queue Length [veh/ln]	0.78	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	19.59	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.85		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.66					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1700: East-West Arterial at Lookout Rd

Control Type:	Roundabout	Delay (sec / veh):	7.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Lookout Rd			Lookout Rd			East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	200.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Lookout Rd			Lookout Rd			East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	128	0	3	0	0	0	0	846	31	53	2	1043	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	128	0	3	0	0	0	0	846	31	53	2	1043	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	32	0	1	0	0	0	0	212	8	13	1	261	0	0
Total Analysis Volume [veh/h]	128	0	3	0	0	0	0	846	31	53	2	1043	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1			
Circulating Flow Rate [veh/h]	1096			933			3				84			
Exiting Flow Rate [veh/h]	33			0			1224				849			
Demand Flow Rate [veh/h]	128	0	3	0	0	0	0	846	31	53	2	1043	0	0
Adjusted Demand Flow Rate [veh/h]	128	0	3	0	0	0	0	846	31	53	2	1043	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00102	0.00102	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	131	0	846	84	554	492
Capacity of Entry and Bypass Lanes [veh/h]	452	533	1417	1417	1316	1316
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	452	533	1417	1417	1316	1316
X, volume / capacity	0.29	0.00	0.60	0.06	0.42	0.37

Movement, Approach, & Intersection Results

Lane LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh]	1.19	0.00	4.20	0.19	2.13	1.76
95th-Percentile Queue Length [ft]	29.80	0.00	105.09	4.72	53.34	43.94
Approach Delay [s/veh]	12.66	6.76	8.66		6.54	
Approach LOS	B	A	A		A	
Intersection Delay [s/veh]	7.86					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1800: East-West Arterial at Longfellow Rd

Control Type:	Roundabout	Delay (sec / veh):	10.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Longfellow Rd			Longfellow Rd			East-West Arterial			East-West Arterial			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			50.00			50.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	Yes			Yes			Yes			Yes			

Volumes

Name	Longfellow Rd			Longfellow Rd			East-West Arterial			East-West Arterial			
Base Volume Input [veh/h]	12	0	0	0	0	0	0	849	0	0	956	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	0	0	0	0	0	0	849	0	0	956	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	3	0	0	0	0	0	0	212	0	0	239	0	0
Total Analysis Volume [veh/h]	12	0	0	0	0	0	0	849	0	0	956	0	0
Pedestrian Volume [ped/h]	0			0			0			0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1			
Circulating Flow Rate [veh/h]	956			849			0			0			
Exiting Flow Rate [veh/h]	0			0			968			849			
Demand Flow Rate [veh/h]	12	0	0	0	0	0	0	849	0	0	956	0	0
Adjusted Demand Flow Rate [veh/h]	12	0	0	0	0	0	0	849	0	0	956	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	12	0	849	956
Capacity of Entry and Bypass Lanes [veh/h]	521	581	1380	1380
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	521	581	1380	1380
X, volume / capacity	0.02	0.00	0.62	0.69

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	B
95th-Percentile Queue Length [veh]	0.07	0.00	4.49	6.07
95th-Percentile Queue Length [ft]	1.77	0.00	112.31	151.73
Approach Delay [s/veh]	7.20	6.20	9.76	11.72
Approach LOS	A	A	A	B
Intersection Delay [s/veh]	10.78			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 1900: East West Arterial

Control Type:	Roundabout	Delay (sec / veh):	10.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name							East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name							East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	49	0	7	0	0	12	1	825	22	0	0	894	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	49	0	7	0	0	12	1	825	22	0	0	894	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	12	0	2	0	0	3	0	206	6	0	0	224	0	0
Total Analysis Volume [veh/h]	49	0	7	0	0	12	1	825	22	0	0	894	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1			
Circulating Flow Rate [veh/h]	906			854			7				34			
Exiting Flow Rate [veh/h]	22			1			955				832			
Demand Flow Rate [veh/h]	49	0	7	0	0	12	1	825	22	0	0	894	0	0
Adjusted Demand Flow Rate [veh/h]	49	0	7	0	0	12	1	825	22	0	0	894	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	56	12	848	894
Capacity of Entry and Bypass Lanes [veh/h]	548	578	1371	1333
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	548	578	1371	1333
X, volume / capacity	0.10	0.02	0.62	0.67

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	B
95th-Percentile Queue Length [veh]	0.34	0.06	4.55	5.55
95th-Percentile Queue Length [ft]	8.49	1.59	113.85	138.72
Approach Delay [s/veh]	7.83	6.47	9.89	11.36
Approach LOS	A	A	A	B
Intersection Delay [s/veh]	10.53			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 2000: Frank Sound Road at East-West Arterial

Control Type:	Unknown	Delay (sec / veh):	?
Analysis Method:	?	Level Of Service:	?
Analysis Period:	15 minutes	Volume to Capacity (v/c):	?

Intersection Setup

Name	Frank Sound Rd	Frank Sound Rd
Approach	Northeastbound	Southwestbound
Lane Configuration		
Turning Movement	Thru	Thru
Crosswalk	Yes	Yes

Volumes

Name	Frank Sound Rd	Frank Sound Rd
Base Volume Input [veh/h]	171	192
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Left-Turn on Red Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	171	192
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	48
Total Analysis Volume [veh/h]	171	192
Presence of On-Street Parking	No	No
On-Street Parking Maneuver Rate [/h]	0	0
Local Bus Stopping Rate [/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Level Of Service Report
Intersection 2100: Frank Sound Road at East-West Arterial

Control Type:	Roundabout	Delay (sec / veh):	12.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd			Frank Sound Rd			East-West Arterial							
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			50.00				40.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Frank Sound Rd			Frank Sound Rd			East-West Arterial							
Base Volume Input [veh/h]	742	107	0	0	107	147	81	3	753	0	0	9	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	742	107	0	0	107	147	81	3	753	0	0	9	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	186	27	0	0	27	37	20	1	188	0	0	2	0	0
Total Analysis Volume [veh/h]	742	107	0	0	107	147	81	3	753	0	0	9	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1			
Circulating Flow Rate [veh/h]	156			756			107				1007			
Exiting Flow Rate [veh/h]	860			188			898				3			
Demand Flow Rate [veh/h]	742	107	0	0	107	147	81	3	753	0	0	9	0	0
Adjusted Demand Flow Rate [veh/h]	742	107	0	0	107	147	81	3	753	0	0	9	0	0

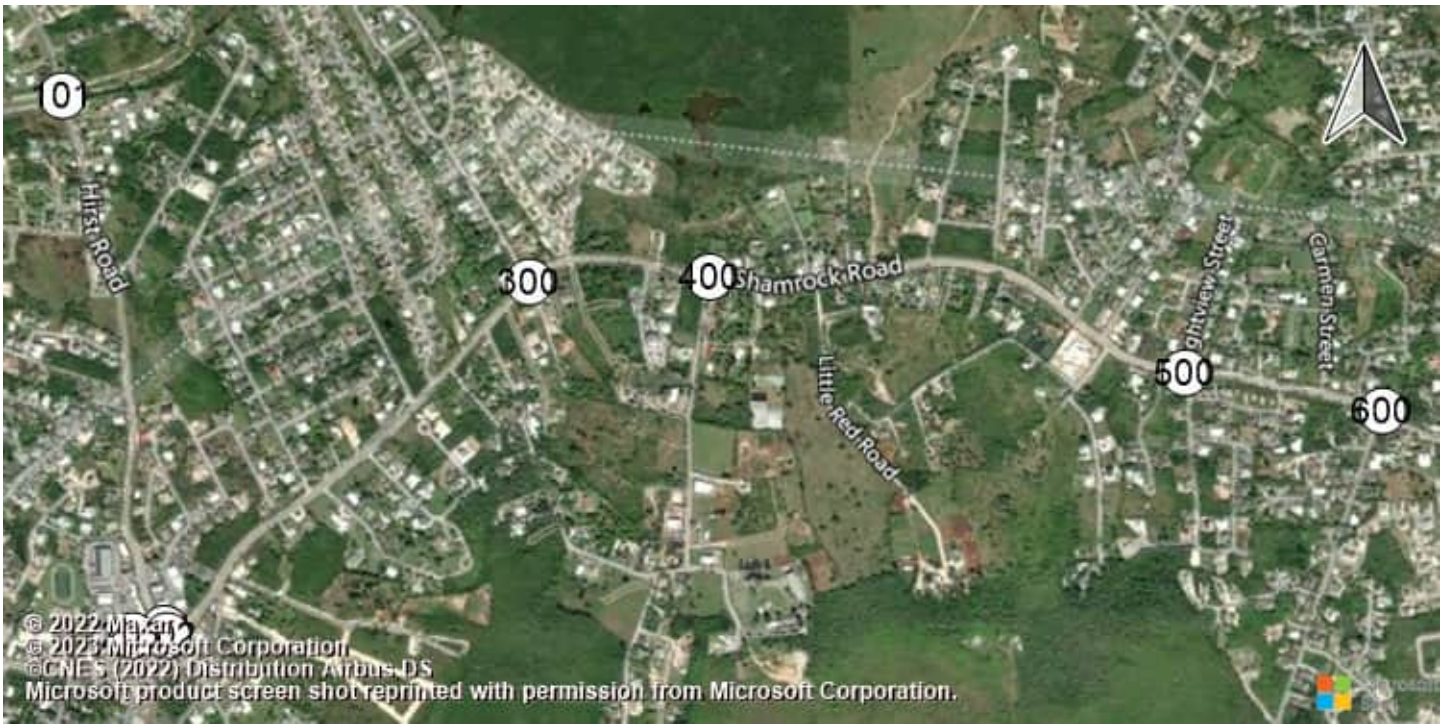
Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	849	254	837	9
Capacity of Entry and Bypass Lanes [veh/h]	1177	639	1238	495
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1177	639	1238	495
X, volume / capacity	0.72	0.40	0.68	0.02

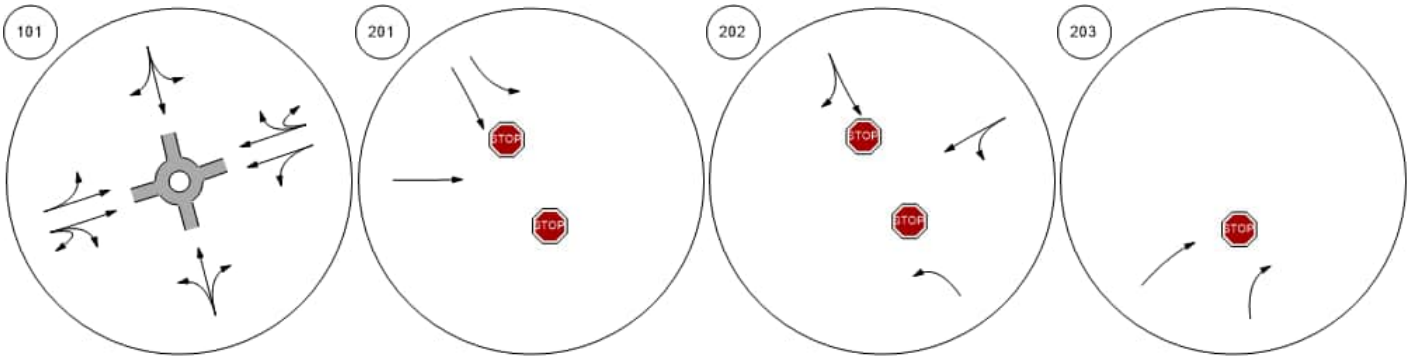
Movement, Approach, & Intersection Results

Lane LOS	B	B	B	A
95th-Percentile Queue Length [veh]	6.68	1.91	5.64	0.06
95th-Percentile Queue Length [ft]	166.94	47.68	140.94	1.39
Approach Delay [s/veh]	14.14	11.31	12.14	7.51
Approach LOS	B	B	B	A
Intersection Delay [s/veh]	12.88			
Intersection LOS	B			

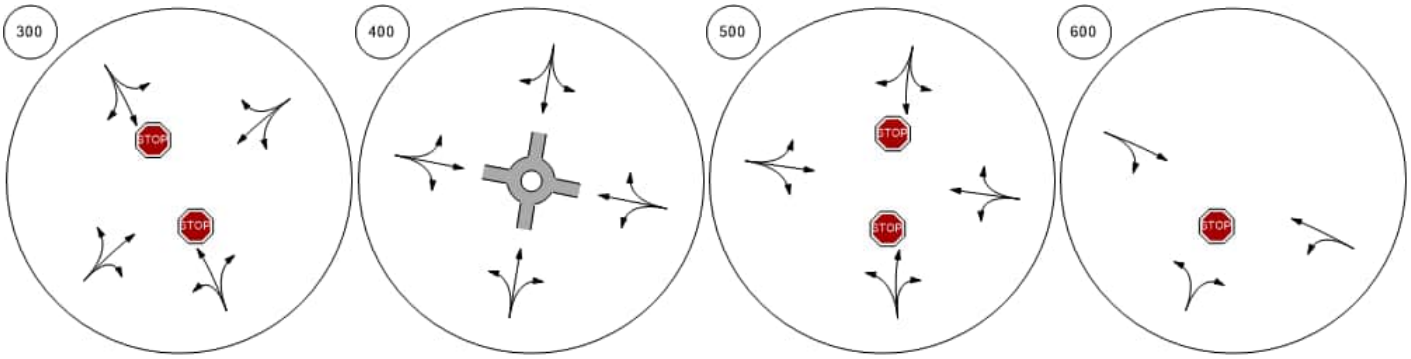
Lane Configuration and Traffic Control



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

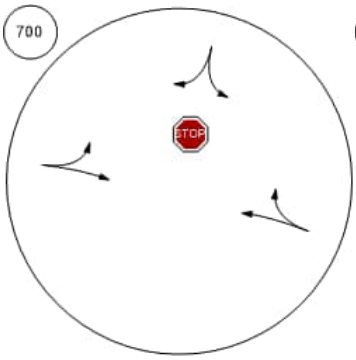


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

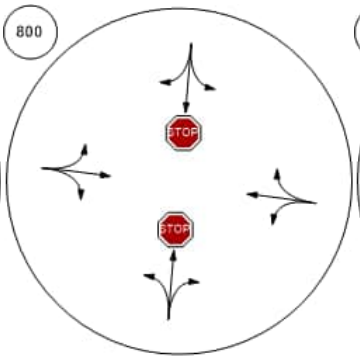


Lane Configuration and Traffic Control

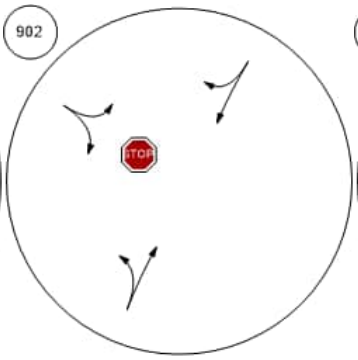
Shamrock Road at Northward



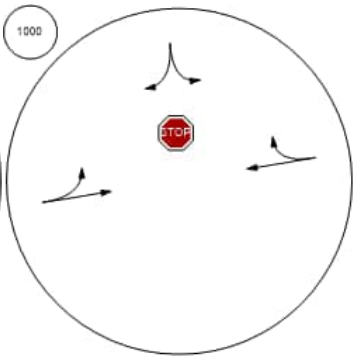
Shamrock Road at Condor R



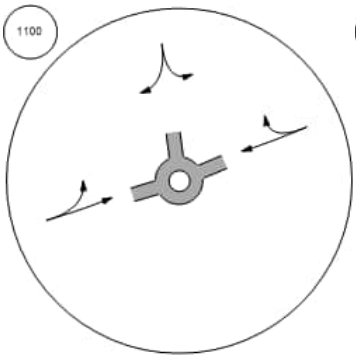
Bodden Town Road at Bodde



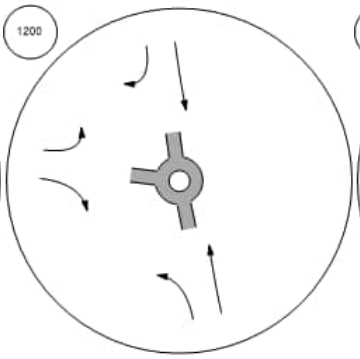
Bodden Town Road at Long



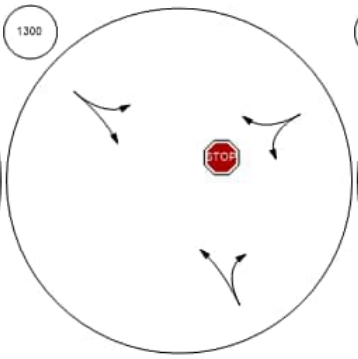
Frank Sound Road at Bodde



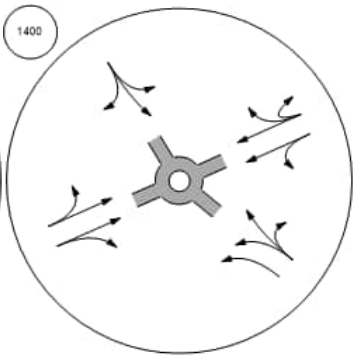
Frank Sound Road at Clifton



Frank Sound Road at North S

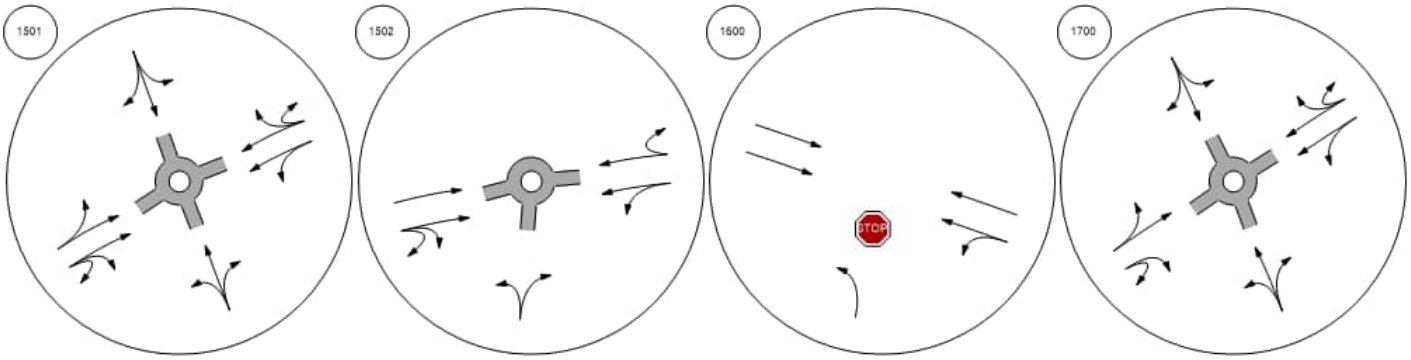


East-West Arterial at Agricola

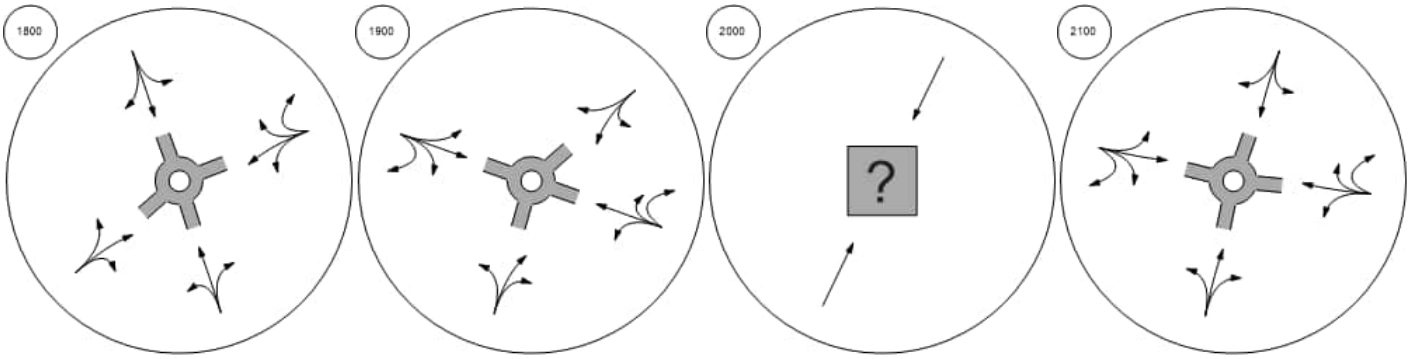


Lane Configuration and Traffic Control

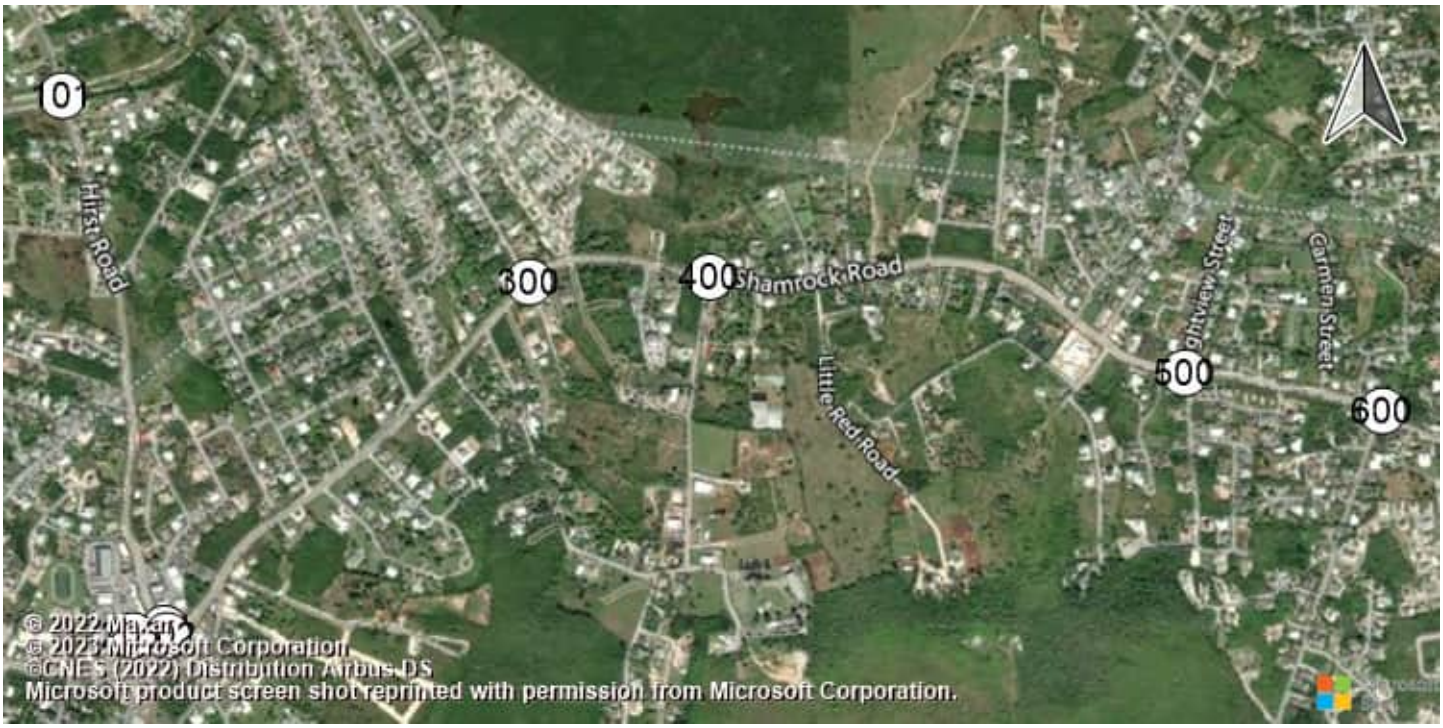
East-West Arterial at Will T C East-West Arterial at Will T C East-West Arterial at Northwa East-West Arterial at Lookout



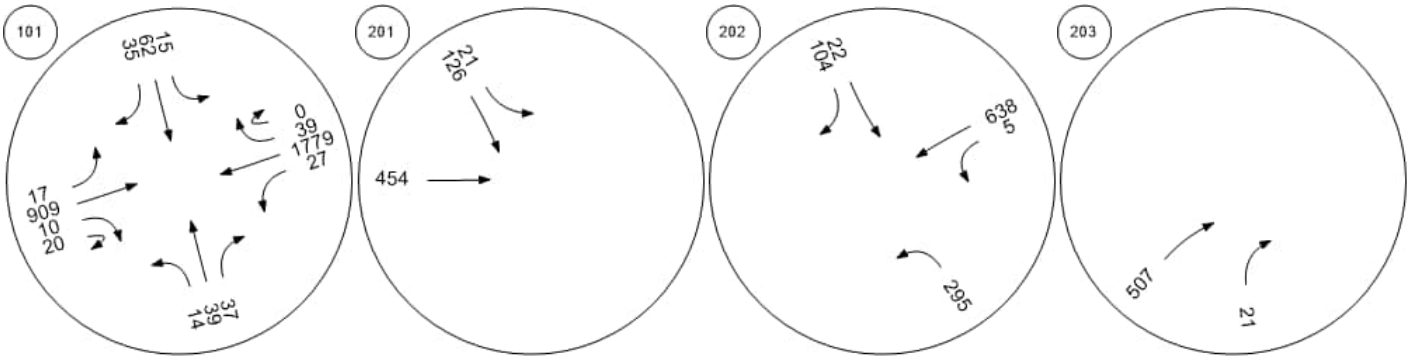
East-West Arterial at Longfell East West Arterial Frank Sound Road at East-W Frank Sound Road at East-W



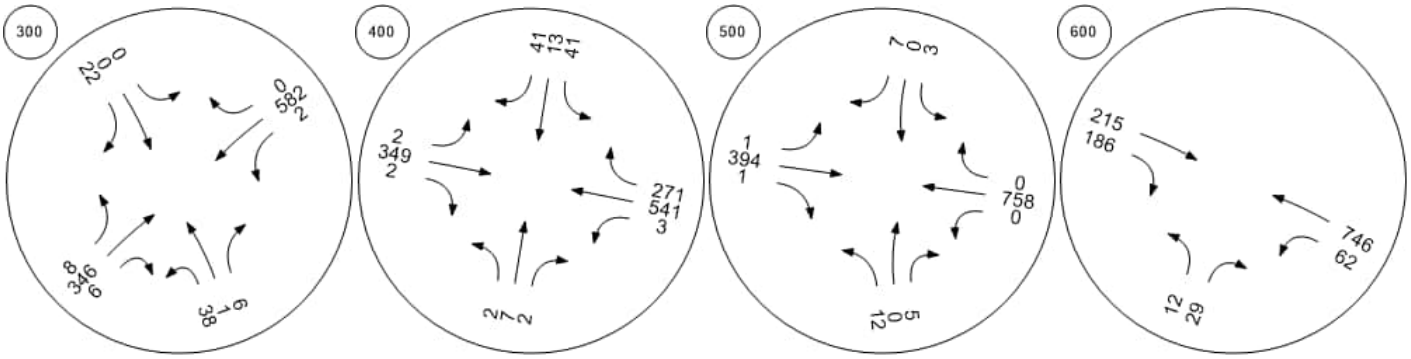
Traffic Volume - Base Volume



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

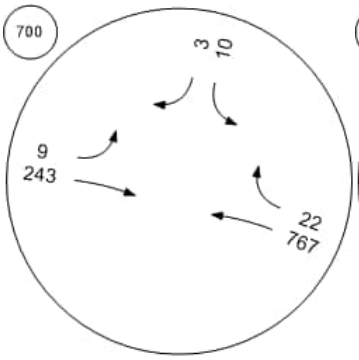


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

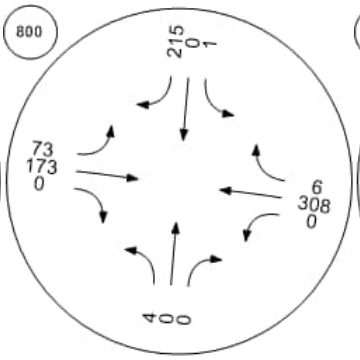


Traffic Volume - Base Volume

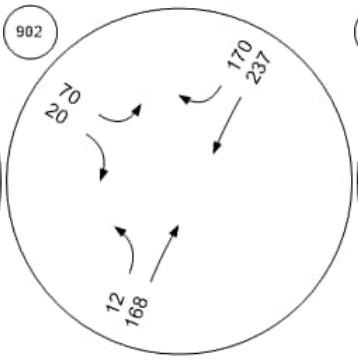
Shamrock Road at Northward



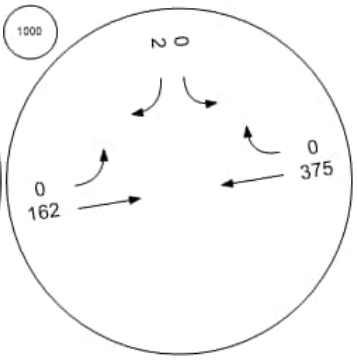
Shamrock Road at Condor R



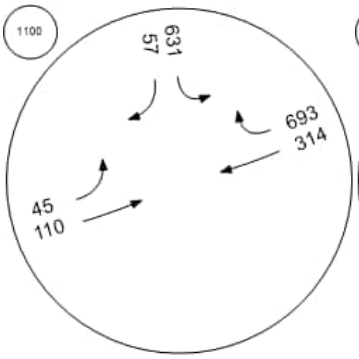
Bodden Town Road at Bodde



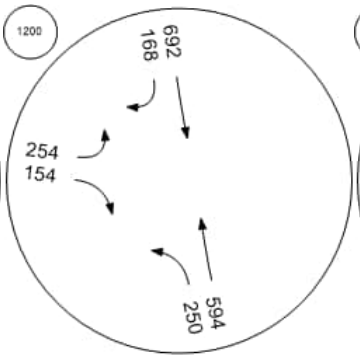
Bodden Town Road at Long



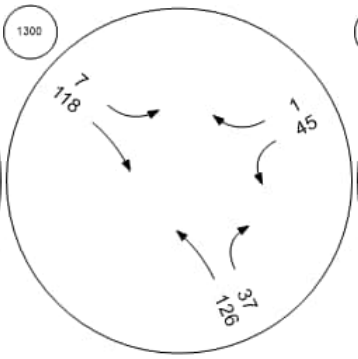
Frank Sound Road at Bodde



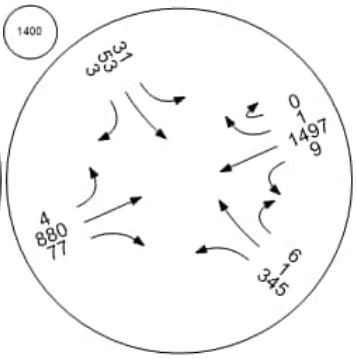
Frank Sound Road at Clifton



Frank Sound Road at North S

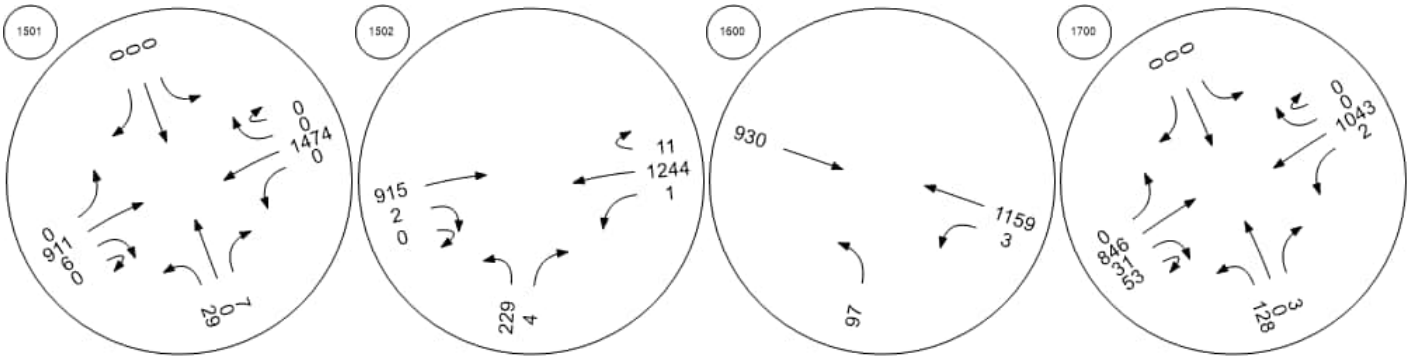


East-West Arterial at Agricola

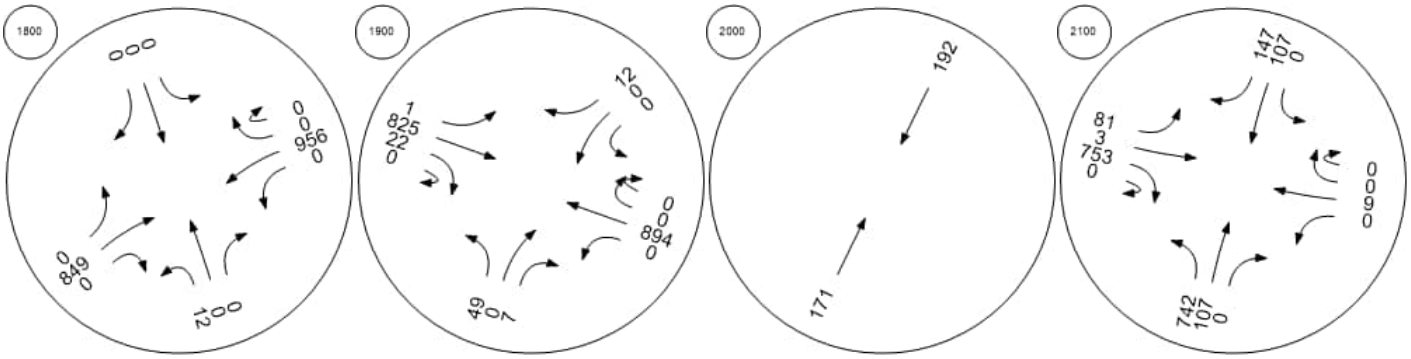


Traffic Volume - Base Volume

East-West Arterial at Will T C East-West Arterial at Will T C East-West Arterial at Northwa East-West Arterial at Lookout



East-West Arterial at Longfell East West Arterial Frank Sound Road at East-W Frank Sound Road at East-W



Intersection Level Of Service Report
Intersection 101: East-West Arterial Road at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	13.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name									East-West Arterial				East-West Arterial				
Approach	Northbound				Southbound				Eastbound				Westbound				
Lane Configuration																	
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	U-tu	Left	Thr	Thr	Rig	U-t
Lane Width [ft]	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.	12.	12.	12.	12.
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100	100	100	100	100
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Speed [mph]	30.00				30.00				40.00				50.00				
Grade [%]	0.00				0.00				0.00				0.00				
Crosswalk	Yes				Yes				Yes				Yes				

Volumes

Name									East-West Arterial				East-West Arterial				
Base Volume Input [veh/h]	47	0	123	30	22	61	0	20	83	1683	57	4	55	788	0	48	0
Base Volume Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	47	0	123	30	22	61	0	20	83	1683	57	4	55	788	0	48	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Other Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Total 15-Minute Volume [veh/h]	12	0	31	8	6	15	0	5	21	421	14	1	14	197	0	12	0
Total Analysis Volume [veh/h]	47	0	123	30	22	61	0	20	83	1683	57	4	55	788	0	48	0
Pedestrian Volume [ped/h]	0				0				0				0				

Intersection Settings

Number of Conflicting Circulating Lanes	2				2				2				2				
Circulating Flow Rate [veh/h]	860				1774				201				142				
Exiting Flow Rate [veh/h]	173				254				859				1735				
Demand Flow Rate [veh/h]	47	0	123	30	22	61	0	20	83	1683	57	4	55	788	0	48	0
Adjusted Demand Flow Rate [veh/h]	47	0	123	30	22	61	0	20	83	1683	57	4	55	788	0	48	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1350.00	1420.00	1350.00
B (coefficient)	0.00085	0.00085	0.00085	0.00092	0.00085	0.00092
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	200	103	969	859	473	419
Capacity of Entry and Bypass Lanes [veh/h]	684	315	1197	1123	1259	1185
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	684	315	1197	1123	1259	1185
X, volume / capacity	0.29	0.33	0.81	0.77	0.38	0.35

Movement, Approach, & Intersection Results

Lane LOS	A	C	C	C	A	A
95th-Percentile Queue Length [veh]	1.22	1.39	9.53	7.89	1.77	1.61
95th-Percentile Queue Length [ft]	30.40	34.72	238.19	197.24	44.25	40.33
Approach Delay [s/veh]	8.89	18.57	17.52		6.45	
Approach LOS	A	C	C		A	
Intersection Delay [s/veh]	13.72					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	32.6
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.671

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	11	229	0	0	649	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	11	229	0	0	649	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	3	62	0	0	174	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	12	246	0	0	698	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance		No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.03	0.67	0.00	0.00	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	13.34	32.64	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS				B	D			A				
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.08	4.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	2.08	116.64	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			31.75			0.00			0.00		
Approach LOS	A			D			A			A		
d_I, Intersection Delay [s/veh]	8.57											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	67.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.786

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	240	0	0	0	39	190	0	0	0	11	470	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	240	0	0	0	39	190	0	0	0	11	470	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	65	0	0	0	10	51	0	0	0	3	126	0
Total Analysis Volume [veh/h]	258	0	0	0	42	204	0	0	0	12	505	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.46	0.00	0.00	0.00	0.09	0.79	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	16.55	0.00	0.00	0.00	61.29	67.43	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	C				F	F				A	A	
95th-Percentile Queue Length [veh/ln]	2.36	0.00	0.00	0.00	7.68	7.68	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	59.07	0.00	0.00	0.00	191.95	191.95	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	16.55			66.38			0.00			0.00		
Approach LOS	C			F			A			A		
d_I, Intersection Delay [s/veh]	20.18											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 203: Shamrock Road atHirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	17.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.100

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	30	817	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	30	817	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	8	220	0	0	0
Total Analysis Volume [veh/h]	0	32	878	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.10	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	17.45	0.00	0.00	0.00	0.00
Movement LOS		C	A			
95th-Percentile Queue Length [veh/ln]	0.00	0.33	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	8.23	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	17.45		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.61					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	29.1
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.261

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	12	1	3	0	1	51	10	460	29	5	495	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	1	3	0	1	51	10	460	29	5	495	0
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	1	0	0	13	3	115	7	1	124	0
Total Analysis Volume [veh/h]	12	1	3	0	1	53	10	460	30	5	495	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.01	0.00	0.00	0.26	0.00	0.00	0.03	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.61	21.21	22.60	17.28	27.09	29.06	0.00	0.00	8.45	0.00	0.00	8.27
Movement LOS	B	C	C	C	D	D	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.12	0.12	0.12	1.03	1.03	1.03	0.09	0.09	0.09	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.08	3.08	3.08	25.74	25.74	25.74	2.15	2.15	2.15	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.27			29.02			0.51			0.00		
Approach LOS	B			D			A			A		
d_I, Intersection Delay [s/veh]	1.91											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive

Control Type:	Roundabout	Delay (sec / veh):	6.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	1	0	0	220	19	33	4	456	3	9	466	46
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	0	220	19	33	4	456	3	9	466	46
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	55	5	8	1	114	1	2	117	12
Total Analysis Volume [veh/h]	1	0	0	220	19	33	4	456	3	10	466	46
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	545			459			46			55		
Exiting Flow Rate [veh/h]	32			50			500			676		
Demand Flow Rate [veh/h]	1	0	0	220	19	33	4	456	3	9	466	46
Adjusted Demand Flow Rate [veh/h]	1	0	0	220	19	33	4	456	3	10	466	46

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	1	272	463	522
Capacity of Entry and Bypass Lanes [veh/h]	792	865	1317	1305
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	792	865	1317	1305
X, volume / capacity	0.00	0.31	0.35	0.40

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.00	1.35	1.60	1.96
95th-Percentile Queue Length [ft]	0.09	33.84	40.07	49.04
Approach Delay [s/veh]	4.56	7.64	5.97	6.59
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	6.59			
Intersection LOS	A			

Intersection Level Of Service Report

Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	27.3
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	3	0	0	0	0	1	12	592	22	52	447	26
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	0	0	0	0	1	12	592	22	52	447	26
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	0	0	0	3	148	6	13	112	7
Total Analysis Volume [veh/h]	3	0	0	0	0	1	12	592	22	52	447	26
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.01	0.00	0.01	0.02	0.00	0.00	0.03
d_M, Delay for Movement [s/veh]	11.08	24.94	27.06	12.25	25.60	27.33	0.00	0.00	8.42	0.00	0.00	8.76
Movement LOS	B	C	D	B	D	D	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	0.02	0.02	0.02	0.06	0.06	0.06	0.08	0.08	0.08
95th-Percentile Queue Length [ft/ln]	0.38	0.38	0.38	0.46	0.46	0.46	1.57	1.57	1.57	2.03	2.03	2.03
d_A, Approach Delay [s/veh]	11.08			27.33			0.30			0.43		
Approach LOS	B			D			A			A		
d_I, Intersection Delay [s/veh]	0.41											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	43.8
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.410

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	22	56	506	87	29	502
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	56	506	87	29	502
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	15	139	24	8	138
Total Analysis Volume [veh/h]	24	62	556	96	32	552
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.41	0.01	0.10	0.00	0.01
d_M, Delay for Movement [s/veh]	26.86	43.81	0.00	8.98	0.00	0.00
Movement LOS	D	E	A	A	A	A
95th-Percentile Queue Length [veh/ln]	2.15	2.15	0.32	0.32	0.00	0.00
95th-Percentile Queue Length [ft/ln]	53.73	53.73	7.94	7.94	0.00	0.00
d_A, Approach Delay [s/veh]	39.08		1.32		0.00	
Approach LOS	E		A		A	
d_I, Intersection Delay [s/veh]	3.19					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	22.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.117

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	25	27	13	458	541	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	25	27	13	458	541	17
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	7	3	118	139	4
Total Analysis Volume [veh/h]	26	28	13	472	558	18
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.12	0.00	0.00	0.01	0.02
d_M, Delay for Movement [s/veh]	13.13	22.02	0.00	0.00	0.00	8.36
Movement LOS	B	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.56	0.56	0.00	0.00	0.05	0.05
95th-Percentile Queue Length [ft/ln]	14.12	14.12	0.00	0.00	1.26	1.26
d_A, Approach Delay [s/veh]	17.74		0.00		0.26	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.99					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	18.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.246

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	1	0	0	4	0	90	100	272	2	0	321	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	0	4	0	90	100	272	2	0	321	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	1	0	23	25	68	1	0	80	3
Total Analysis Volume [veh/h]	1	0	0	4	0	90	100	272	2	0	321	13
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	9.98	15.31	14.89	13.17	17.83	18.01	0.00	0.00	7.88	0.00	0.00	8.04
Movement LOS	A	C	B	B	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.98	0.98	0.98	0.00	0.00	0.00	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	0.10	0.10	0.10	24.46	24.46	24.46	0.12	0.12	0.12	0.82	0.82	0.82
d_A, Approach Delay [s/veh]	9.98			17.81			0.04			0.31		
Approach LOS	A			C			A			A		
d_I, Intersection Delay [s/veh]	2.25											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 902: Bodden Town Road at Bodden Town Bypass

Control Type:	Two-way stop	Delay (sec / veh):	19.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.160

Intersection Setup

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	66	44	29	231	256	141
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	66	44	29	231	256	141
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	12	8	61	68	38
Total Analysis Volume [veh/h]	70	47	31	246	272	150
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.16	0.00	0.00	0.00	0.12
d_M, Delay for Movement [s/veh]	12.13	19.74	0.00	0.00	0.00	8.14
Movement LOS	B	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.97	0.97	0.00	0.00	0.39	0.39
95th-Percentile Queue Length [ft/ln]	24.33	24.33	0.00	0.00	9.78	9.78
d_A, Approach Delay [s/veh]	15.18		0.00		2.89	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	3.67					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Two-way stop	Delay (sec / veh):	13.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.007

Intersection Setup

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	0	3	4	198	368	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	3	4	198	368	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	1	54	101	0
Total Analysis Volume [veh/h]	0	3	4	218	404	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.42	13.01	0.00	0.00	0.00	7.65
Movement LOS	A	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.50	0.50	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.01		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.06					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1100: Frank Sound Road at Bodden Town Road

Control Type:	Roundabout	Delay (sec / veh):	14.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	821	65	57	134	293	512
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	821	65	57	134	293	512
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	221	17	15	36	79	138
Total Analysis Volume [veh/h]	883	70	61	144	315	551
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Number of Conflicting Circulating Lanes	1		1		1	
Circulating Flow Rate [veh/h]	144		551		70	
Exiting Flow Rate [veh/h]	612		385		1027	
Demand Flow Rate [veh/h]	821	65	57	134	293	512
Adjusted Demand Flow Rate [veh/h]	883	70	61	144	315	551

Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	953	205	866
Capacity of Entry and Bypass Lanes [veh/h]	1192	787	1285
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1192	787	1285
X, volume / capacity	0.80	0.26	0.67

Movement, Approach, & Intersection Results

Lane LOS	C	A	B
95th-Percentile Queue Length [veh]	9.17	1.04	5.60
95th-Percentile Queue Length [ft]	229.21	26.06	140.06
Approach Delay [s/veh]	17.80	7.48	11.75
Approach LOS	C	A	B
Intersection Delay [s/veh]	14.17		
Intersection LOS	B		

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Roundabout	Delay (sec / veh):	9.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter HS	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter HS	
Base Volume Input [veh/h]	138	579	770	274	204	213
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	138	579	770	274	204	213
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	145	193	69	51	53
Total Analysis Volume [veh/h]	138	579	770	274	204	213
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Number of Conflicting Circulating Lanes	1		1		1	
Circulating Flow Rate [veh/h]	274		213		579	
Exiting Flow Rate [veh/h]	983		783		412	
Demand Flow Rate [veh/h]	138	579	770	274	204	213
Adjusted Demand Flow Rate [veh/h]	138	579	770	274	204	213

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00091	0.00091	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	138	579	770	274	204	213
Capacity of Entry and Bypass Lanes [veh/h]	1107	1107	1170	1170	839	839
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1107	1107	1170	1170	839	839
X, volume / capacity	0.12	0.52	0.66	0.23	0.24	0.25

Movement, Approach, & Intersection Results

Lane LOS	A	A	B	A	A	A
95th-Percentile Queue Length [veh]	0.43	3.14	5.23	0.91	0.95	1.01
95th-Percentile Queue Length [ft]	10.65	78.56	130.76	22.76	23.83	25.22
Approach Delay [s/veh]	8.41		10.27		6.95	
Approach LOS	A		B		A	
Intersection Delay [s/veh]	9.02					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	12.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.048

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	183	39	32	162	74	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	183	39	32	162	74	22
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	51	11	9	46	21	6
Total Analysis Volume [veh/h]	206	44	36	182	83	25
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.00	0.00	0.10	0.05
d_M, Delay for Movement [s/veh]	0.00	7.73	0.00	0.00	10.09	12.78
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.00	0.00	0.51	0.51
95th-Percentile Queue Length [ft/ln]	2.50	2.50	0.00	0.00	12.77	12.77
d_A, Approach Delay [s/veh]	1.36		0.00		10.71	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.60					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	9.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			50.00			50.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	Yes			Yes			Yes			Yes			

Volumes

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Base Volume Input [veh/h]	43	6	9	51	29	2	9	1457	268	38	846	25	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	43	6	9	51	29	2	9	1457	268	38	846	25	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	11	2	2	13	7	1	2	364	67	10	212	6	0
Total Analysis Volume [veh/h]	43	6	9	51	29	2	9	1457	268	38	846	25	0
Pedestrian Volume [ped/h]	0			0			0			0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1			1			
Circulating Flow Rate [veh/h]	873			1734			40			299			
Exiting Flow Rate [veh/h]	335			40			891			1517			
Demand Flow Rate [veh/h]	43	6	9	51	29	2	9	1457	268	38	846	25	0
Adjusted Demand Flow Rate [veh/h]	43	6	9	51	29	2	9	1457	268	38	846	25	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1350.00	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00092	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	31	28	82	920	815	482	428
Capacity of Entry and Bypass Lanes [veh/h]	677	605	326	1370	1370	1082	1082
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	677	605	326	1370	1370	1082	1082
X, volume / capacity	0.05	0.05	0.25	0.67	0.60	0.45	0.39

Movement, Approach, & Intersection Results

Lane LOS	A	A	C	B	A	A	A
95th-Percentile Queue Length [veh]	0.14	0.14	0.98	5.57	4.16	2.34	1.91
95th-Percentile Queue Length [ft]	3.57	3.53	24.50	139.30	104.03	58.41	47.84
Approach Delay [s/veh]	6.11		16.02	10.33		7.85	
Approach LOS	A		C	B		A	
Intersection Delay [s/veh]	9.60						
Intersection LOS	A						

Intersection Level Of Service Report
Intersection 1501: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	7.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name							East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			30.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name							East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	1	0	5	0	0	0	0	1430	88	0	3	906	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	5	0	0	0	0	1430	88	0	3	906	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	0	0	1	0	0	0	0	358	22	0	1	227	0	0
Total Analysis Volume [veh/h]	1	0	5	0	0	0	0	1430	88	0	3	906	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1				1			
Circulating Flow Rate [veh/h]	906			1523			5				88			
Exiting Flow Rate [veh/h]	91			0			907				1435			
Demand Flow Rate [veh/h]	1	0	5	0	0	0	0	1430	88	0	3	906	0	0
Adjusted Demand Flow Rate [veh/h]	1	0	5	0	0	0	0	1430	88	0	3	906	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	6	0	805	714	482	428
Capacity of Entry and Bypass Lanes [veh/h]	658	390	1414	1414	1311	1311
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	658	390	1414	1414	1311	1311
X, volume / capacity	0.01	0.00	0.57	0.50	0.37	0.33

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.03	0.00	3.78	2.96	1.72	1.43
95th-Percentile Queue Length [ft]	0.69	0.00	94.40	73.93	42.88	35.80
Approach Delay [s/veh]	5.57	9.25	8.20		5.95	
Approach LOS	A	A	A		A	
Intersection Delay [s/veh]	7.35					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1502: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	7.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name			East-West Arterial			East-West Arterial		
Approach	Northbound		Eastbound			Westbound		
Lane Configuration								
Turning Movement	Left	Right	Thru	Right	U-turn	Left	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00			50.00		
Grade [%]	0.00		0.00			0.00		
Crosswalk	Yes		Yes			Yes		

Volumes

Name			East-West Arterial			East-West Arterial		
Base Volume Input [veh/h]	15	1	1405	30	0	1	894	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	1	1405	30	0	1	894	23
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	0	351	8	0	0	224	6
Total Analysis Volume [veh/h]	15	1	1405	30	0	1	894	23
Pedestrian Volume [ped/h]	0		0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	2		1			1		
Circulating Flow Rate [veh/h]	917		24			30		
Exiting Flow Rate [veh/h]	31		909			1429		
Demand Flow Rate [veh/h]	15	1	1405	30	0	1	894	23
Adjusted Demand Flow Rate [veh/h]	15	1	1405	30	0	1	894	23

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	16	761	675	487	432
Capacity of Entry and Bypass Lanes [veh/h]	652	1390	1390	1382	1382
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	652	1390	1390	1382	1382
X, volume / capacity	0.02	0.55	0.49	0.35	0.31

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.08	3.48	2.75	1.61	1.35
95th-Percentile Queue Length [ft]	1.89	86.88	68.65	40.18	33.67
Approach Delay [s/veh]	5.79	7.96		5.57	
Approach LOS	A	A		A	
Intersection Delay [s/veh]	7.02				
Intersection LOS	A				

Intersection Level Of Service Report
Intersection 1600: East-West Arterial at Northward Rd

Control Type:	Two-way stop	Delay (sec / veh):	11.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.046

Intersection Setup

Name	Northward Rd		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	26	0	1429	0	9	892
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	0	1429	0	9	892
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	0	357	0	2	223
Total Analysis Volume [veh/h]	26	0	1429	0	9	892
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	11.72	0.00	0.00	0.00	0.00	0.00
Movement LOS	B		A		A	A
95th-Percentile Queue Length [veh/ln]	0.15	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.63	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.72		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.13					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1700: East-West Arterial at Lookout Rd

Control Type:	Roundabout	Delay (sec / veh):	11.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Lookout Rd			Lookout Rd			East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	200.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Lookout Rd			Lookout Rd			East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	25	0	6	0	0	0	0	1132	176	121	16	824	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	25	0	6	0	0	0	0	1132	176	121	16	824	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	6	0	2	0	0	0	0	283	44	30	4	206	0	0
Total Analysis Volume [veh/h]	25	0	6	0	0	0	0	1132	176	121	16	824	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1				
Circulating Flow Rate [veh/h]	945			1435			6				297				
Exiting Flow Rate [veh/h]	192			0			970				1138				
Demand Flow Rate [veh/h]	25	0	6	0	0	0	0	1132	176	121	16	824	0	0	
Adjusted Demand Flow Rate [veh/h]	25	0	6	0	0	0	0	1132	176	121	16	824	0	0	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00102	0.00102	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	31	0	1132	297	446	395
Capacity of Entry and Bypass Lanes [veh/h]	527	320	1413	1413	1084	1084
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	527	320	1413	1413	1084	1084
X, volume / capacity	0.06	0.00	0.80	0.21	0.41	0.36

Movement, Approach, & Intersection Results

Lane LOS	A	B	C	A	A	A
95th-Percentile Queue Length [veh]	0.19	0.00	9.53	0.79	2.04	1.69
95th-Percentile Queue Length [ft]	4.68	0.00	238.16	19.86	50.99	42.16
Approach Delay [s/veh]	7.56	11.27	13.47		7.37	
Approach LOS	A	B	B		A	
Intersection Delay [s/veh]	11.16					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1800: East-West Arterial at Longfellow Rd

Control Type:	Roundabout	Delay (sec / veh):	14.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Longfellow Rd			Longfellow Rd			East-West Arterial			East-West Arterial			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			50.00			50.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	Yes			Yes			Yes			Yes			

Volumes

Name	Longfellow Rd			Longfellow Rd			East-West Arterial			East-West Arterial			
Base Volume Input [veh/h]	8	0	0	0	0	0	0	1118	21	0	791	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	0	0	0	0	0	0	1118	21	0	791	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	2	0	0	0	0	0	0	280	5	0	198	0	0
Total Analysis Volume [veh/h]	8	0	0	0	0	0	0	1118	21	0	791	0	0
Pedestrian Volume [ped/h]	0			0			0			0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1			
Circulating Flow Rate [veh/h]	791			1139			0			21			
Exiting Flow Rate [veh/h]	21			0			799			1118			
Demand Flow Rate [veh/h]	8	0	0	0	0	0	0	1118	21	0	791	0	0
Adjusted Demand Flow Rate [veh/h]	8	0	0	0	0	0	0	1118	21	0	791	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	8	0	1139	791
Capacity of Entry and Bypass Lanes [veh/h]	616	432	1380	1351
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	616	432	1380	1351
X, volume / capacity	0.01	0.00	0.83	0.59

Movement, Approach, & Intersection Results

Lane LOS	A	A	C	A
95th-Percentile Queue Length [veh]	0.04	0.00	10.51	4.01
95th-Percentile Queue Length [ft]	0.99	0.00	262.78	100.24
Approach Delay [s/veh]	5.99	8.34	17.57	9.29
Approach LOS	A	A	C	A
Intersection Delay [s/veh]	14.14			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 1900: East West Arterial

Control Type:	Roundabout	Delay (sec / veh):	14.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name							East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name							East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	37	0	6	0	0	3	9	1041	68	0	0	751	3	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	37	0	6	0	0	3	9	1041	68	0	0	751	3	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	9	0	2	0	0	1	2	260	17	0	0	188	1	0
Total Analysis Volume [veh/h]	37	0	6	0	0	3	9	1041	68	0	0	751	3	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1			
Circulating Flow Rate [veh/h]	757			1115			9				71			
Exiting Flow Rate [veh/h]	68			12			791				1047			
Demand Flow Rate [veh/h]	37	0	6	0	0	3	9	1041	68	0	0	751	3	0
Adjusted Demand Flow Rate [veh/h]	37	0	6	0	0	3	9	1041	68	0	0	751	3	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	43	3	1118	754
Capacity of Entry and Bypass Lanes [veh/h]	638	443	1368	1284
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	638	443	1368	1284
X, volume / capacity	0.07	0.01	0.82	0.59

Movement, Approach, & Intersection Results

Lane LOS	A	A	C	A
95th-Percentile Queue Length [veh]	0.22	0.02	10.15	4.03
95th-Percentile Queue Length [ft]	5.41	0.51	253.66	100.66
Approach Delay [s/veh]	6.39	8.22	17.19	9.65
Approach LOS	A	A	C	A
Intersection Delay [s/veh]	13.97			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 2000: Frank Sound Road at East-West Arterial

Control Type:	Unknown	Delay (sec / veh):	?
Analysis Method:	?	Level Of Service:	?
Analysis Period:	15 minutes	Volume to Capacity (v/c):	?

Intersection Setup

Name	Frank Sound Rd	Frank Sound Rd
Approach	Northeastbound	Southwestbound
Lane Configuration		
Turning Movement	Thru	Thru
Crosswalk	Yes	Yes

Volumes

Name	Frank Sound Rd	Frank Sound Rd
Base Volume Input [veh/h]	256	259
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Left-Turn on Red Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	256	259
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	64	65
Total Analysis Volume [veh/h]	256	259
Presence of On-Street Parking	No	No
On-Street Parking Maneuver Rate [/h]	0	0
Local Bus Stopping Rate [/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Level Of Service Report
Intersection 2100: Frank Sound Road at East-West Arterial

Control Type:	Roundabout	Delay (sec / veh):	18.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd			Frank Sound Rd			East-West Arterial							
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			50.00				40.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Frank Sound Rd			Frank Sound Rd			East-West Arterial							
Base Volume Input [veh/h]	643	140	0	0	167	126	170	0	877	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	643	140	0	0	167	126	170	0	877	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	161	35	0	0	42	32	43	0	219	0	0	0	0	0
Total Analysis Volume [veh/h]	643	140	0	0	167	126	170	0	877	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1			
Circulating Flow Rate [veh/h]	126			877			140				1170			
Exiting Flow Rate [veh/h]	1044			310			769				0			
Demand Flow Rate [veh/h]	643	140	0	0	167	126	170	0	877	0	0	0	0	0
Adjusted Demand Flow Rate [veh/h]	643	140	0	0	167	126	170	0	877	0	0	0	0	0

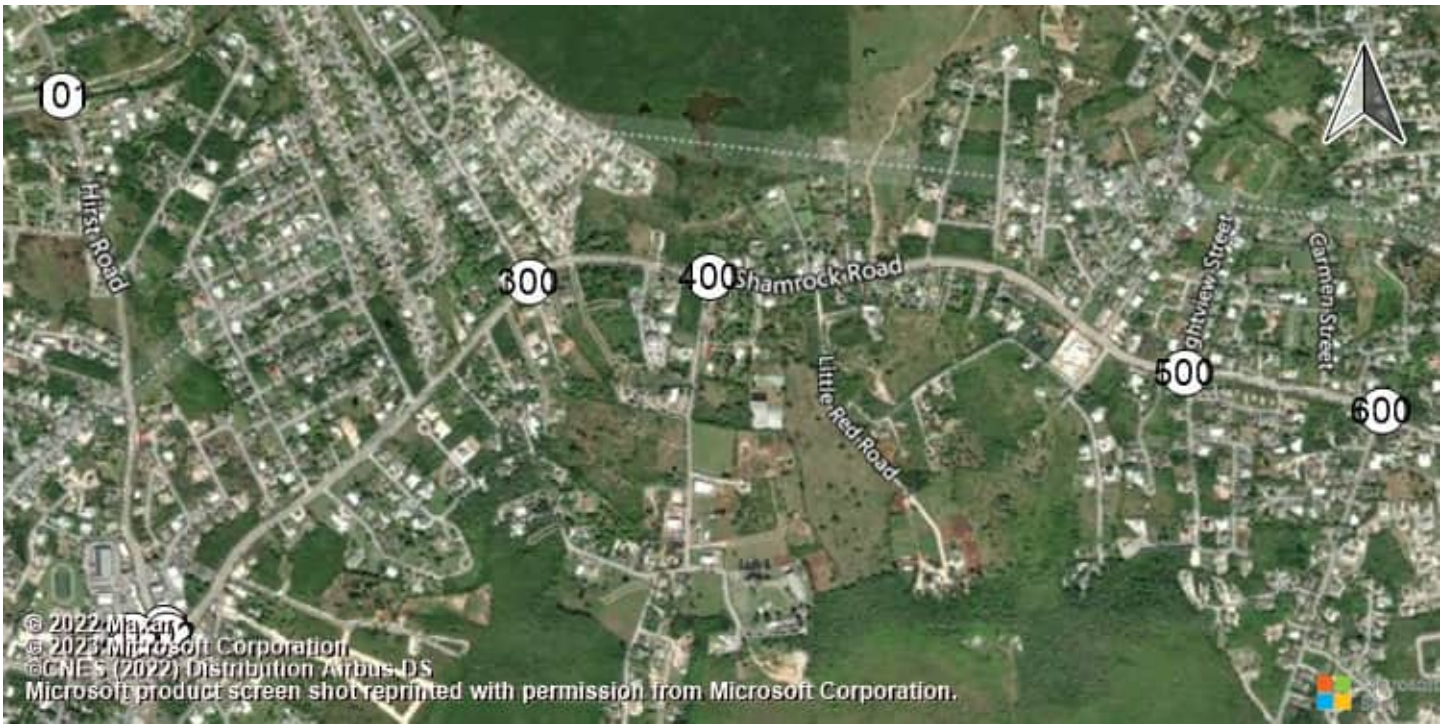
Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	783	293	1047	0
Capacity of Entry and Bypass Lanes [veh/h]	1214	565	1197	419
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1214	565	1197	419
X, volume / capacity	0.65	0.52	0.88	0.00

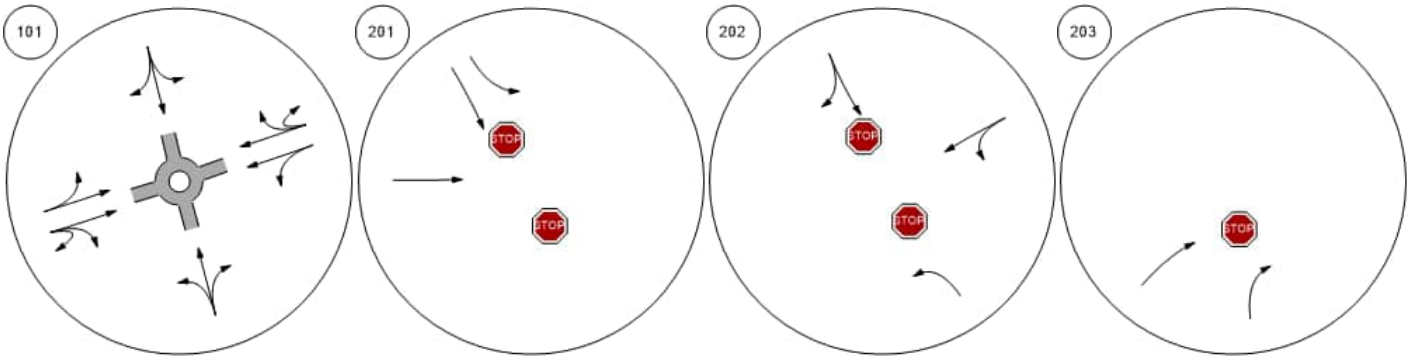
Movement, Approach, & Intersection Results

Lane LOS	B	C	C	A
95th-Percentile Queue Length [veh]	4.99	2.98	12.57	0.00
95th-Percentile Queue Length [ft]	124.81	74.50	314.21	0.00
Approach Delay [s/veh]	11.42	15.67	23.73	8.60
Approach LOS	B	C	C	A
Intersection Delay [s/veh]	18.07			
Intersection LOS	C			

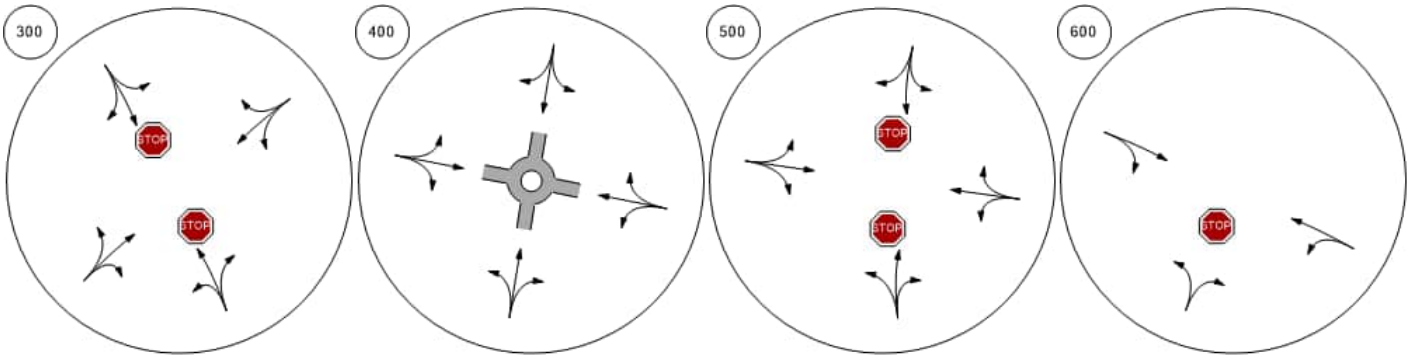
Lane Configuration and Traffic Control



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

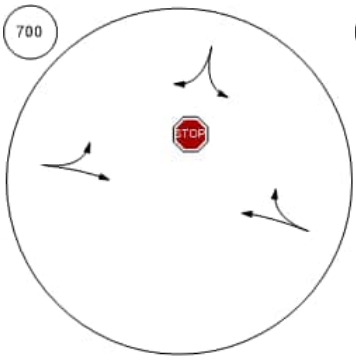


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

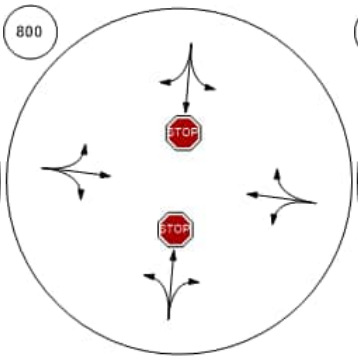


Lane Configuration and Traffic Control

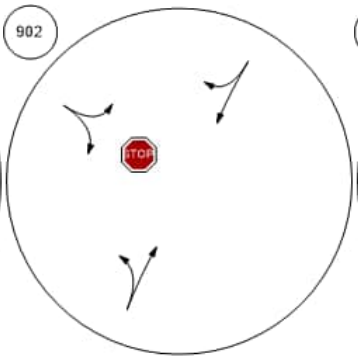
Shamrock Road at Northward



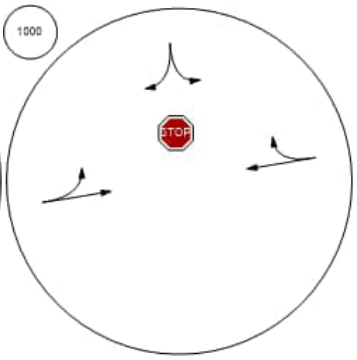
Shamrock Road at Condor R



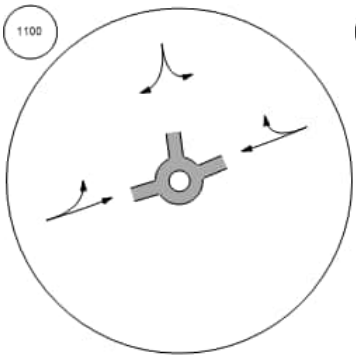
Bodden Town Road at Bodde



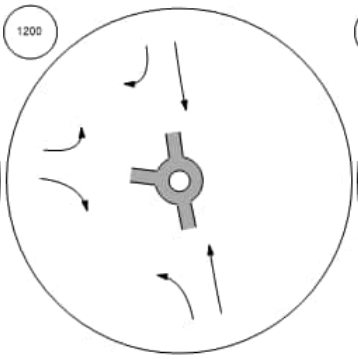
Bodden Town Road at Long



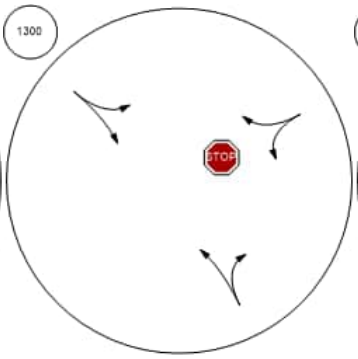
Frank Sound Road at Bodde



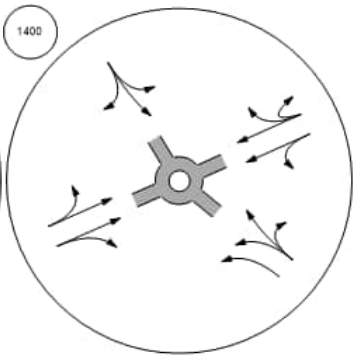
Frank Sound Road at Clifton



Frank Sound Road at North S

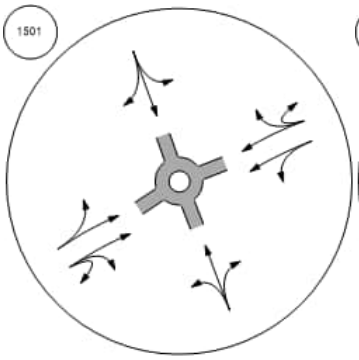


East-West Arterial at Agricola

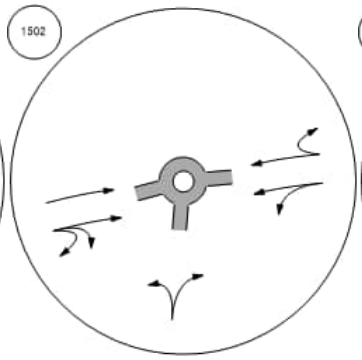


Lane Configuration and Traffic Control

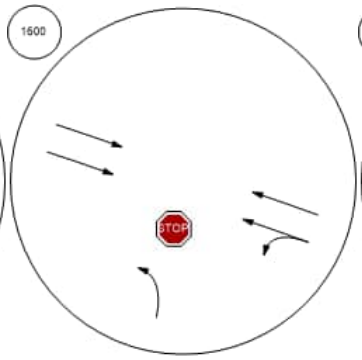
East-West Arterial at Will T C



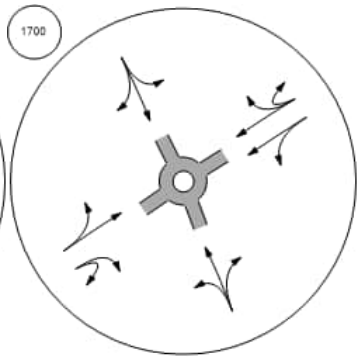
East-West Arterial at Will T C



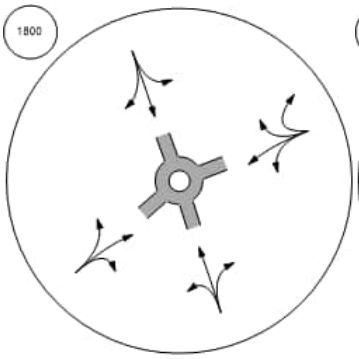
East-West Arterial at Northwa



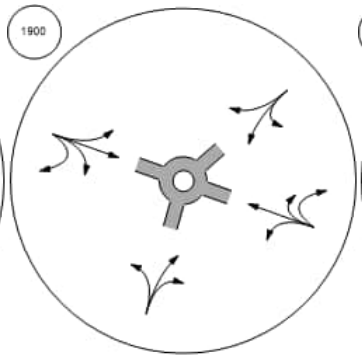
East-West Arterial at Lookout



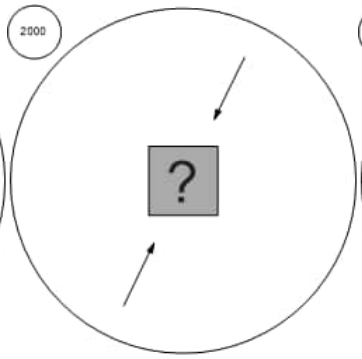
East-West Arterial at Longfell



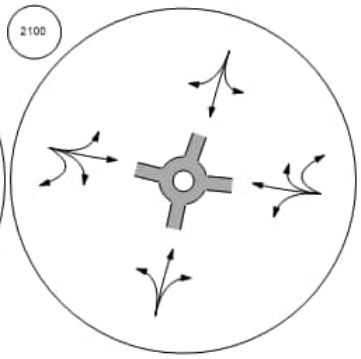
East West Arterial



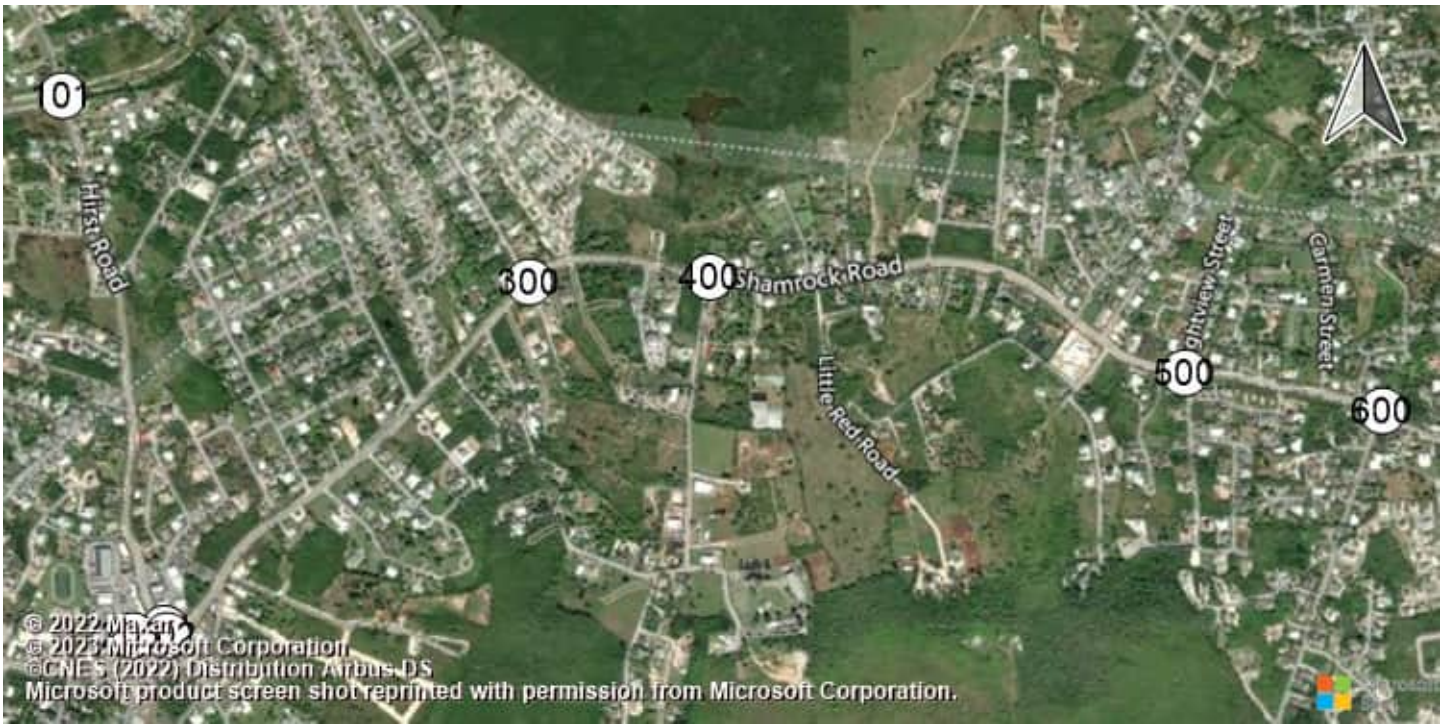
Frank Sound Road at East-W



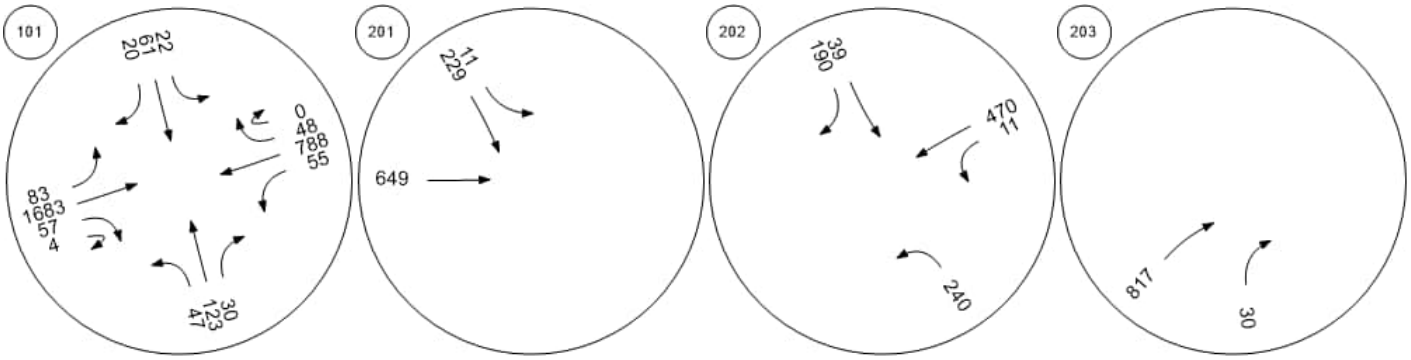
Frank Sound Road at East-W



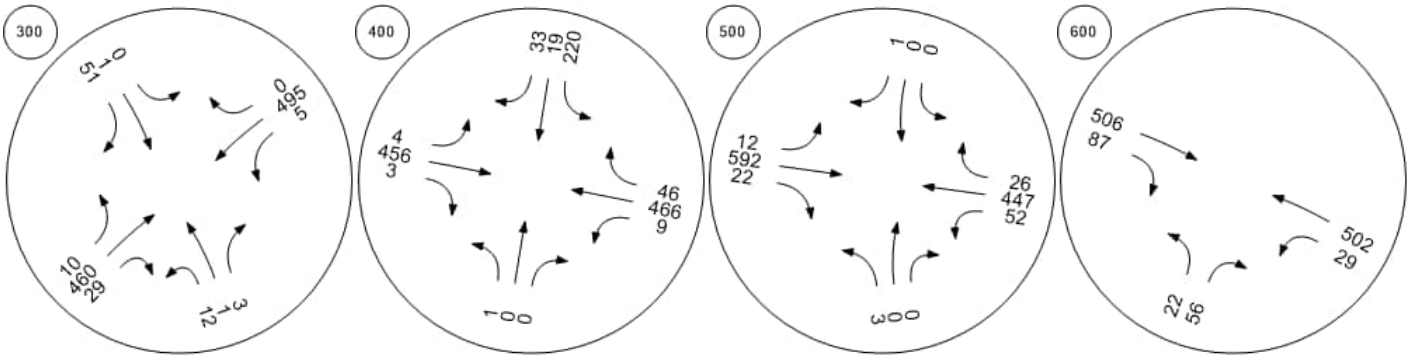
Traffic Volume - Base Volume



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

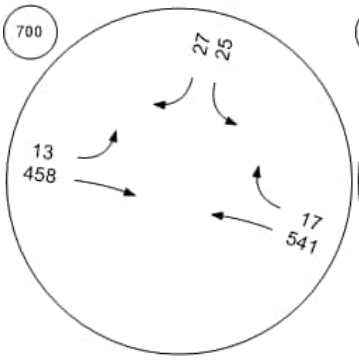


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

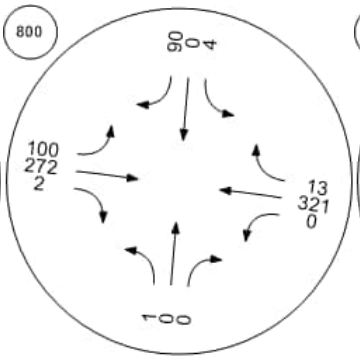


Traffic Volume - Base Volume

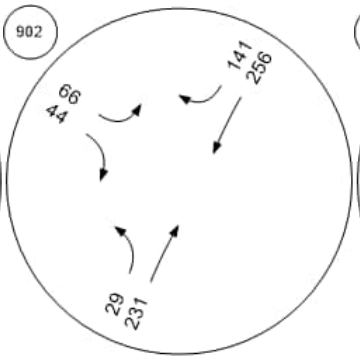
Shamrock Road at Northward



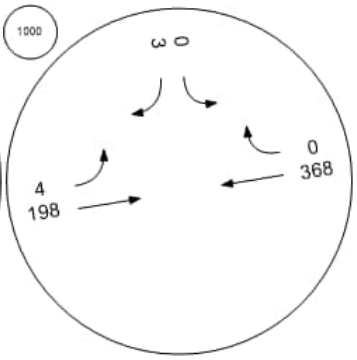
Shamrock Road at Condor R



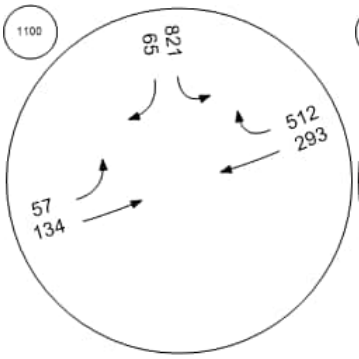
Bodden Town Road at Bodde



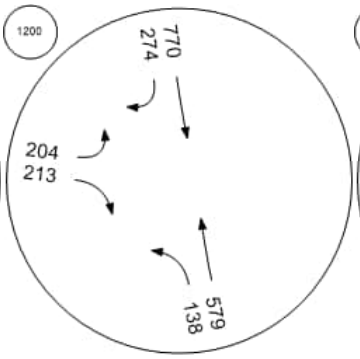
Bodden Town Road at Long



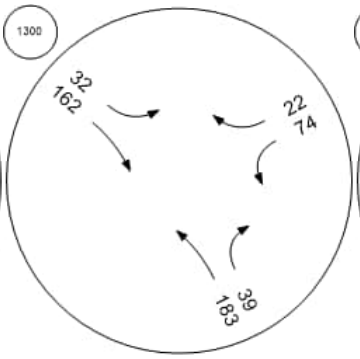
Frank Sound Road at Bodde



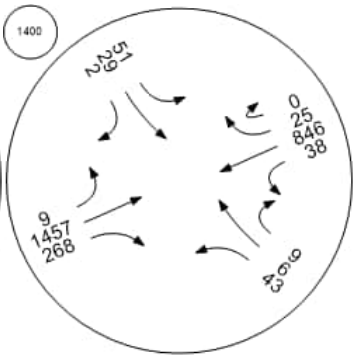
Frank Sound Road at Clifton



Frank Sound Road at North S

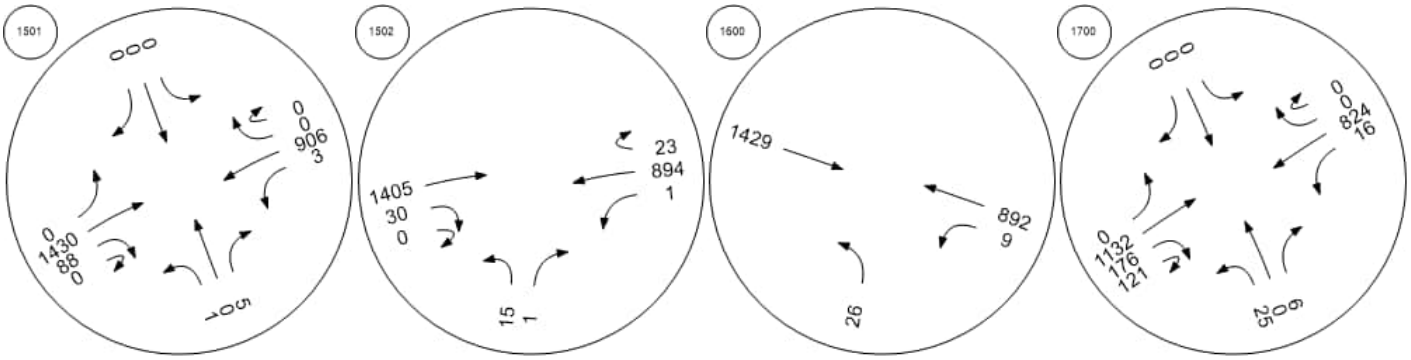


East-West Arterial at Agricola

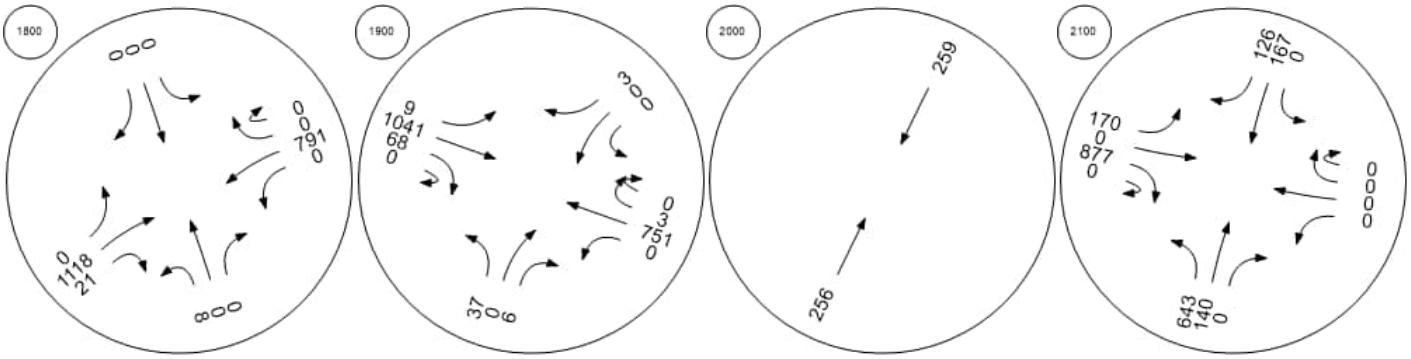


Traffic Volume - Base Volume

East-West Arterial at Will T C East-West Arterial at Will T C East-West Arterial at Northwa East-West Arterial at Lookout



East-West Arterial at Longfell East West Arterial Frank Sound Road at East-W Frank Sound Road at East-W



Intersection Level Of Service Report
Intersection 101: East-West Arterial Road at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	12.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name									East-West Arterial				East-West Arterial				
Approach	Northbound				Southbound				Eastbound				Westbound				
Lane Configuration																	
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	U-tu	Left	Thr	Thr	Rig	U-t
Lane Width [ft]	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.	12.	12.	12.	12.
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100	100	100	100	100
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Speed [mph]	30.00				30.00				40.00				50.00				
Grade [%]	0.00				0.00				0.00				0.00				
Crosswalk	Yes				Yes				Yes				Yes				

Volumes

Name									East-West Arterial				East-West Arterial				
Base Volume Input [veh/h]	13	0	39	19	13	59	0	36	17	925	9	21	12	180	0	39	0
Base Volume Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	0	39	19	13	59	0	36	17	925	9	21	12	180	0	39	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Other Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Total 15-Minute Volume [veh/h]	3	0	10	5	3	15	0	9	4	231	2	5	3	452	0	10	0
Total Analysis Volume [veh/h]	13	0	39	19	13	59	0	36	17	925	9	21	12	180	0	39	0
Pedestrian Volume [ped/h]	0				0				0				0				

Intersection Settings

Number of Conflicting Circulating Lanes	2				2				2				2				
Circulating Flow Rate [veh/h]	1904				974				97				125				
Exiting Flow Rate [veh/h]	80				95				1878				957				
Demand Flow Rate [veh/h]	13	0	39	19	13	59	0	36	17	925	9	21	12	180	0	39	0
Adjusted Demand Flow Rate [veh/h]	13	0	39	19	13	59	0	36	17	925	9	21	12	180	0	39	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1350.00	1420.00	1350.00
B (coefficient)	0.00085	0.00085	0.00085	0.00092	0.00085	0.00092
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	71	108	516	457	986	874
Capacity of Entry and Bypass Lanes [veh/h]	282	621	1308	1235	1277	1204
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	282	621	1308	1235	1277	1204
X, volume / capacity	0.25	0.17	0.39	0.37	0.77	0.73

Movement, Approach, & Intersection Results

Lane LOS	C	A	A	A	C	B
95th-Percentile Queue Length [veh]	0.98	0.63	1.91	1.73	8.26	6.82
95th-Percentile Queue Length [ft]	24.40	15.65	47.83	43.27	206.58	170.56
Approach Delay [s/veh]	18.31	7.89	6.49		14.82	
Approach LOS	C	A	A		B	
Intersection Delay [s/veh]	11.96					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	14.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.259

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	20	119	0	0	436	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	20	119	0	0	436	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	5	32	0	0	117	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	22	128	0	0	469	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance		No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.04	0.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	11.25	14.79	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS				B	B			A				
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.11	1.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	2.86	25.58	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			14.27			0.00			0.00		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	3.46											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	103.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.807

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	294	0	0	0	20	99	0	0	0	7	594	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	294	0	0	0	20	99	0	0	0	7	594	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	79	0	0	0	5	27	0	0	0	2	160	0
Total Analysis Volume [veh/h]	316	0	0	0	22	106	0	0	0	8	639	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.66	0.00	0.00	0.00	0.06	0.81	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	26.14	0.00	0.00	0.00	85.14	103.37	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	D				F	F				A	A	
95th-Percentile Queue Length [veh/ln]	4.76	0.00	0.00	0.00	5.77	5.77	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	119.01	0.00	0.00	0.00	144.28	144.28	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	26.14			100.23			0.00			0.00		
Approach LOS	D			F			A			A		
d_I, Intersection Delay [s/veh]	19.33											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 203: Shamrock Road atHirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	12.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.046

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	22	488	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	22	488	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	6	131	0	0	0
Total Analysis Volume [veh/h]	0	24	525	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.05	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	12.31	0.00	0.00	0.00	0.00
Movement LOS		B	A			
95th-Percentile Queue Length [veh/ln]	0.00	0.15	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	3.65	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.31		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.54					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	21.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.096

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	40	1	5	0	0	22	8	324	6	2	537	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	40	1	5	0	0	22	8	324	6	2	537	0
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	0	1	0	0	6	2	81	2	1	134	0
Total Analysis Volume [veh/h]	41	1	5	0	0	23	8	324	6	2	537	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.00	0.02	0.00	0.00	0.10	0.00	0.00	0.01	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	12.38	18.42	19.17	11.59	19.15	21.55	0.00	0.00	8.48	0.00	0.00	7.91
Movement LOS	B	C	C	B	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.32	0.32	0.32	0.31	0.31	0.31	0.02	0.02	0.02	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	8.01	8.01	8.01	7.84	7.84	7.84	0.44	0.44	0.44	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.23			21.55			0.15			0.00		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	1.23											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive

Control Type:	Roundabout	Delay (sec / veh):	7.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	3	6	2	36	12	37	1	327	2	3	499	156
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	6	2	36	12	37	1	327	2	3	499	156
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	1	9	3	9	0	82	1	1	125	39
Total Analysis Volume [veh/h]	3	6	2	36	12	37	1	327	2	3	499	156
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	692			331			164			51		
Exiting Flow Rate [veh/h]	17			163			539			365		
Demand Flow Rate [veh/h]	3	6	2	36	12	37	1	327	2	3	499	156
Adjusted Demand Flow Rate [veh/h]	3	6	2	36	12	37	1	327	2	3	499	156

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	11	85	330	658
Capacity of Entry and Bypass Lanes [veh/h]	682	985	1168	1311
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	682	985	1168	1311
X, volume / capacity	0.02	0.09	0.28	0.50

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.05	0.28	1.17	2.92
95th-Percentile Queue Length [ft]	1.23	7.07	29.23	73.06
Approach Delay [s/veh]	5.45	4.43	5.71	8.00
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	7.00			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	20.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.026

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	11	0	5	3	0	6	1	374	1	0	582	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	0	5	3	0	6	1	374	1	0	582	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	1	1	0	2	0	94	0	0	146	0
Total Analysis Volume [veh/h]	11	0	5	3	0	6	1	374	1	0	582	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.02	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	12.39	19.34	20.62	10.70	19.29	20.93	0.00	0.00	8.60	0.00	0.00	8.01
Movement LOS	B	C	C	B	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.13	0.13	0.13	0.09	0.09	0.09	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.31	3.31	3.31	2.34	2.34	2.34	0.07	0.07	0.07	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.96			17.52			0.02			0.00		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	0.41											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	39.0
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.242

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	13	30	195	187	64	570
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	30	195	187	64	570
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	8	54	51	18	157
Total Analysis Volume [veh/h]	14	33	214	205	70	626
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.24	0.00	0.23	0.00	0.01
d_M, Delay for Movement [s/veh]	20.32	38.97	0.00	10.11	0.00	0.00
Movement LOS	C	E	A	B	A	A
95th-Percentile Queue Length [veh/ln]	1.05	1.05	0.86	0.86	0.00	0.00
95th-Percentile Queue Length [ft/ln]	26.24	26.24	21.62	21.62	0.00	0.00
d_A, Approach Delay [s/veh]	33.41		4.95		0.00	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	3.13					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	16.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.013

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	12	4	9	225	594	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	4	9	225	594	15
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	1	2	58	153	4
Total Analysis Volume [veh/h]	12	4	9	232	612	15
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.00	0.01	0.01
d_M, Delay for Movement [s/veh]	9.63	16.59	0.00	0.00	0.00	7.72
Movement LOS	A	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.08	0.08	0.00	0.00	0.03	0.03
95th-Percentile Queue Length [ft/ln]	2.12	2.12	0.00	0.00	0.85	0.85
d_A, Approach Delay [s/veh]	11.37		0.00		0.18	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.34					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	12.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.318

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	4	0	0	1	0	224	70	68	0	0	131	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	0	0	1	0	224	70	68	0	0	131	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	0	0	56	18	17	0	0	33	2
Total Analysis Volume [veh/h]	4	0	0	1	0	224	70	68	0	0	131	6
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.32	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.91	10.75	10.10	11.13	12.86	12.49	0.00	0.00	7.45	0.00	0.00	7.48
Movement LOS	A	B	B	B	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	1.37	1.37	1.37	0.00	0.00	0.00	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.33	0.33	0.33	34.36	34.36	34.36	0.00	0.00	0.00	0.31	0.31	0.31
d_A, Approach Delay [s/veh]	8.91			12.48			0.00			0.33		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	5.73											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 901: Lookout Road at Bodden Town Bypass

Control Type:	Roundabout	Delay (sec / veh):	9.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Lookout Rd			An/Bo			An/Bo		
Approach	Southbound			Eastbound			Westbound		
Lane Configuration									
Turning Movement	Left	Right	U-turn	Left	Thru	U-turn	Thru	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			30.00			35.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes		

Volumes

Name	Lookout Rd			An/Bo			An/Bo		
Base Volume Input [veh/h]	838	31	122	2	145	0	186	1192	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	838	31	122	2	145	0	186	1192	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	210	8	31	1	36	0	47	298	2
Total Analysis Volume [veh/h]	838	31	122	2	145	0	186	1192	8
Pedestrian Volume [ped/h]	0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			2		
Circulating Flow Rate [veh/h]	153			1322			153		
Exiting Flow Rate [veh/h]	1316			217			991		
Demand Flow Rate [veh/h]	838	31	122	2	145	0	186	1192	8
Adjusted Demand Flow Rate [veh/h]	838	31	122	2	145	0	186	1192	8

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1350.00	1420.00	1420.00	1350.00
B (coefficient)	0.00085	0.00092	0.00085	0.00085	0.00092
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	526	466	147	652	735
Capacity of Entry and Bypass Lanes [veh/h]	1247	1173	462	1247	1173
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1247	1173	462	1247	1173
X, volume / capacity	0.42	0.40	0.32	0.52	0.63

Movement, Approach, & Intersection Results

Lane LOS	A	A	B	A	B
95th-Percentile Queue Length [veh]	2.13	1.93	1.36	3.15	4.64
95th-Percentile Queue Length [ft]	53.33	48.35	33.88	78.72	115.92
Approach Delay [s/veh]	7.07		12.99	9.98	
Approach LOS	A		B	A	
Intersection Delay [s/veh]	9.02				
Intersection LOS	A				

Intersection Level Of Service Report
Intersection 902: Bodden Town Road at Bodden Town Bypass

Control Type:	Roundabout	Delay (sec / veh):	8.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Bodden Town Bypass			Bodden Town Rd			Bodden Town Rd		
Approach	Southbound			Eastbound			Westbound		
Lane Configuration									
Turning Movement	Left	Right	U-turn	Left	Thru	U-turn	Thru	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			30.00			35.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes		

Volumes

Name	Bodden Town Bypass			Bodden Town Rd			Bodden Town Rd		
Base Volume Input [veh/h]	1006	18	0	19	63	0	69	1367	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1006	18	0	19	63	0	69	1367	6
Peak Hour Factor	0.9400	0.9400	1.0000	0.9400	0.9400	1.0000	0.9400	0.9400	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	268	5	0	5	17	0	18	364	2
Total Analysis Volume [veh/h]	1070	19	0	20	67	0	73	1454	6
Pedestrian Volume [ped/h]	0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			2		
Circulating Flow Rate [veh/h]	73			1460			19		
Exiting Flow Rate [veh/h]	1474			92			1143		
Demand Flow Rate [veh/h]	1006	18	0	19	63	0	69	1367	6
Adjusted Demand Flow Rate [veh/h]	1070	19	0	20	67	0	73	1454	6

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1350.00	1420.00	1420.00	1350.00
B (coefficient)	0.00085	0.00092	0.00085	0.00085	0.00092
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	578	512	87	721	813
Capacity of Entry and Bypass Lanes [veh/h]	1335	1263	411	1398	1327
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1335	1263	411	1398	1327
X, volume / capacity	0.43	0.41	0.21	0.52	0.61

Movement, Approach, & Intersection Results

Lane LOS	A	A	B	A	A
95th-Percentile Queue Length [veh]	2.23	2.00	0.79	3.08	4.44
95th-Percentile Queue Length [ft]	55.84	50.08	19.78	77.04	110.88
Approach Delay [s/veh]	6.86		12.17	8.98	
Approach LOS	A		B	A	
Intersection Delay [s/veh]	8.23				
Intersection LOS	A				

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Roundabout	Delay (sec / veh):	7.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Longfellow Dr		Bodden Town Rd			Bodden Town Rd		
Approach	Southbound		Eastbound			Westbound		
Lane Configuration								
Turning Movement	Left	Right	Left	Thru	U-turn	Thru	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00			45.00		
Grade [%]	0.00		0.00			0.00		
Crosswalk	Yes		Yes			Yes		

Volumes

Name	Longfellow Dr		Bodden Town Rd			Bodden Town Rd		
Base Volume Input [veh/h]	0	14	1	995	0	1321	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	14	1	995	0	1321	0	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	1.0000	0.9100	0.9100	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	4	0	273	0	363	0	0
Total Analysis Volume [veh/h]	0	15	1	1093	0	1452	0	0
Pedestrian Volume [ped/h]	0		0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	2		1			1		
Circulating Flow Rate [veh/h]	1093		0			15		
Exiting Flow Rate [veh/h]	1		1467			1093		
Demand Flow Rate [veh/h]	0	14	1	995	0	1321	0	0
Adjusted Demand Flow Rate [veh/h]	0	15	1	1093	0	1452	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	15	580	515	770	683
Capacity of Entry and Bypass Lanes [veh/h]	561	1420	1420	1401	1401
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	561	1420	1420	1401	1401
X, volume / capacity	0.03	0.41	0.36	0.55	0.49

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.08	2.03	1.68	3.50	2.77
95th-Percentile Queue Length [ft]	2.06	50.78	41.95	87.56	69.13
Approach Delay [s/veh]	6.73	6.06		7.94	
Approach LOS	A	A		A	
Intersection Delay [s/veh]	7.13				
Intersection LOS	A				

Intersection Level Of Service Report
Intersection 1100: Frank Sound Road at Bodden Town Road

Control Type:	Roundabout	Delay (sec / veh):	96.2
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd			Sea View Rd	
Approach	Southbound		Eastbound			Westbound	
Lane Configuration							
Turning Movement	Left	Right	Left	Thru	U-turn	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		45.00			50.00	
Grade [%]	0.00		0.00			0.00	
Crosswalk	Yes		Yes			Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd			Sea View Rd	
Base Volume Input [veh/h]	190	530	403	568	0	742	288
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	190	530	403	568	0	742	288
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	1.0000	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	51	142	108	153	0	199	77
Total Analysis Volume [veh/h]	204	570	433	611	0	798	310
Pedestrian Volume [ped/h]	0		0			0	

Intersection Settings

Number of Conflicting Circulating Lanes	2		1			1	
Circulating Flow Rate [veh/h]	611		310			570	
Exiting Flow Rate [veh/h]	743		1368			815	
Demand Flow Rate [veh/h]	190	530	403	568	0	742	288
Adjusted Demand Flow Rate [veh/h]	204	570	433	611	0	798	310

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1380.00
B (coefficient)	0.00085	0.00091	0.00091	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	774	433	611	1108
Capacity of Entry and Bypass Lanes [veh/h]	845	1071	1071	772
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	845	1071	1071	772
X, volume / capacity	0.92	0.40	0.57	1.44

Movement, Approach, & Intersection Results

Lane LOS	E	A	B	F
95th-Percentile Queue Length [veh]	13.18	1.99	3.74	50.31
95th-Percentile Queue Length [ft]	329.46	49.67	93.54	1257.78
Approach Delay [s/veh]	35.95	9.36		220.19
Approach LOS	E	A		F
Intersection Delay [s/veh]	96.23			
Intersection LOS	F			

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Roundabout	Delay (sec / veh):	6.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter HS	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		20.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter HS	
Base Volume Input [veh/h]	342	136	198	70	48	355
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	342	136	198	70	48	355
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	86	34	50	18	12	89
Total Analysis Volume [veh/h]	342	136	198	70	48	355
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Number of Conflicting Circulating Lanes	1		1		1	
Circulating Flow Rate [veh/h]	70		355		136	
Exiting Flow Rate [veh/h]	553		184		412	
Demand Flow Rate [veh/h]	342	136	198	70	48	355
Adjusted Demand Flow Rate [veh/h]	342	136	198	70	48	355

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1420.00	1420.00
B (coefficient)	0.00102	0.00102	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	478	268	48	355
Capacity of Entry and Bypass Lanes [veh/h]	1285	961	1255	1255
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1285	961	1255	1255
X, volume / capacity	0.37	0.28	0.04	0.28

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	1.75	1.15	0.12	1.17
95th-Percentile Queue Length [ft]	43.67	28.64	2.98	29.29
Approach Delay [s/veh]	6.31	6.58	5.15	
Approach LOS	A	A	A	
Intersection Delay [s/veh]	5.97			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	11.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	125	36	8	117	44	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	125	36	8	117	44	2
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	10	2	33	12	1
Total Analysis Volume [veh/h]	140	40	9	131	49	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.00	0.00	0.05	0.00
d_M, Delay for Movement [s/veh]	0.00	7.54	0.00	0.00	9.16	10.98
Movement LOS	A	A	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.08	0.08	0.00	0.00	0.18	0.18
95th-Percentile Queue Length [ft/ln]	2.12	2.12	0.00	0.00	4.49	4.49
d_A, Approach Delay [s/veh]	1.68		0.00		9.23	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.08					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	9.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			50.00			50.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	Yes			Yes			Yes			Yes			

Volumes

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Base Volume Input [veh/h]	225	1	2	30	50	5	4	881	72	2	1630	1	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	225	1	2	30	50	5	4	881	72	2	1630	1	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	56	0	1	8	13	1	1	220	18	1	408	0	0
Total Analysis Volume [veh/h]	225	1	2	30	50	5	4	881	72	2	1630	1	0
Pedestrian Volume [ped/h]	0			0			0			0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1			1			
Circulating Flow Rate [veh/h]	1636			955			4			127			
Exiting Flow Rate [veh/h]	124			6			1860			913			
Demand Flow Rate [veh/h]	225	1	2	30	50	5	4	881	72	2	1630	1	0
Adjusted Demand Flow Rate [veh/h]	225	1	2	30	50	5	4	881	72	2	1630	1	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1350.00	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00092	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	121	108	85	508	450	866	768
Capacity of Entry and Bypass Lanes [veh/h]	354	300	631	1415	1415	1266	1266
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	354	300	631	1415	1415	1266	1266
X, volume / capacity	0.34	0.36	0.13	0.36	0.32	0.68	0.61

Movement, Approach, & Intersection Results

Lane LOS	C	C	A	A	A	B	B
95th-Percentile Queue Length [veh]	1.48	1.57	0.46	1.65	1.38	5.82	4.33
95th-Percentile Queue Length [ft]	37.07	39.19	11.61	41.31	34.56	145.51	108.18
Approach Delay [s/veh]	18.62		7.27	5.55		11.24	
Approach LOS	C		A	A		B	
Intersection Delay [s/veh]	9.82						
Intersection LOS	A						

Intersection Level Of Service Report
Intersection 1501: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	7.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name							East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			30.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name							East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	30	0	1	0	0	0	0	907	6	0	0	1600	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	0	1	0	0	0	0	907	6	0	0	1600	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	8	0	0	0	0	0	0	227	2	0	0	400	0	0
Total Analysis Volume [veh/h]	30	0	1	0	0	0	0	907	6	0	0	1600	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1				1			
Circulating Flow Rate [veh/h]	1600			914			1				6			
Exiting Flow Rate [veh/h]	6			0			1630				908			
Demand Flow Rate [veh/h]	30	0	1	0	0	0	0	907	6	0	0	1600	0	0
Adjusted Demand Flow Rate [veh/h]	30	0	1	0	0	0	0	907	6	0	0	1600	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	31	0	484	430	848	752
Capacity of Entry and Bypass Lanes [veh/h]	365	653	1419	1419	1413	1413
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	365	653	1419	1419	1413	1413
X, volume / capacity	0.09	0.00	0.34	0.30	0.60	0.53

Movement, Approach, & Intersection Results

Lane LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.28	0.00	1.53	1.29	4.25	3.29
95th-Percentile Queue Length [ft]	6.93	0.00	38.32	32.19	106.30	82.15
Approach Delay [s/veh]	11.22	5.51	5.36		8.73	
Approach LOS	B	A	A		A	
Intersection Delay [s/veh]	7.55					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1502: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	7.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name			East-West Arterial			East-West Arterial		
Approach	Northbound		Eastbound			Westbound		
Lane Configuration								
Turning Movement	Left	Right	Thru	Right	U-turn	Left	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00			50.00		
Grade [%]	0.00		0.00			0.00		
Crosswalk	Yes		Yes			Yes		

Volumes

Name			East-West Arterial			East-West Arterial		
Base Volume Input [veh/h]	225	3	906	2	0	1	1375	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	225	3	906	2	0	1	1375	18
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	56	1	227	1	0	0	344	5
Total Analysis Volume [veh/h]	225	3	906	2	0	1	1375	18
Pedestrian Volume [ped/h]	0		0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	2		1			1		
Circulating Flow Rate [veh/h]	1393		21			2		
Exiting Flow Rate [veh/h]	3		1600			927		
Demand Flow Rate [veh/h]	225	3	906	2	0	1	1375	18
Adjusted Demand Flow Rate [veh/h]	225	3	906	2	0	1	1375	18

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	228	482	427	739	656
Capacity of Entry and Bypass Lanes [veh/h]	435	1394	1394	1418	1418
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	435	1394	1394	1418	1418
X, volume / capacity	0.52	0.35	0.31	0.52	0.46

Movement, Approach, & Intersection Results

Lane LOS	C	A	A	A	A
95th-Percentile Queue Length [veh]	2.97	1.56	1.31	3.15	2.51
95th-Percentile Queue Length [ft]	74.24	39.05	32.77	78.73	62.81
Approach Delay [s/veh]	19.69	5.47		7.47	
Approach LOS	C	A		A	
Intersection Delay [s/veh]	7.86				
Intersection LOS	A				

Intersection Level Of Service Report
Intersection 1600: East-West Arterial at Northward Rd

Control Type:	Two-way stop	Delay (sec / veh):	15.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.202

Intersection Setup

Name	Northward Rd		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	83	0	926	0	5	1311
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	83	0	926	0	5	1311
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	0	232	0	1	328
Total Analysis Volume [veh/h]	83	0	926	0	5	1311
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.20	0.00	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	15.94	0.00	0.00	0.00	0.00	0.00
Movement LOS	C		A		A	A
95th-Percentile Queue Length [veh/ln]	0.74	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	18.61	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	15.94		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.57					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1700: East-West Arterial at Lookout Rd

Control Type:	Roundabout	Delay (sec / veh):	6.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Lookout Rd		East-West Arterial			Lookout Rd		
Approach	Southbound		Eastbound			Westbound		
Lane Configuration								
Turning Movement	Left	Right	Left	Thru	U-turn	Thru	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		35.00			35.00		
Grade [%]	0.00		0.00			0.00		
Crosswalk	Yes		Yes			Yes		

Volumes

Name	Lookout Rd		East-West Arterial			Lookout Rd		
Base Volume Input [veh/h]	0	0	0	857	69	1333	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	857	69	1333	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	214	17	333	0	0
Total Analysis Volume [veh/h]	0	0	0	857	69	1333	0	0
Pedestrian Volume [ped/h]	0		0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	2		1			1		
Circulating Flow Rate [veh/h]	926		0			69		
Exiting Flow Rate [veh/h]	0		1402			857		
Demand Flow Rate [veh/h]	0	0	0	857	69	1333	0	0
Adjusted Demand Flow Rate [veh/h]	0	0	0	857	69	1333	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	0	491	436	707	627
Capacity of Entry and Bypass Lanes [veh/h]	647	1420	1420	1334	1334
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	647	1420	1420	1334	1334
X, volume / capacity	0.00	0.35	0.31	0.53	0.47

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.00	1.56	1.31	3.25	2.58
95th-Percentile Queue Length [ft]	0.00	39.09	32.80	81.14	64.57
Approach Delay [s/veh]	5.57	5.40		7.91	
Approach LOS	A	A		A	
Intersection Delay [s/veh]	6.88				
Intersection LOS	A				

Intersection Level Of Service Report
Intersection 2000: Frank Sound Road at East-West Arterial

Control Type:	Unknown	Delay (sec / veh):	?
Analysis Method:	?	Level Of Service:	?
Analysis Period:	15 minutes	Volume to Capacity (v/c):	?

Intersection Setup

Name	Frank Sound Rd	Frank Sound Rd
Approach	Northeastbound	Southwestbound
Lane Configuration		
Turning Movement	Thru	Thru
Crosswalk	Yes	Yes

Volumes

Name	Frank Sound Rd	Frank Sound Rd
Base Volume Input [veh/h]	168	189
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Left-Turn on Red Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	168	189
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	47
Total Analysis Volume [veh/h]	168	189
Presence of On-Street Parking	No	No
On-Street Parking Maneuver Rate [/h]	0	0
Local Bus Stopping Rate [/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Level Of Service Report
Intersection 2100: Frank Sound Road at East-West Arterial

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd			
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		20.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd			
Base Volume Input [veh/h]	184	0	0	268	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	184	0	0	268	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	0	0	67	0	0
Total Analysis Volume [veh/h]	184	0	0	268	0	0
Pedestrian Volume [ped/h]	0		0		0	

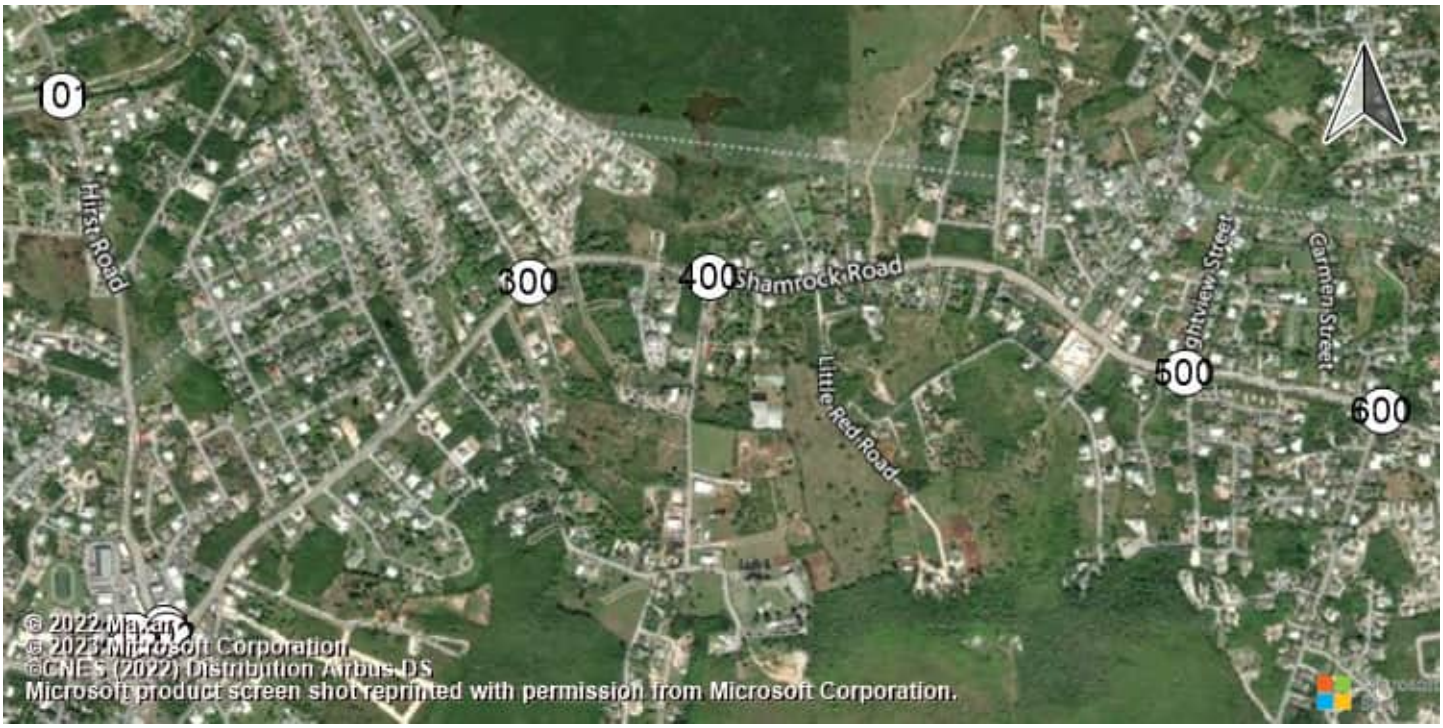
Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

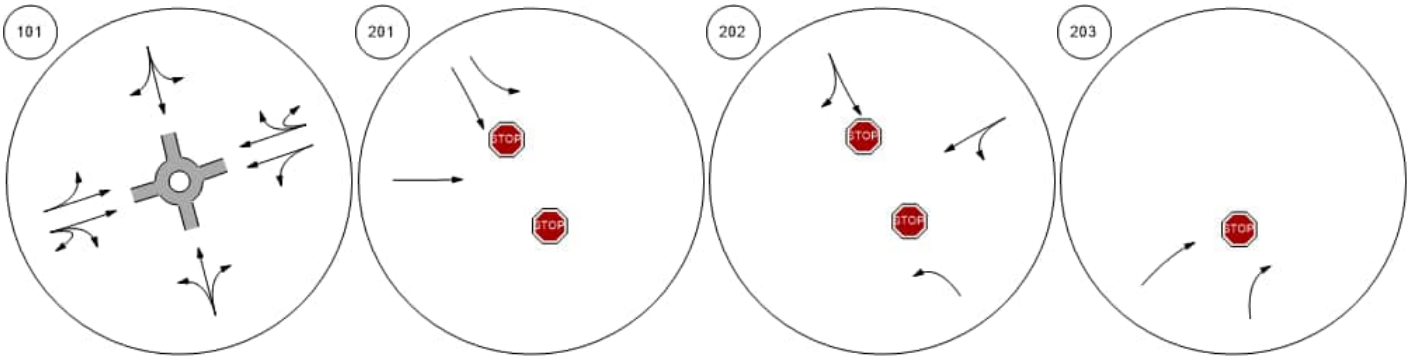
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	7.75	0.00	0.00	9.64	11.33
Movement LOS	A	A	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		10.48	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

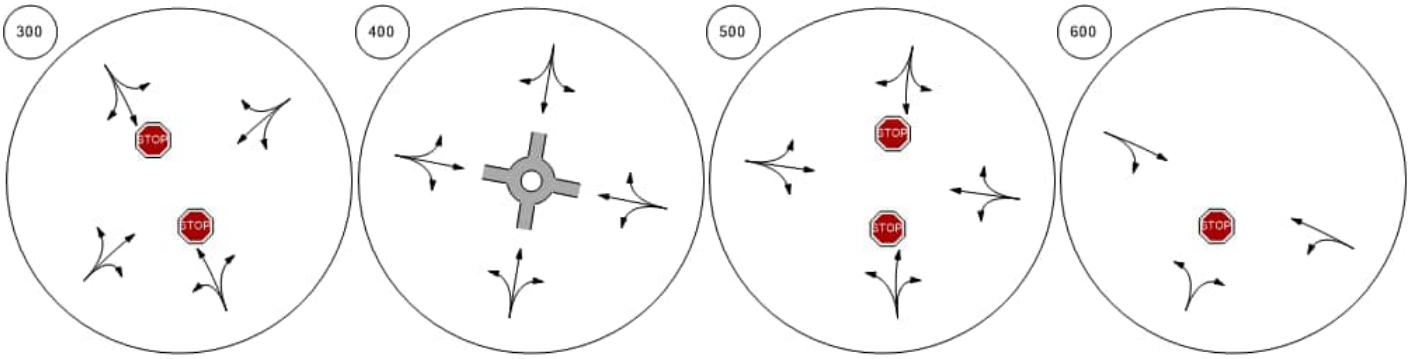
Lane Configuration and Traffic Control



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

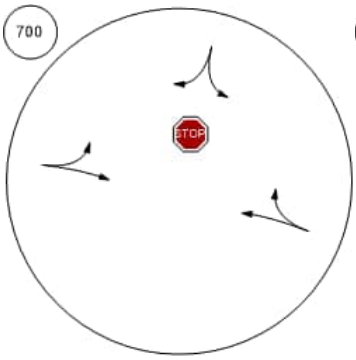


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

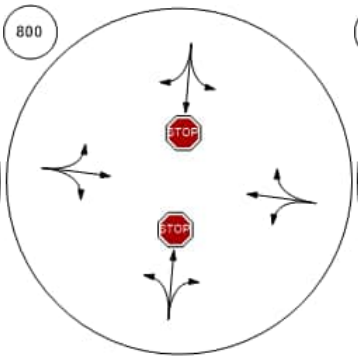


Lane Configuration and Traffic Control

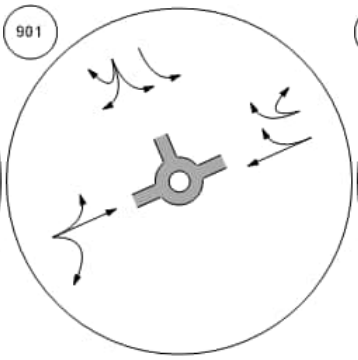
Shamrock Road at Northward



Shamrock Road at Condor R

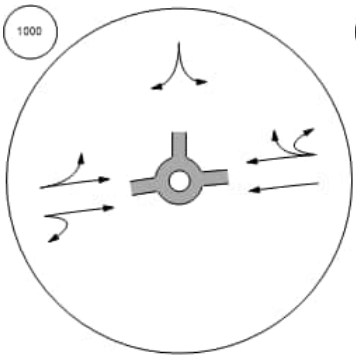


Lookout Road at Bodden To

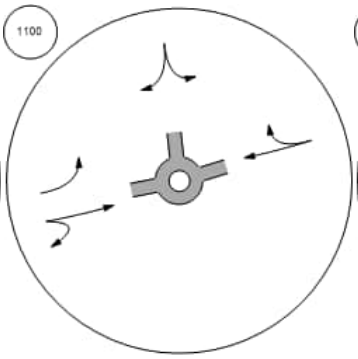


Bodden Town Road at Bodde

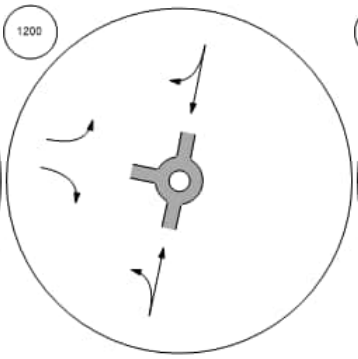
Bodden Town Road at Long



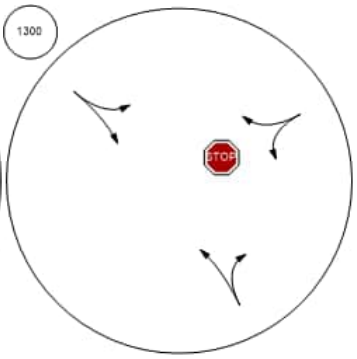
Frank Sound Road at Bodde



Frank Sound Road at Clifton

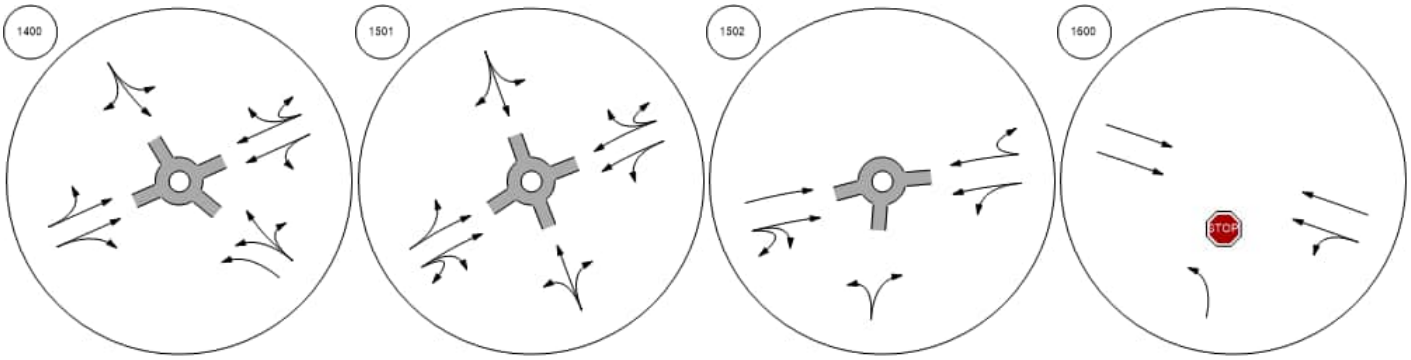


Frank Sound Road at North S

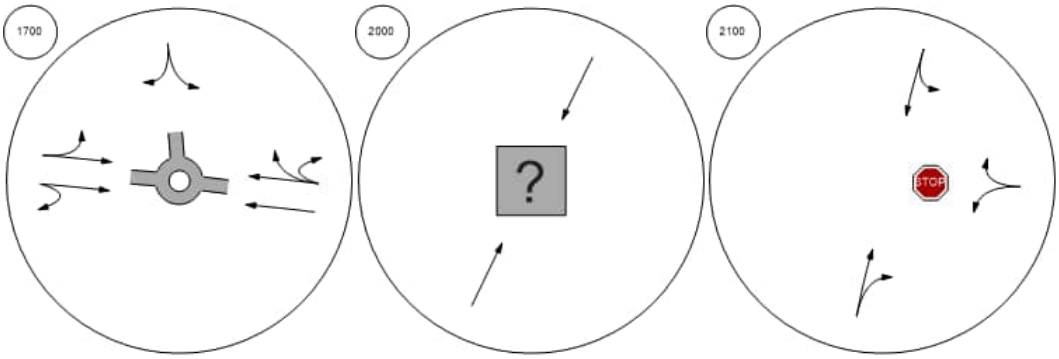


Lane Configuration and Traffic Control

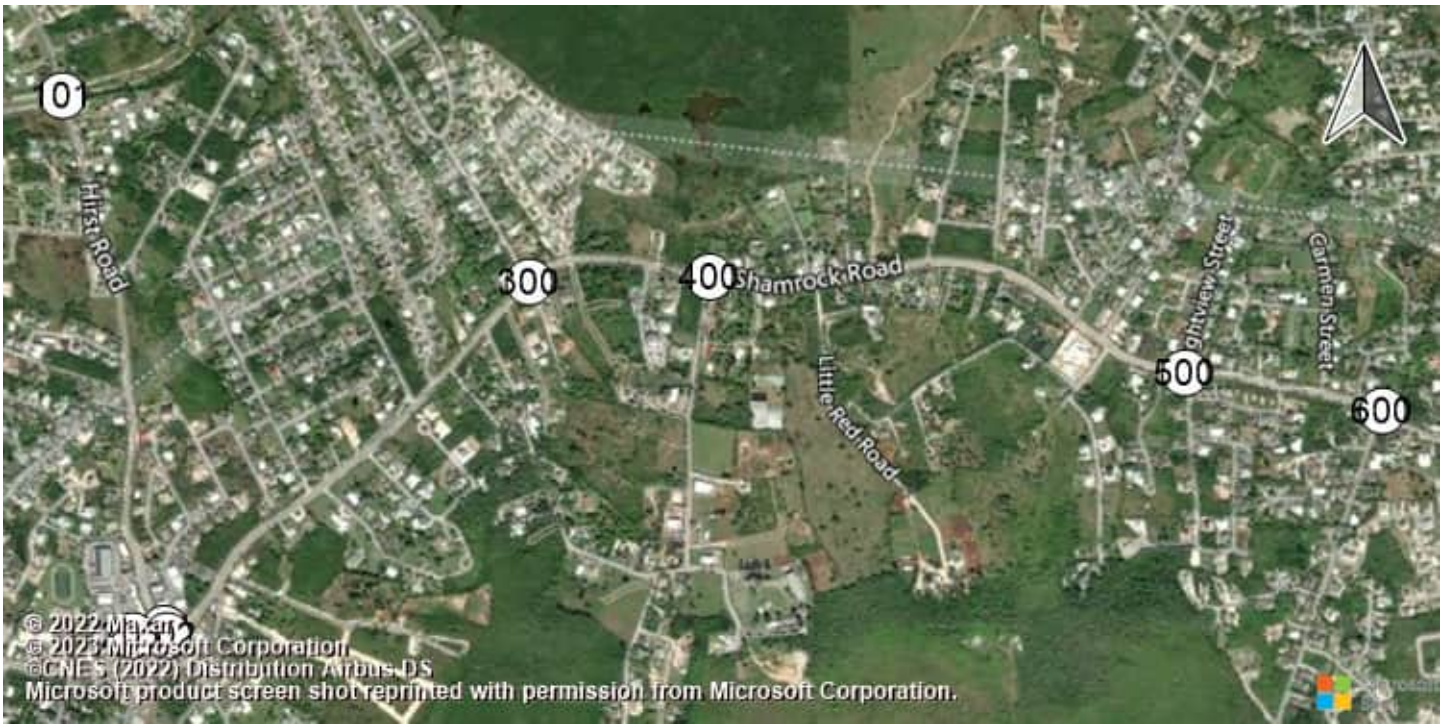
East-West Arterial at Agricola | East-West Arterial at Will T C | East-West Arterial at Will T C | East-West Arterial at Northwa



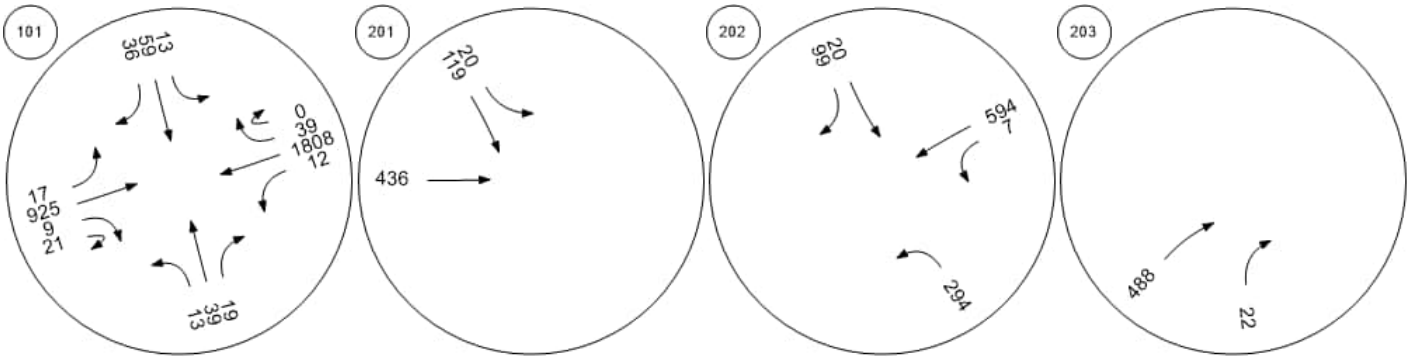
East-West Arterial at Lookout | Frank Sound Road at East-W | Frank Sound Road at East-W



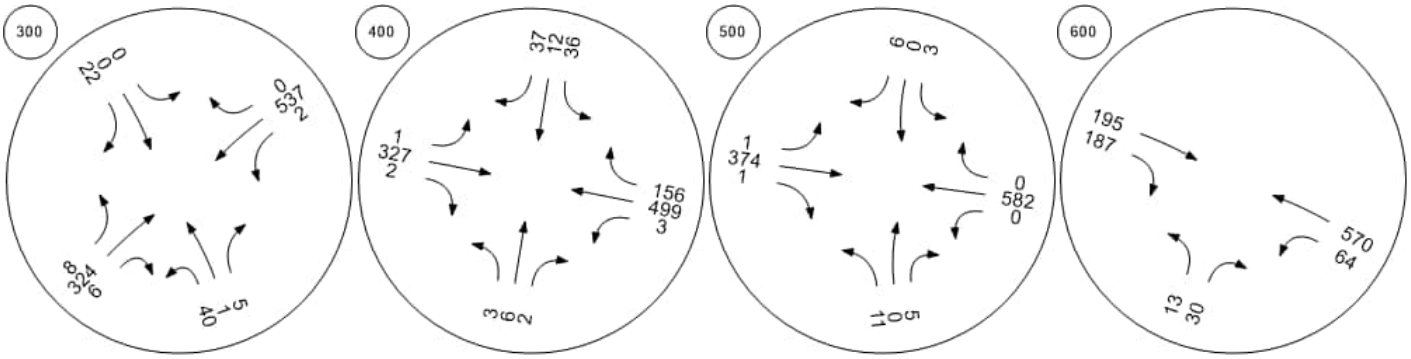
Traffic Volume - Base Volume



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

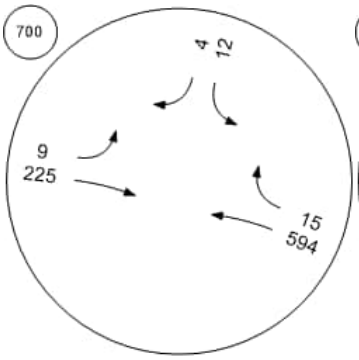


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

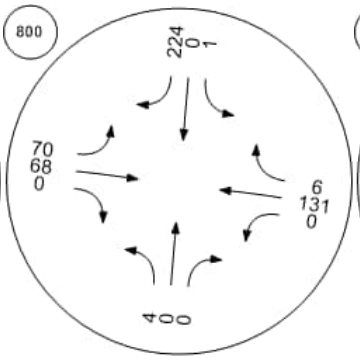


Traffic Volume - Base Volume

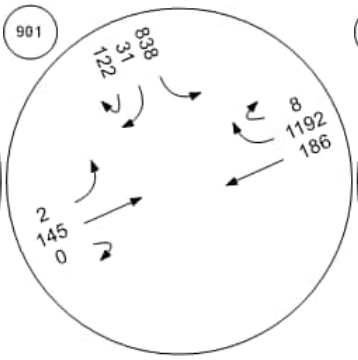
Shamrock Road at Northward



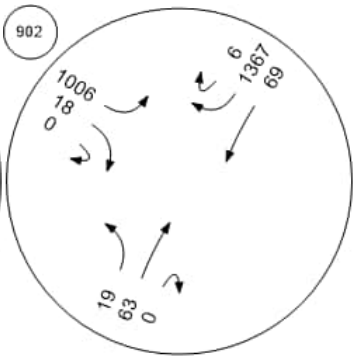
Shamrock Road at Condor R



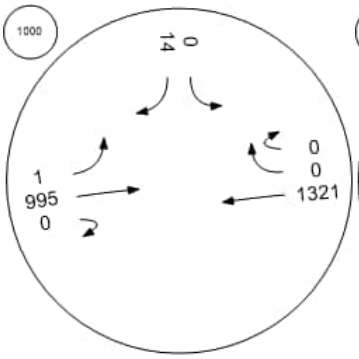
Lookout Road at Bodden To



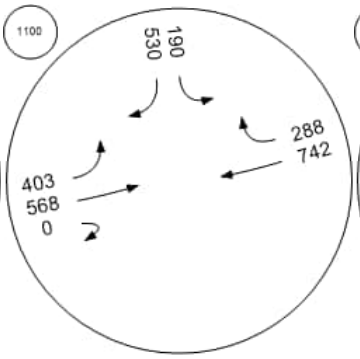
Bodden Town Road at Bodde



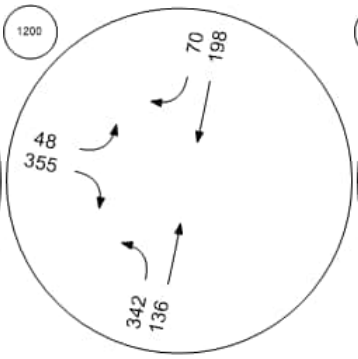
Bodden Town Road at Long



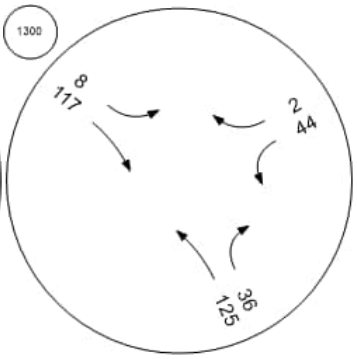
Frank Sound Road at Bodde



Frank Sound Road at Clifton

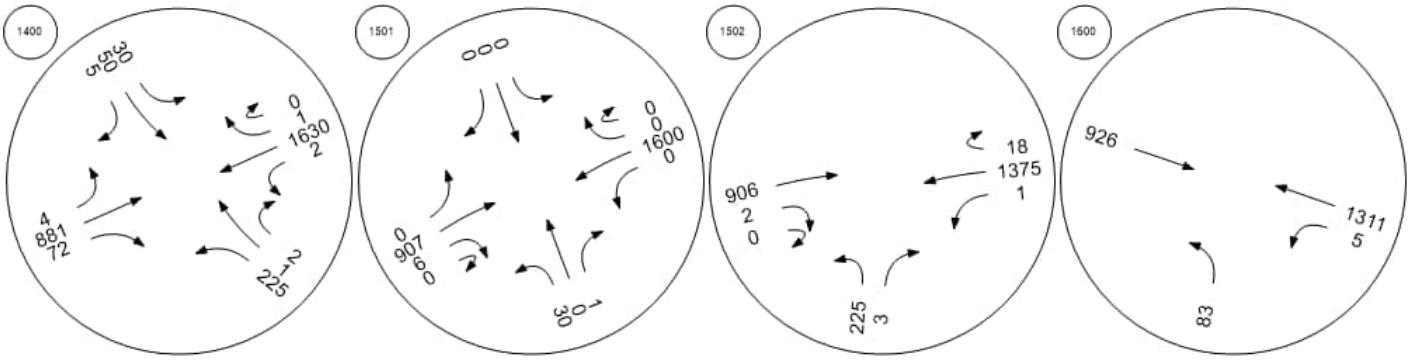


Frank Sound Road at North S

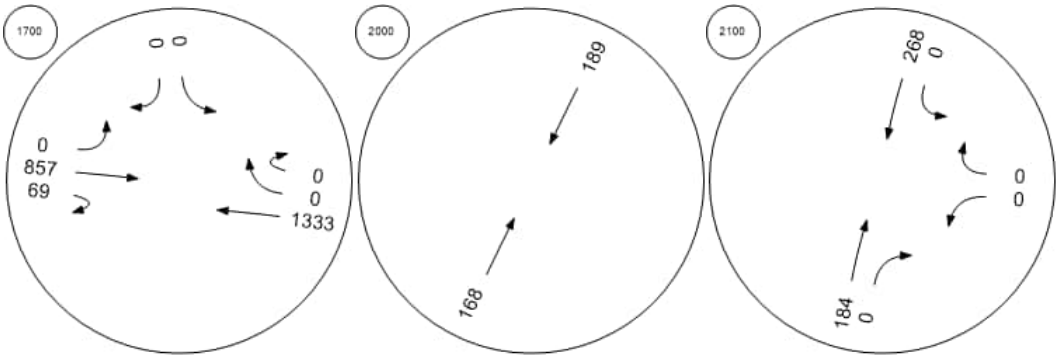


Traffic Volume - Base Volume

East-West Arterial at Agricola East-West Arterial at Will T C East-West Arterial at Will T C East-West Arterial at Northwa



East-West Arterial at Lookout Frank Sound Road at East-W Frank Sound Road at East-W



Intersection Level Of Service Report
Intersection 101: East-West Arterial Road at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	14.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name									East-West Arterial				East-West Arterial				
Approach	Northbound				Southbound				Eastbound				Westbound				
Lane Configuration																	
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	U-tu	Left	Thr	Thr	Rig	U-t
Lane Width [ft]	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.	12.	12.	12.	12.
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100	100	100	100	100
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Speed [mph]	30.00				30.00				40.00				50.00				
Grade [%]	0.00				0.00				0.00				0.00				
Crosswalk	Yes				Yes				Yes				Yes				

Volumes

Name									East-West Arterial				East-West Arterial				
Base Volume Input [veh/h]	62	0	122	28	22	61	0	20	85	1720	45	4	35	703	0	50	0
Base Volume Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	62	0	122	28	22	61	0	20	85	1720	45	4	35	703	0	50	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Other Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Total 15-Minute Volume [veh/h]	16	0	31	7	6	15	0	5	21	430	11	1	9	176	0	13	0
Total Analysis Volume [veh/h]	62	0	122	28	22	61	0	20	85	1720	45	4	35	703	0	50	0
Pedestrian Volume [ped/h]	0				0				0				0				

Intersection Settings

Number of Conflicting Circulating Lanes	2				2				2				2				
Circulating Flow Rate [veh/h]	777				1797				200				130				
Exiting Flow Rate [veh/h]	141				257				789				1770				
Demand Flow Rate [veh/h]	62	0	122	28	22	61	0	20	85	1720	45	4	35	703	0	50	0
Adjusted Demand Flow Rate [veh/h]	62	0	122	28	22	61	0	20	85	1720	45	4	35	703	0	50	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1350.00	1420.00	1350.00
B (coefficient)	0.00085	0.00085	0.00085	0.00092	0.00085	0.00092
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	212	103	983	872	418	371
Capacity of Entry and Bypass Lanes [veh/h]	734	309	1199	1124	1272	1198
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	734	309	1199	1124	1272	1198
X, volume / capacity	0.29	0.33	0.82	0.78	0.33	0.31

Movement, Approach, & Intersection Results

Lane LOS	A	C	C	C	A	A
95th-Percentile Queue Length [veh]	1.20	1.43	9.98	8.23	1.45	1.33
95th-Percentile Queue Length [ft]	29.93	35.65	249.60	205.78	36.20	33.14
Approach Delay [s/veh]	8.33	19.10	18.17		5.87	
Approach LOS	A	C	C		A	
Intersection Delay [s/veh]	14.22					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	26.1
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.587

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	12	218	0	0	591	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	12	218	0	0	591	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	3	59	0	0	159	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	13	234	0	0	635	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance		No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.03	0.59	0.00	0.00	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	12.67	26.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS				B	D			A				
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.08	3.63	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	2.08	90.64	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			25.38			0.00			0.00		
Approach LOS	A			D			A			A		
d_I, Intersection Delay [s/veh]	7.11											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	131.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.992

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	241	0	0	0	33	185	0	0	0	13	554	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	241	0	0	0	33	185	0	0	0	13	554	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	65	0	0	0	9	50	0	0	0	3	149	0
Total Analysis Volume [veh/h]	259	0	0	0	35	199	0	0	0	14	596	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.52	0.00	0.00	0.00	0.08	0.99	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	19.53	0.00	0.00	0.00	122.30	131.50	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	C				F	F				A	A	
95th-Percentile Queue Length [veh/ln]	2.91	0.00	0.00	0.00	10.47	10.47	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	72.76	0.00	0.00	0.00	261.74	261.74	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	19.53			130.13			0.00			0.00		
Approach LOS	C			F			A			A		
d_I, Intersection Delay [s/veh]	32.19											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 203: Shamrock Road atHirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	16.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.096

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	31	771	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	31	771	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	8	207	0	0	0
Total Analysis Volume [veh/h]	0	33	829	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.10	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	16.60	0.00	0.00	0.00	0.00
Movement LOS		C	A			
95th-Percentile Queue Length [veh/ln]	0.00	0.32	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	7.91	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	16.60		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.64					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	30.7
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.275

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	12	1	4	0	1	51	11	402	29	6	581	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	1	4	0	1	51	11	402	29	6	581	0
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	1	0	0	13	3	101	7	2	145	0
Total Analysis Volume [veh/h]	12	1	4	0	1	53	11	402	30	6	581	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.02	0.00	0.00	0.27	0.00	0.00	0.03	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	12.50	22.02	23.56	17.61	28.52	30.71	0.00	0.00	8.72	0.00	0.00	8.11
Movement LOS	B	C	C	C	D	D	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.15	0.15	0.15	1.09	1.09	1.09	0.09	0.09	0.09	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.76	3.76	3.76	27.34	27.34	27.34	2.32	2.32	2.32	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	15.66			30.67			0.59			0.00		
Approach LOS	C			D			A			A		
d_I, Intersection Delay [s/veh]	1.98											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive

Control Type:	Roundabout	Delay (sec / veh):	6.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	1	0	0	181	18	7	4	399	3	9	579	48
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	0	181	18	7	4	399	3	9	579	48
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	45	5	2	1	100	1	2	145	12
Total Analysis Volume [veh/h]	1	0	0	181	18	7	4	399	3	10	579	48
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	634			402			48			28		
Exiting Flow Rate [veh/h]	31			52			587			580		
Demand Flow Rate [veh/h]	1	0	0	181	18	7	4	399	3	9	579	48
Adjusted Demand Flow Rate [veh/h]	1	0	0	181	18	7	4	399	3	10	579	48

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	1	206	406	637
Capacity of Entry and Bypass Lanes [veh/h]	723	916	1315	1342
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	723	916	1315	1342
X, volume / capacity	0.00	0.22	0.31	0.47

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.00	0.86	1.33	2.64
95th-Percentile Queue Length [ft]	0.10	21.56	33.15	65.88
Approach Delay [s/veh]	4.99	6.19	5.50	7.46
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	6.62			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	28.3
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	3	0	0	0	0	1	11	498	22	52	564	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	0	0	0	0	1	11	498	22	52	564	27
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	0	0	0	3	125	6	13	141	7
Total Analysis Volume [veh/h]	3	0	0	0	0	1	11	498	22	52	564	27
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.02	0.00	0.01	0.03
d_M, Delay for Movement [s/veh]	12.08	25.67	27.99	11.44	26.37	28.28	0.00	0.00	8.78	0.00	0.00	8.46
Movement LOS	B	D	D	B	D	D	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	0.02	0.02	0.02	0.07	0.07	0.07	0.08	0.08	0.08
95th-Percentile Queue Length [ft/ln]	0.44	0.44	0.44	0.48	0.48	0.48	1.73	1.73	1.73	1.95	1.95	1.95
d_A, Approach Delay [s/veh]	12.08			28.28			0.36			0.36		
Approach LOS	B			D			A			A		
d_I, Intersection Delay [s/veh]	0.41											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	48.3
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.438

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	22	57	409	90	30	621
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	57	409	90	30	621
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	16	112	25	8	171
Total Analysis Volume [veh/h]	24	63	449	99	33	682
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop		Free		Free	
Flared Lane	No					
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance	No					
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.44	0.00	0.11	0.00	0.01
d_M, Delay for Movement [s/veh]	31.41	48.33	0.00	9.52	0.00	0.00
Movement LOS	D	E	A	A	A	A
95th-Percentile Queue Length [veh/ln]	2.40	2.40	0.37	0.37	0.00	0.00
95th-Percentile Queue Length [ft/ln]	59.92	59.92	9.30	9.30	0.00	0.00
d_A, Approach Delay [s/veh]	43.66		1.72		0.00	
Approach LOS	E		A		A	
d_I, Intersection Delay [s/veh]	3.51					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	22.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.122

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	22	28	14	363	660	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	28	14	363	660	12
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	7	4	94	170	3
Total Analysis Volume [veh/h]	23	29	14	374	680	12
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.12	0.00	0.00	0.01	0.01
d_M, Delay for Movement [s/veh]	12.36	22.12	0.00	0.00	0.00	8.08
Movement LOS	B	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.55	0.55	0.00	0.00	0.03	0.03
95th-Percentile Queue Length [ft/ln]	13.67	13.67	0.00	0.00	0.77	0.77
d_A, Approach Delay [s/veh]	17.80		0.00		0.14	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.90					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	13.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.179

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	1	0	0	4	0	88	100	123	2	0	280	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	0	4	0	88	100	123	2	0	280	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	1	0	22	25	31	1	0	70	3
Total Analysis Volume [veh/h]	1	0	0	4	0	88	100	123	2	0	280	13
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.18	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	9.72	13.01	12.38	10.72	14.11	13.94	0.00	0.00	7.79	0.00	0.00	7.68
Movement LOS	A	B	B	B	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.67	0.67	0.67	0.00	0.00	0.00	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	0.10	0.10	0.10	16.66	16.66	16.66	0.12	0.12	0.12	0.72	0.72	0.72
d_A, Approach Delay [s/veh]	9.72			13.80			0.07			0.34		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	2.28											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 901: Lookout Road at Bodden Town Bypass

Control Type:	Roundabout	Delay (sec / veh):	7.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Lookout Rd			An/Bo			An/Bo		
Approach	Southbound			Eastbound			Westbound		
Lane Configuration									
Turning Movement	Left	Right	U-turn	Left	Thru	U-turn	Thru	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			30.00			35.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes		

Volumes

Name	Lookout Rd			An/Bo			An/Bo		
Base Volume Input [veh/h]	1216	9	36	7	141	0	304	684	41
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1216	9	36	7	141	0	304	684	41
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	304	2	9	2	35	0	76	171	10
Total Analysis Volume [veh/h]	1216	9	36	7	141	0	304	684	41
Pedestrian Volume [ped/h]	0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			2		
Circulating Flow Rate [veh/h]	182			761			45		
Exiting Flow Rate [veh/h]	727			313			1398		
Demand Flow Rate [veh/h]	1216	9	36	7	141	0	304	684	41
Adjusted Demand Flow Rate [veh/h]	1216	9	36	7	141	0	304	684	41

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1350.00	1420.00	1420.00	1350.00
B (coefficient)	0.00085	0.00092	0.00085	0.00085	0.00092
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	669	593	148	484	546
Capacity of Entry and Bypass Lanes [veh/h]	1217	1142	744	1367	1296
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1217	1142	744	1367	1296
X, volume / capacity	0.55	0.52	0.20	0.35	0.42

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A	A
95th-Percentile Queue Length [veh]	3.48	3.10	0.74	1.62	2.13
95th-Percentile Queue Length [ft]	87.02	77.44	18.45	40.48	53.33
Approach Delay [s/veh]	9.18		7.03	6.40	
Approach LOS	A		A	A	
Intersection Delay [s/veh]	7.87				
Intersection LOS	A				

Intersection Level Of Service Report
Intersection 902: Bodden Town Road at Bodden Town Bypass

Control Type:	Roundabout	Delay (sec / veh):	8.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Bodden Town Bypass			Bodden Town Rd			Bodden Town Rd		
Approach	Southbound			Eastbound			Westbound		
Lane Configuration									
Turning Movement	Left	Right	U-turn	Left	Thru	U-turn	Thru	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			30.00			35.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes		

Volumes

Name	Bodden Town Bypass			Bodden Town Rd			Bodden Town Rd		
Base Volume Input [veh/h]	1337	37	0	36	81	0	225	995	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1337	37	0	36	81	0	225	995	8
Peak Hour Factor	0.9400	0.9400	1.0000	0.9400	0.9400	1.0000	0.9400	0.9400	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	356	10	0	10	22	0	60	265	2
Total Analysis Volume [veh/h]	1422	39	0	38	86	0	239	1059	8
Pedestrian Volume [ped/h]	0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			2		
Circulating Flow Rate [veh/h]	94			1067			39		
Exiting Flow Rate [veh/h]	1097			278			1516		
Demand Flow Rate [veh/h]	1337	37	0	36	81	0	225	995	8
Adjusted Demand Flow Rate [veh/h]	1422	39	0	38	86	0	239	1059	8

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1350.00	1420.00	1420.00	1350.00
B (coefficient)	0.00085	0.00092	0.00085	0.00085	0.00092
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	775	687	124	614	693
Capacity of Entry and Bypass Lanes [veh/h]	1311	1239	574	1374	1303
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1311	1239	574	1374	1303
X, volume / capacity	0.59	0.55	0.22	0.45	0.53

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A	A
95th-Percentile Queue Length [veh]	4.08	3.55	0.82	2.36	3.26
95th-Percentile Queue Length [ft]	102.02	88.81	20.40	59.11	81.58
Approach Delay [s/veh]	9.42		9.08	7.78	
Approach LOS	A		A	A	
Intersection Delay [s/veh]	8.66				
Intersection LOS	A				

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Roundabout	Delay (sec / veh):	7.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Longfellow Dr		Bodden Town Rd			Bodden Town Rd		
Approach	Southbound		Eastbound			Westbound		
Lane Configuration								
Turning Movement	Left	Right	Left	Thru	U-turn	Thru	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00			45.00		
Grade [%]	0.00		0.00			0.00		
Crosswalk	Yes		Yes			Yes		

Volumes

Name	Longfellow Dr		Bodden Town Rd			Bodden Town Rd		
Base Volume Input [veh/h]	0	12	24	1304	0	1145	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	12	24	1304	0	1145	0	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	1.0000	0.9100	0.9100	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	7	358	0	315	0	0
Total Analysis Volume [veh/h]	0	13	26	1433	0	1258	0	0
Pedestrian Volume [ped/h]	0		0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	2		1			1		
Circulating Flow Rate [veh/h]	1433		0			13		
Exiting Flow Rate [veh/h]	26		1271			1433		
Demand Flow Rate [veh/h]	0	12	24	1304	0	1145	0	0
Adjusted Demand Flow Rate [veh/h]	0	13	26	1433	0	1258	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	13	774	686	667	592
Capacity of Entry and Bypass Lanes [veh/h]	421	1420	1420	1404	1404
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	421	1420	1420	1404	1404
X, volume / capacity	0.03	0.54	0.48	0.48	0.42

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.10	3.44	2.72	2.64	2.14
95th-Percentile Queue Length [ft]	2.39	86.01	68.03	66.00	53.48
Approach Delay [s/veh]	9.00	7.80		6.91	
Approach LOS	A	A		A	
Intersection Delay [s/veh]	7.39				
Intersection LOS	A				

Intersection Level Of Service Report
Intersection 1100: Frank Sound Road at Bodden Town Road

Control Type:	Roundabout	Delay (sec / veh):	44.4
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd			Sea View Rd	
Approach	Southbound		Eastbound			Westbound	
Lane Configuration							
Turning Movement	Left	Right	Left	Thru	U-turn	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		45.00			50.00	
Grade [%]	0.00		0.00			0.00	
Crosswalk	Yes		Yes			Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd			Sea View Rd	
Base Volume Input [veh/h]	238	473	501	729	0	634	181
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	238	473	501	729	0	634	181
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	1.0000	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	64	127	135	196	0	170	49
Total Analysis Volume [veh/h]	256	509	539	784	0	682	195
Pedestrian Volume [ped/h]	0		0			0	

Intersection Settings

Number of Conflicting Circulating Lanes	2		1			1	
Circulating Flow Rate [veh/h]	784		195			509	
Exiting Flow Rate [veh/h]	734		1191			1040	
Demand Flow Rate [veh/h]	238	473	501	729	0	634	181
Adjusted Demand Flow Rate [veh/h]	256	509	539	784	0	682	195

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1380.00
B (coefficient)	0.00085	0.00091	0.00091	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	765	539	784	877
Capacity of Entry and Bypass Lanes [veh/h]	730	1190	1190	822
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	730	1190	1190	822
X, volume / capacity	1.05	0.45	0.66	1.07

Movement, Approach, & Intersection Results

Lane LOS	F	A	B	F
95th-Percentile Queue Length [veh]	19.32	2.42	5.26	21.96
95th-Percentile Queue Length [ft]	482.97	60.39	131.49	549.03
Approach Delay [s/veh]	70.49	10.27		73.09
Approach LOS	F	B		F
Intersection Delay [s/veh]	44.39			
Intersection LOS	E			

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Roundabout	Delay (sec / veh):	6.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter HS	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter HS	
Base Volume Input [veh/h]	302	230	186	105	87	325
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	302	230	186	105	87	325
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	76	58	47	26	22	81
Total Analysis Volume [veh/h]	302	230	186	105	87	325
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Number of Conflicting Circulating Lanes	1		1		1	
Circulating Flow Rate [veh/h]	105		325		230	
Exiting Flow Rate [veh/h]	511		317		407	
Demand Flow Rate [veh/h]	302	230	186	105	87	325
Adjusted Demand Flow Rate [veh/h]	302	230	186	105	87	325

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1420.00	1420.00
B (coefficient)	0.00102	0.00102	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	532	291	87	325
Capacity of Entry and Bypass Lanes [veh/h]	1240	991	1152	1152
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1240	991	1152	1152
X, volume / capacity	0.43	0.29	0.08	0.28

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	2.20	1.23	0.24	1.17
95th-Percentile Queue Length [ft]	55.00	30.76	6.12	29.15
Approach Delay [s/veh]	7.21	6.61	5.34	
Approach LOS	A	A	A	
Intersection Delay [s/veh]	6.44			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	12.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.048

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	180	38	33	160	73	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	180	38	33	160	73	22
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	51	11	9	45	21	6
Total Analysis Volume [veh/h]	202	43	37	180	82	25
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.00	0.00	0.10	0.05
d_M, Delay for Movement [s/veh]	0.00	7.72	0.00	0.00	10.07	12.68
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.00	0.00	0.50	0.50
95th-Percentile Queue Length [ft/ln]	2.44	2.44	0.00	0.00	12.58	12.58
d_A, Approach Delay [s/veh]	1.36		0.00		10.68	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.59					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	9.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			50.00			50.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	Yes			Yes			Yes			Yes			

Volumes

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Base Volume Input [veh/h]	26	20	6	53	26	2	9	1533	228	5	759	5	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	20	6	53	26	2	9	1533	228	5	759	5	1
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	7	5	2	13	7	1	2	383	57	1	190	1	0
Total Analysis Volume [veh/h]	26	20	6	53	26	2	9	1533	228	5	759	5	1
Pedestrian Volume [ped/h]	0			0			0			0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1			1			
Circulating Flow Rate [veh/h]	767			1768			32			256			
Exiting Flow Rate [veh/h]	259			34			787			1593			
Demand Flow Rate [veh/h]	26	20	6	53	26	2	9	1533	228	5	759	5	1
Adjusted Demand Flow Rate [veh/h]	26	20	6	53	26	2	9	1533	228	5	759	5	1

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1350.00	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00092	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	26	26	81	939	832	409	362
Capacity of Entry and Bypass Lanes [veh/h]	740	667	316	1380	1380	1125	1125
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	740	667	316	1380	1380	1125	1125
X, volume / capacity	0.04	0.04	0.26	0.68	0.60	0.36	0.32

Movement, Approach, & Intersection Results

Lane LOS	A	A	C	B	A	A	A
95th-Percentile Queue Length [veh]	0.11	0.12	1.00	5.77	4.29	1.68	1.40
95th-Percentile Queue Length [ft]	2.73	3.04	25.00	144.37	107.26	41.92	35.06
Approach Delay [s/veh]	5.52		16.56	10.49		6.59	
Approach LOS	A		C	B		A	
Intersection Delay [s/veh]	9.45						
Intersection LOS	A						

Intersection Level Of Service Report
Intersection 1501: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	7.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name							East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			30.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name							East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	1	0	1	0	0	0	0	1505	87	0	2	767	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	1	0	0	0	0	1505	87	0	2	767	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	376	22	0	1	192	0	0
Total Analysis Volume [veh/h]	1	0	1	0	0	0	0	1505	87	0	2	767	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1				1			
Circulating Flow Rate [veh/h]	767			1593			1				87			
Exiting Flow Rate [veh/h]	89			0			768				1506			
Demand Flow Rate [veh/h]	1	0	1	0	0	0	0	1505	87	0	2	767	0	0
Adjusted Demand Flow Rate [veh/h]	1	0	1	0	0	0	0	1505	87	0	2	767	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	2	0	844	749	408	362
Capacity of Entry and Bypass Lanes [veh/h]	740	367	1419	1419	1312	1312
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	740	367	1419	1419	1312	1312
X, volume / capacity	0.00	0.00	0.59	0.53	0.31	0.28

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.01	0.00	4.16	3.22	1.34	1.13
95th-Percentile Queue Length [ft]	0.20	0.00	104.04	80.60	33.41	28.25
Approach Delay [s/veh]	4.89	9.82	8.60		5.36	
Approach LOS	A	A	A		A	
Intersection Delay [s/veh]	7.54					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1502: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	7.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name			East-West Arterial			East-West Arterial		
Approach	Northbound		Eastbound			Westbound		
Lane Configuration								
Turning Movement	Left	Right	Thru	Right	U-turn	Left	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00			50.00		
Grade [%]	0.00		0.00			0.00		
Crosswalk	Yes		Yes			Yes		

Volumes

Name			East-West Arterial			East-West Arterial		
Base Volume Input [veh/h]	15	1	1475	31	0	1	754	57
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	1	1475	31	0	1	754	57
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	0	369	8	0	0	189	14
Total Analysis Volume [veh/h]	15	1	1475	31	0	1	754	57
Pedestrian Volume [ped/h]	0		0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	2		1			1		
Circulating Flow Rate [veh/h]	811		58			31		
Exiting Flow Rate [veh/h]	32		769			1533		
Demand Flow Rate [veh/h]	15	1	1475	31	0	1	754	57
Adjusted Demand Flow Rate [veh/h]	15	1	1475	31	0	1	754	57

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	16	799	708	431	382
Capacity of Entry and Bypass Lanes [veh/h]	713	1347	1347	1381	1381
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	713	1347	1347	1381	1381
X, volume / capacity	0.02	0.59	0.53	0.31	0.28

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.07	4.12	3.19	1.34	1.14
95th-Percentile Queue Length [ft]	1.72	102.90	79.86	33.59	28.40
Approach Delay [s/veh]	5.28	8.87		5.17	
Approach LOS	A	A		A	
Intersection Delay [s/veh]	7.56				
Intersection LOS	A				

Intersection Level Of Service Report
Intersection 1700: East-West Arterial at Lookout Rd

Control Type:	Roundabout	Delay (sec / veh):	7.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Lookout Rd		East-West Arterial			Lookout Rd		
Approach	Southbound		Eastbound			Westbound		
Lane Configuration								
Turning Movement	Left	Right	Left	Thru	U-turn	Thru	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		35.00			35.00		
Grade [%]	0.00		0.00			0.00		
Crosswalk	Yes		Yes			Yes		

Volumes

Name	Lookout Rd		East-West Arterial			Lookout Rd		
Base Volume Input [veh/h]	0	0	0	1372	162	724	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1372	162	724	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	343	41	181	0	0
Total Analysis Volume [veh/h]	0	0	0	1372	162	724	0	0
Pedestrian Volume [ped/h]	0		0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	2		1			1		
Circulating Flow Rate [veh/h]	1534		0			162		
Exiting Flow Rate [veh/h]	0		886			1372		
Demand Flow Rate [veh/h]	0	0	0	1372	162	724	0	0
Adjusted Demand Flow Rate [veh/h]	0	0	0	1372	162	724	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	0	814	721	384	341
Capacity of Entry and Bypass Lanes [veh/h]	386	1420	1420	1226	1226
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	386	1420	1420	1226	1226
X, volume / capacity	0.00	0.57	0.51	0.31	0.28

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.00	3.83	2.99	1.35	1.14
95th-Percentile Queue Length [ft]	0.00	95.64	74.80	33.76	28.54
Approach Delay [s/veh]	9.34	8.23		5.66	
Approach LOS	A	A		A	
Intersection Delay [s/veh]	7.40				
Intersection LOS	A				

Intersection Level Of Service Report
Intersection 2000: Frank Sound Road at East-West Arterial

Control Type:	Unknown	Delay (sec / veh):	?
Analysis Method:	?	Level Of Service:	?
Analysis Period:	15 minutes	Volume to Capacity (v/c):	?

Intersection Setup

Name	Frank Sound Rd	Frank Sound Rd
Approach	Northeastbound	Southwestbound
Lane Configuration		
Turning Movement	Thru	Thru
Crosswalk	Yes	Yes

Volumes

Name	Frank Sound Rd	Frank Sound Rd
Base Volume Input [veh/h]	252	256
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Left-Turn on Red Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	252	256
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	63	64
Total Analysis Volume [veh/h]	252	256
Presence of On-Street Parking	No	No
On-Street Parking Maneuver Rate [/h]	0	0
Local Bus Stopping Rate [/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Level Of Service Report
Intersection 2100: Frank Sound Road at East-West Arterial

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd			
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd			
Base Volume Input [veh/h]	317	0	0	292	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	317	0	0	292	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	79	0	0	73	0	0
Total Analysis Volume [veh/h]	317	0	0	292	0	0
Pedestrian Volume [ped/h]	0		0		0	

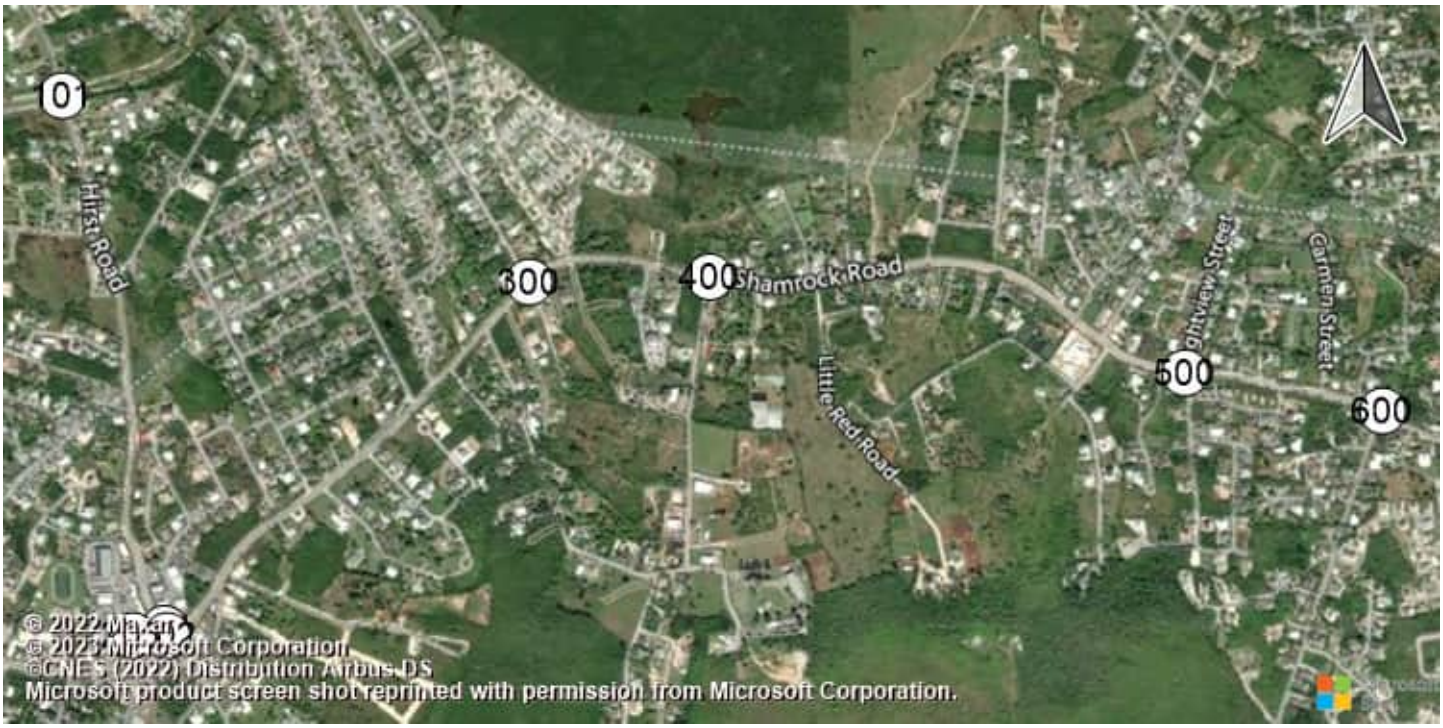
Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

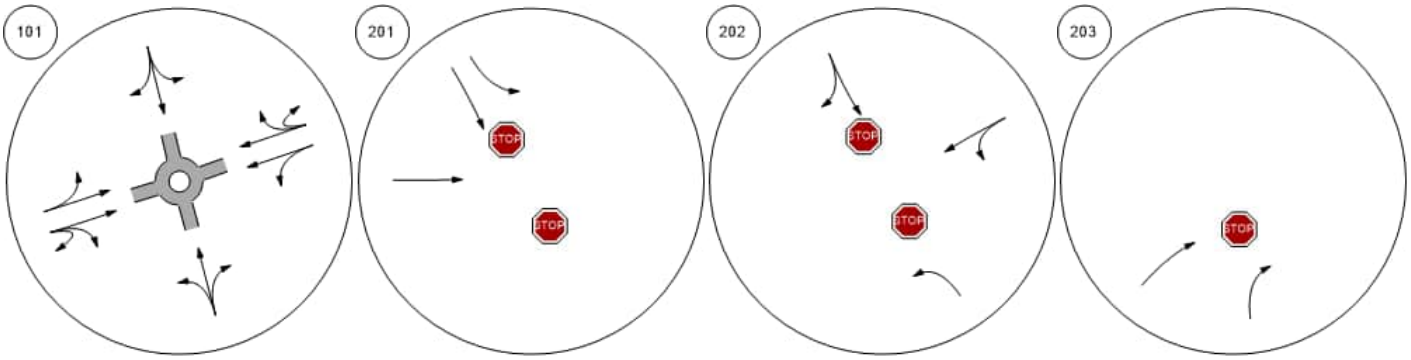
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	7.81	0.00	0.00	9.79	12.80
Movement LOS	A	A	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		11.29	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

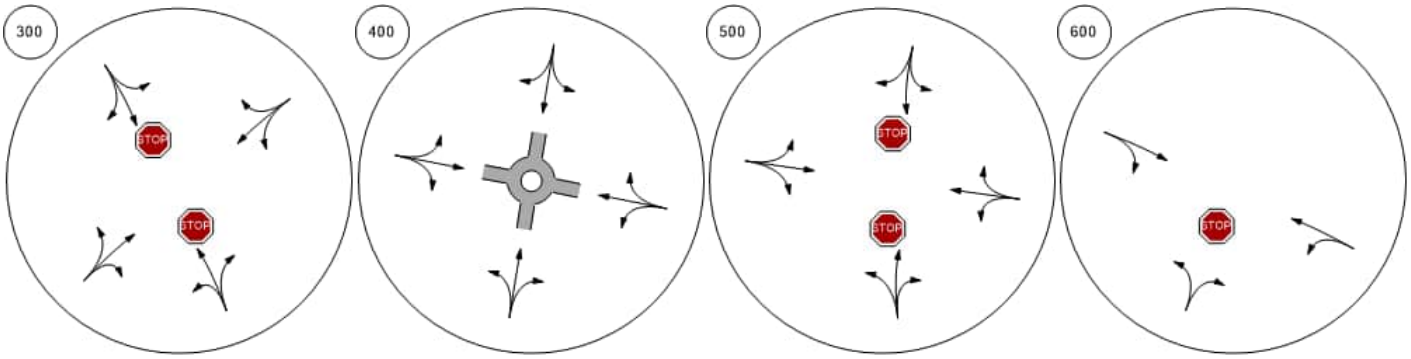
Lane Configuration and Traffic Control



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

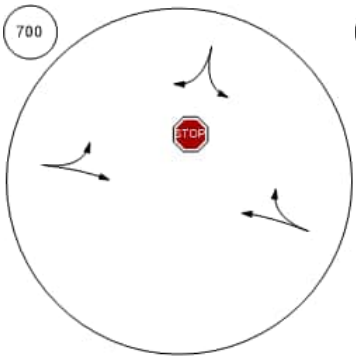


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

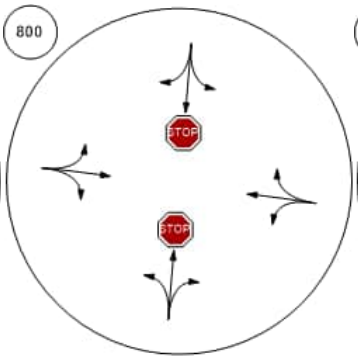


Lane Configuration and Traffic Control

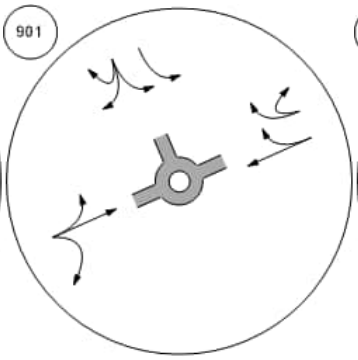
Shamrock Road at Northward



Shamrock Road at Condor R

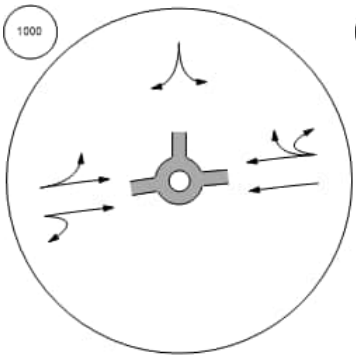


Lookout Road at Bodden To

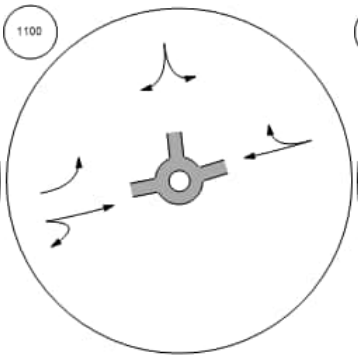


Bodden Town Road at Bodde

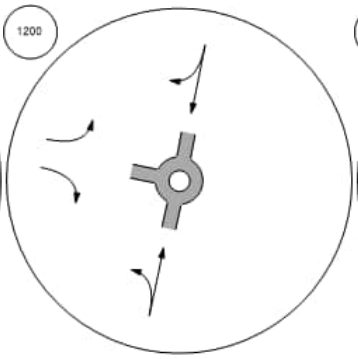
Bodden Town Road at Long



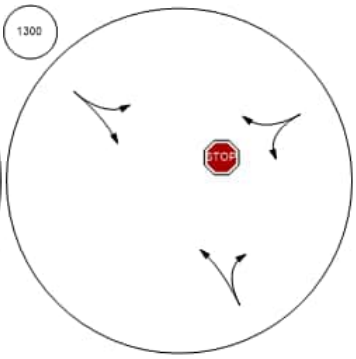
Frank Sound Road at Bodde



Frank Sound Road at Clifton

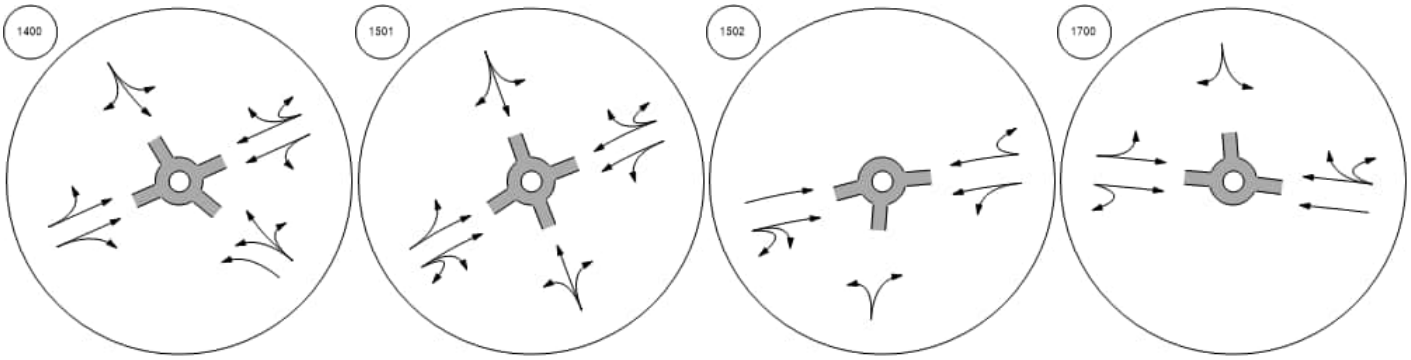


Frank Sound Road at North S

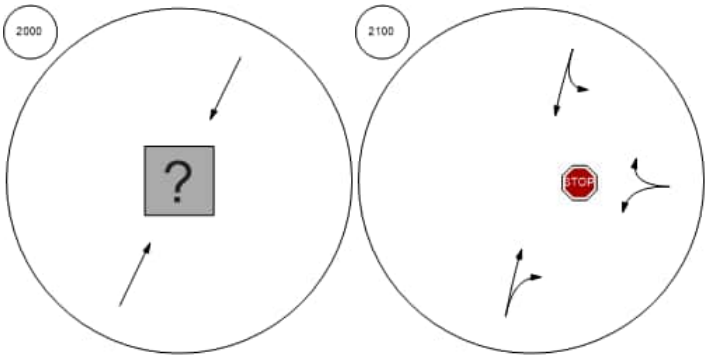


Lane Configuration and Traffic Control

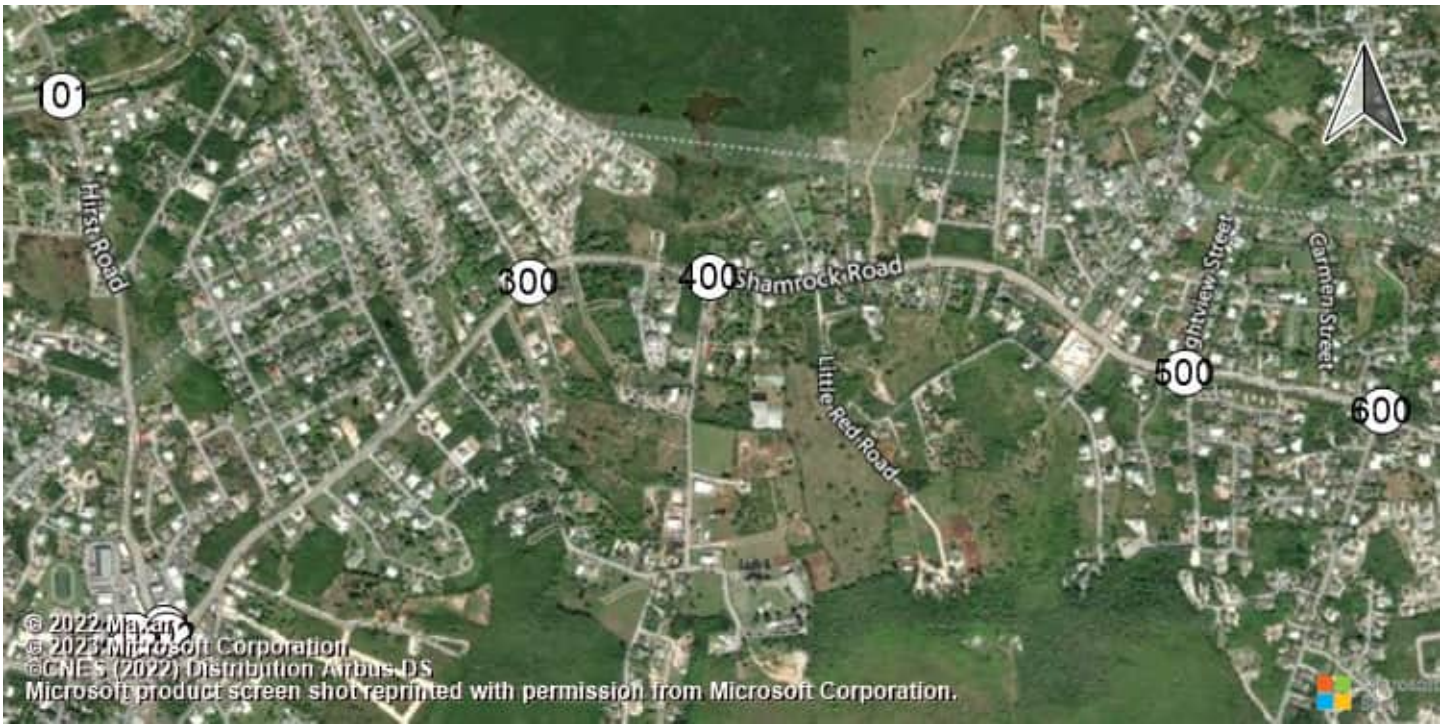
East-West Arterial at Agricola East-West Arterial at Will T C East-West Arterial at Will T C East-West Arterial at Lookout



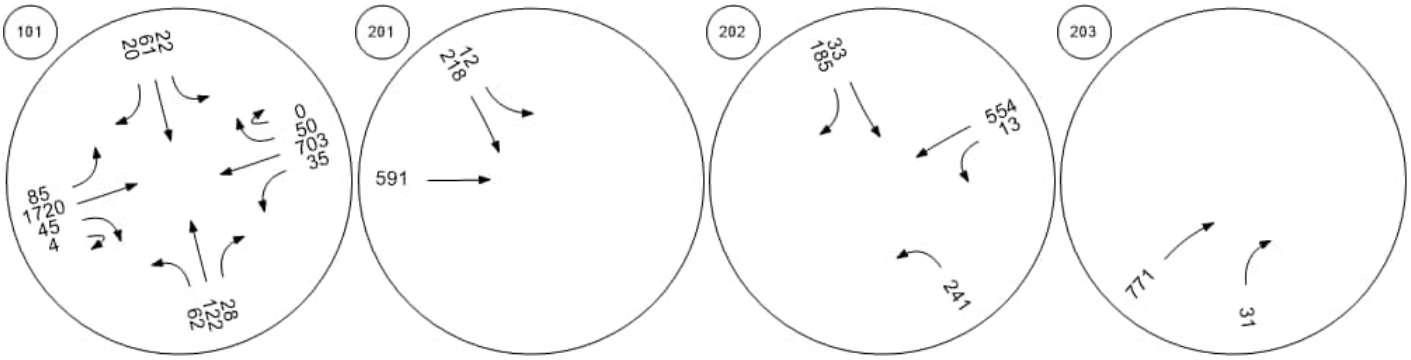
Frank Sound Road at East-W Frank Sound Road at East-W



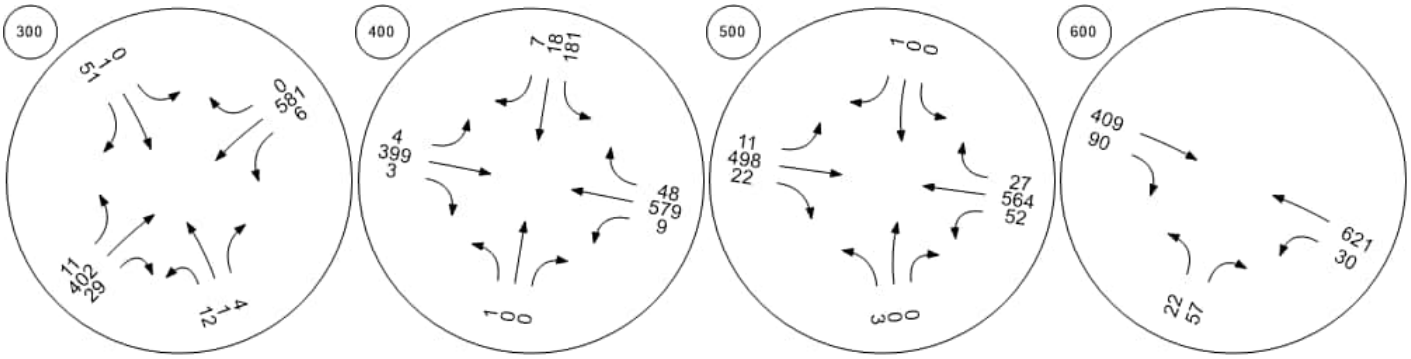
Traffic Volume - Base Volume



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

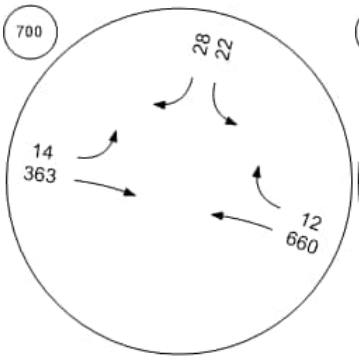


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

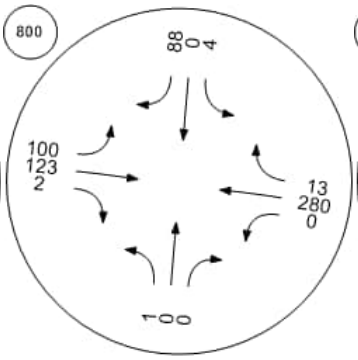


Traffic Volume - Base Volume

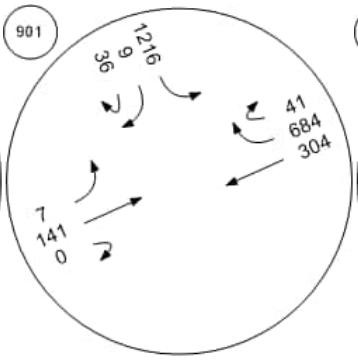
Shamrock Road at Northward



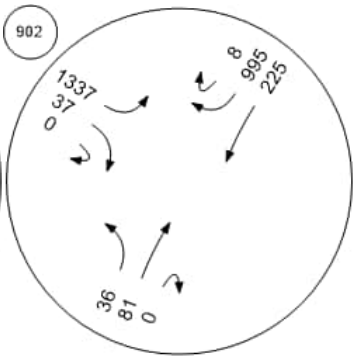
Shamrock Road at Condor R



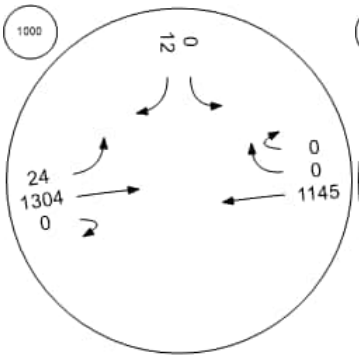
Lookout Road at Bodden To



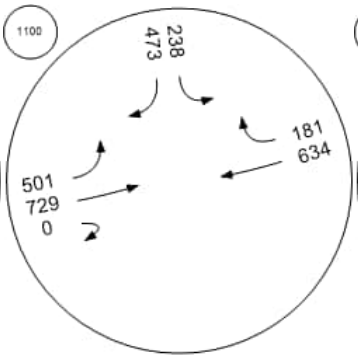
Bodden Town Road at Bodde



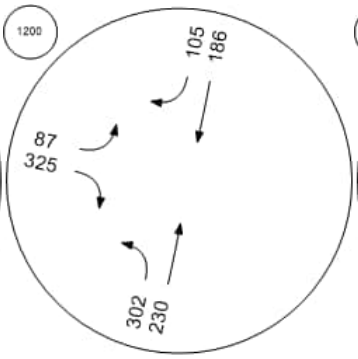
Bodden Town Road at Long



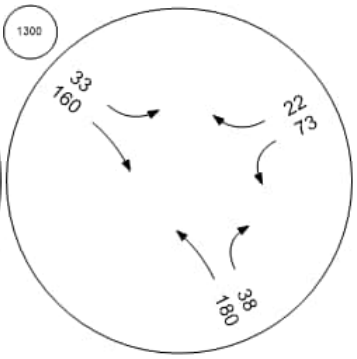
Frank Sound Road at Bodde



Frank Sound Road at Clifton

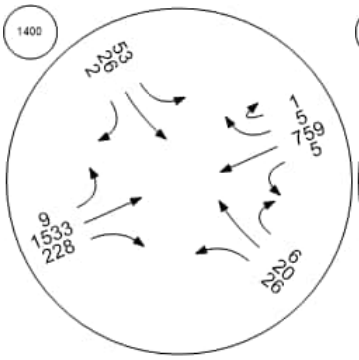


Frank Sound Road at North S

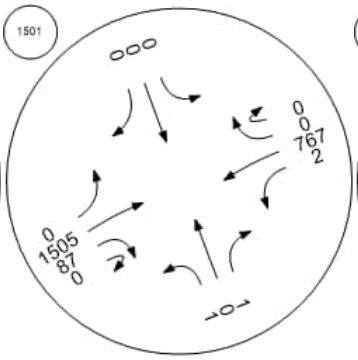


Traffic Volume - Base Volume

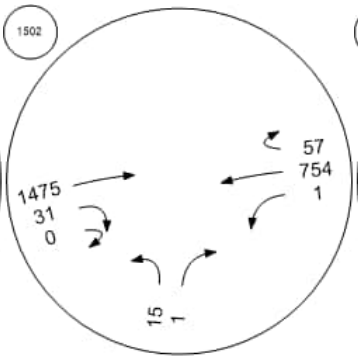
East-West Arterial at Agricola



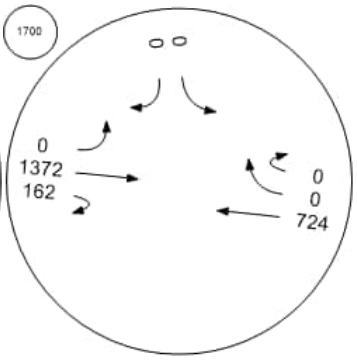
East-West Arterial at Will T C



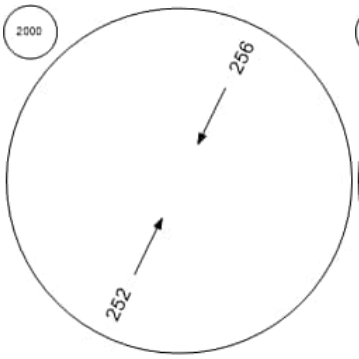
East-West Arterial at Will T C



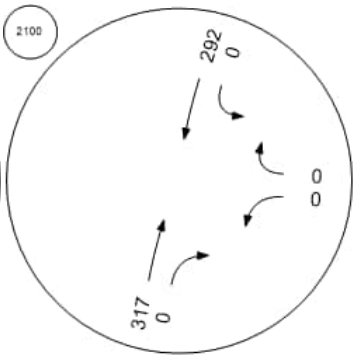
East-West Arterial at Lookout



Frank Sound Road at East-W



Frank Sound Road at East-W



Attachment D5

2074 Alternative VISTRO Reports

Intersection Level Of Service Report
Intersection 101: East-West Arterial Road at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	247.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes		

Intersection Setup

Name											East-West Arterial									
Approach	Northbound					Southbound					Eastbound					Westbound				
Lane Configuration																				
Turning Movement	Left	Left	Thru	Righ	Righ	Left	Left	Thru	Righ	Righ	Left	Thru	Thru	Righ	U-tu	Left	Thru	Thru	Righ	U-tu
Lane Width [ft]	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00					30.00					40.00					40.00				
Grade [%]	0.00					0.00					0.00					0.00				
Crosswalk	Yes					Yes					Yes					Yes				

Volumes

Name											East-West Arterial									
Base Volume Input [veh/h]	222	0	168	0	2	27	0	108	0	298	655	0	113	277	21	5	103	0	190	0
Base Volume Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	222	0	168	0	2	27	0	108	0	298	655	0	113	277	21	5	103	0	190	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	56	0	42	0	1	7	0	27	0	75	164	0	284	69	5	1	260	0	48	0
Total Analysis Volume [veh/h]	222	0	168	0	2	27	0	108	0	298	655	0	113	277	21	5	103	0	190	0
Pedestrian Volume [ped/h]	0					0					0					0				

Intersection Settings

Number of Conflicting Circulating Lanes	2					2					2					2				
Circulating Flow Rate [veh/h]	1548					1436					360					704				
Exiting Flow Rate [veh/h]	390					1013					1580					1165				
Demand Flow Rate [veh/h]	222	0	168	0	2	27	0	108	0	298	655	0	113	277	21	5	103	0	190	0
Adjusted Demand Flow Rate [veh/h]	222	0	168	0	2	27	0	108	0	298	655	0	113	277	21	5	103	0	190	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1350.00	1420.00
B (coefficient)	0.00085	0.00085	0.00085	0.00092	0.00085
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	392	433	1791	298	1234
Capacity of Entry and Bypass Lanes [veh/h]	381	419	1046	970	781
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	381	419	1046	970	781
X, volume / capacity	1.03	1.03	1.71	0.31	1.58

Movement, Approach, & Intersection Results

Lane LOS	F	F	F	A	F
95th-Percentile Queue Length [veh]	12.84	13.65	99.89	1.31	63.92
95th-Percentile Queue Length [ft]	320.90	341.23	2497.25	32.78	1597.99
Approach Delay [s/veh]	87.47	84.78	290.13		283.02
Approach LOS	F	F	F		F
Intersection Delay [s/veh]	247.43				
Intersection LOS	F				

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	125.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.158

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	186	448	0	0	560	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	186	448	0	0	560	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	50	120	0	0	151	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	200	482	0	0	602	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop			Stop			Free			Free		
Flared Lane												
Storage Area [veh]	0			0			0			0		
Two-Stage Gap Acceptance				No								
Number of Storage Spaces in Median	0			0			0			0		

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.40	1.16	0.00	0.00	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	16.79	125.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS				C	F			A				
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	1.88	18.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	47.11	454.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			93.36			0.00			0.00		
Approach LOS	A			F			A			A		
d_I, Intersection Delay [s/veh]	49.59											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	6.516

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	896	0	0	0	253	195	0	0	0	4	2095	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	896	0	0	0	253	195	0	0	0	4	2095	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	241	0	0	0	68	52	0	0	0	1	563	0
Total Analysis Volume [veh/h]	963	0	0	0	272	210	0	0	0	4	2253	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	18.13	0.00	0.00	0.00	6.52	0.00	0.00	0.00	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	7851.37	0.00	0.00	0.00	10000.0	10000.0	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	F				F	F				A	A	
95th-Percentile Queue Length [veh/ln]	116.83	0.00	0.00	0.00	63.11	63.11	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2920.65	0.00	0.00	0.00	1577.85	1577.85	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	7851.37			10000.00			0.00			0.00		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	3344.37											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 203: Shamrock Road atHirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	18.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.377

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	145	642	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	145	642	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	39	173	0	0	0
Total Analysis Volume [veh/h]	0	156	690	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.38	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	18.86	0.00	0.00	0.00	0.00
Movement LOS		C	A			
95th-Percentile Queue Length [veh/ln]	0.00	1.72	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	43.04	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	18.86		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	3.48					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	23.301

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd					
Base Volume Input [veh/h]	38	1	6	30	0	287	40	539	7	2	1719	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	1	6	30	0	287	40	539	7	2	1719	12
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	0	2	8	0	74	10	135	2	1	430	3
Total Analysis Volume [veh/h]	39	1	6	30	0	296	41	539	7	2	1719	12
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.35	0.04	0.31	0.06	0.00	23.30	0.00	0.01	0.02	0.00	0.02	0.01
d_M, Delay for Movement [s/veh]	117.56	222.97	274.31	10000.0	10000.0	10000.0	0.00	0.00	14.85	0.00	0.00	8.63
Movement LOS	F	F	F	F	F	F	A	A	B	A	A	A
95th-Percentile Queue Length [veh/ln]	3.10	3.10	3.10	41.92	41.92	41.92	0.06	0.06	0.06	0.04	0.04	0.04
95th-Percentile Queue Length [ft/ln]	77.59	77.59	77.59	1048.04	1048.04	1048.04	1.43	1.43	1.43	0.91	0.91	0.91
d_A, Approach Delay [s/veh]	140.30			10000.00			0.18			0.06		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	1213.47											
Intersection LOS	F											

Intersection Level Of Service Report

Intersection 400: Shamrock Road at Agricola Drive

Control Type:	Roundabout	Delay (sec / veh):	412.9
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	4	7	2	1183	10	6	2	573	1	3	1722	1144
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	7	2	1183	10	6	2	573	1	3	1722	1144
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	1	296	3	2	1	143	0	1	431	286
Total Analysis Volume [veh/h]	4	7	2	1183	10	6	2	573	1	3	1722	1144
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1			
Circulating Flow Rate [veh/h]	2872			576			1153			17			
Exiting Flow Rate [veh/h]	14			1153			1732			1758			
Demand Flow Rate [veh/h]	4	7	2	1183	10	6	2	573	1	3	1722	1144	
Adjusted Demand Flow Rate [veh/h]	4	7	2	1183	10	6	2	573	1	3	1722	1144	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	13	1199	576	2869
Capacity of Entry and Bypass Lanes [veh/h]	74	767	426	1357
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	74	767	426	1357
X, volume / capacity	0.18	1.56	1.35	2.12

Movement, Approach, & Intersection Results

Lane LOS	F	F	F	F
95th-Percentile Queue Length [veh]	0.60	61.35	26.83	194.62
95th-Percentile Queue Length [ft]	14.89	1533.64	670.86	4865.46
Approach Delay [s/veh]	59.88	275.68	199.92	514.55
Approach LOS	F	F	F	F
Intersection Delay [s/veh]	412.86			
Intersection LOS	F			

Intersection Level Of Service Report
Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	16.902

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	16	0	5	3	0	9	1	1774	2	0	2233	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	16	0	5	3	0	9	1	1774	2	0	2233	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	0	1	1	0	2	0	444	1	0	558	0
Total Analysis Volume [veh/h]	16	0	5	3	0	9	1	1774	2	0	2233	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.29	0.00	6.77	0.03	0.00	16.90	0.00	0.02	0.01	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	3822.84	6986.34	8630.48	10000.0	10000.0	10000.0	0.00	0.00	20.40	0.00	0.00	15.14
Movement LOS	F	F	F	F	F	F	A	A	C	A	A	C
95th-Percentile Queue Length [veh/ln]	4.15	4.15	4.15	2.94	2.94	2.94	0.03	0.03	0.03	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	103.76	103.76	103.76	73.53	73.53	73.53	0.64	0.64	0.64	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	4967.51			10000.00			0.02			0.00		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	55.49											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.953

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	36	2	1759	23	13	2197
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	36	2	1759	23	13	2197
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	1	483	6	4	604
Total Analysis Volume [veh/h]	40	2	1933	25	14	2414
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.95	0.00	0.02	0.13	0.00	0.02
d_M, Delay for Movement [s/veh]	10000.00	10000.00	0.00	25.83	0.00	0.00
Movement LOS	F	F	A	D	A	A
95th-Percentile Queue Length [veh/ln]	7.38	7.38	0.43	0.43	0.00	0.00
95th-Percentile Queue Length [ft/ln]	184.58	184.58	10.65	10.65	0.00	0.00
d_A, Approach Delay [s/veh]	10000.00		0.33		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	95.00					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.232

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	23	147	86	1682	2022	78
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	23	147	86	1682	2022	78
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	38	22	434	521	20
Total Analysis Volume [veh/h]	24	152	89	1734	2085	80
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.23	0.00	0.00	0.02	0.02	0.24
d_M, Delay for Movement [s/veh]	10000.00	10000.00	0.00	0.00	0.00	18.80
Movement LOS	F	F	A	A	A	C
95th-Percentile Queue Length [veh/ln]	24.67	24.67	0.00	0.00	0.90	0.90
95th-Percentile Queue Length [ft/ln]	616.87	616.87	0.00	0.00	22.43	22.43
d_A, Approach Delay [s/veh]	10000.00		0.00		0.69	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	423.03					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	1,061.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.203

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	5	0	0	17	0	32	132	1405	0	0	1169	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	0	0	17	0	32	132	1405	0	0	1169	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	4	0	8	33	351	0	0	292	2
Total Analysis Volume [veh/h]	5	0	0	17	0	32	132	1405	0	0	1169	6
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.11	0.00	2.20	0.00	0.01	0.00	0.00	0.01	0.01
d_M, Delay for Movement [s/veh]	20.49	182.71	279.99	836.07	974.00	1061.09	0.00	0.00	10.95	0.00	0.00	13.33
Movement LOS	C	F	F	F	F	F	A	A	B	A	A	B
95th-Percentile Queue Length [veh/ln]	0.06	0.06	0.06	6.36	6.36	6.36	0.00	0.00	0.00	0.04	0.04	0.04
95th-Percentile Queue Length [ft/ln]	1.61	1.61	1.61	159.06	159.06	159.06	0.00	0.00	0.00	1.04	1.04	1.04
d_A, Approach Delay [s/veh]	20.49			983.02			0.00			0.07		
Approach LOS	C			F			A			A		
d_I, Intersection Delay [s/veh]	17.48											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 902: Bodden Town Road at Bodden Town Bypass

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.864

Intersection Setup

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	272	4	10	1389	1489	432
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	272	4	10	1389	1489	432
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	72	1	3	369	396	115
Total Analysis Volume [veh/h]	289	4	11	1478	1584	460
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	1.86	0.00	0.00	0.01	0.02	1.01
d_M, Delay for Movement [s/veh]	10000.00	10000.00	0.00	0.00	0.00	73.97
Movement LOS	F	F	A	A	A	F
95th-Percentile Queue Length [veh/ln]	39.41	39.41	0.00	0.00	13.31	13.31
95th-Percentile Queue Length [ft/ln]	985.32	985.32	0.00	0.00	332.74	332.74
d_A, Approach Delay [s/veh]	10000.00		0.00		16.65	
Approach LOS	F		A		C	
d_I, Intersection Delay [s/veh]	774.71					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Two-way stop	Delay (sec / veh):	2,156.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.881

Intersection Setup

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	0	14	1	1584	1792	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	14	1	1584	1792	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	4	0	435	492	0
Total Analysis Volume [veh/h]	0	15	1	1741	1969	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	2.88	0.00	0.02	0.02	0.00
d_M, Delay for Movement [s/veh]	1498.28	2156.60	0.00	0.00	0.00	14.84
Movement LOS	F	F	A	A	A	B
95th-Percentile Queue Length [veh/ln]	3.06	3.06	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	76.54	76.54	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	2156.60		0.00		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	8.68					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1100: Frank Sound Road at Bodden Town Road

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	0	129	858	707	1618	392
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	129	858	707	1618	392
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	35	231	190	435	105
Total Analysis Volume [veh/h]	0	139	923	760	1740	422
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.01	0.02	0.49
d_M, Delay for Movement [s/veh]	10000.00	10000.00	0.00	0.00	0.00	13.14
Movement LOS	F	F	A	A	A	B
95th-Percentile Queue Length [veh/ln]	19.98	19.98	0.00	0.00	2.75	2.75
95th-Percentile Queue Length [ft/ln]	499.59	499.59	0.00	0.00	68.68	68.68
d_A, Approach Delay [s/veh]	10000.00		0.00		2.56	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	350.29					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Two-way stop	Delay (sec / veh):	591.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.761

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		High School Access	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		20.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd		High School Access	
Base Volume Input [veh/h]	569	514	89	114	566	144
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	569	514	89	114	566	144
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	142	129	22	29	142	36
Total Analysis Volume [veh/h]	569	514	89	114	566	144
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.17	1.46	0.76
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	11.69	581.32	591.08
Movement LOS	A	A	A	B	F	F
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.63	0.63	53.67	53.67
95th-Percentile Queue Length [ft/ln]	0.00	0.00	15.75	15.75	1341.64	1341.64
d_A, Approach Delay [s/veh]	0.00		6.57		583.30	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	208.15					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	14.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	175	60	12	289	35	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	175	60	12	289	35	2
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	49	17	3	81	10	1
Total Analysis Volume [veh/h]	197	67	13	325	39	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free		Free		Stop	
Flared Lane					No	
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance					No	
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.05	0.00	0.00	0.05	0.00
d_M, Delay for Movement [s/veh]	0.00	8.09	0.00	0.00	10.37	14.25
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.17	0.17	0.00	0.00	0.19	0.19
95th-Percentile Queue Length [ft/ln]	4.31	4.31	0.00	0.00	4.74	4.74
d_A, Approach Delay [s/veh]	2.05		0.00		10.56	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	1.52					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	24.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial		
Approach	Northbound			Southbound			Eastbound		
Lane Configuration									
Turning Movement	Left	Left	Thru	Thru	Right	Right	Left	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes		

Volumes

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial		
Base Volume Input [veh/h]	1234	0	36	69	0	0	2	1163	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1234	0	36	69	0	0	2	1163	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	309	0	9	17	0	0	1	291	0
Total Analysis Volume [veh/h]	1234	0	36	69	0	0	2	1163	0
Pedestrian Volume [ped/h]	0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1		
Circulating Flow Rate [veh/h]	0			1163			36		
Exiting Flow Rate [veh/h]	1232			38			1234		
Demand Flow Rate [veh/h]	1234	0	36	69	0	0	2	1163	0
Adjusted Demand Flow Rate [veh/h]	1234	0	36	69	0	0	2	1163	0

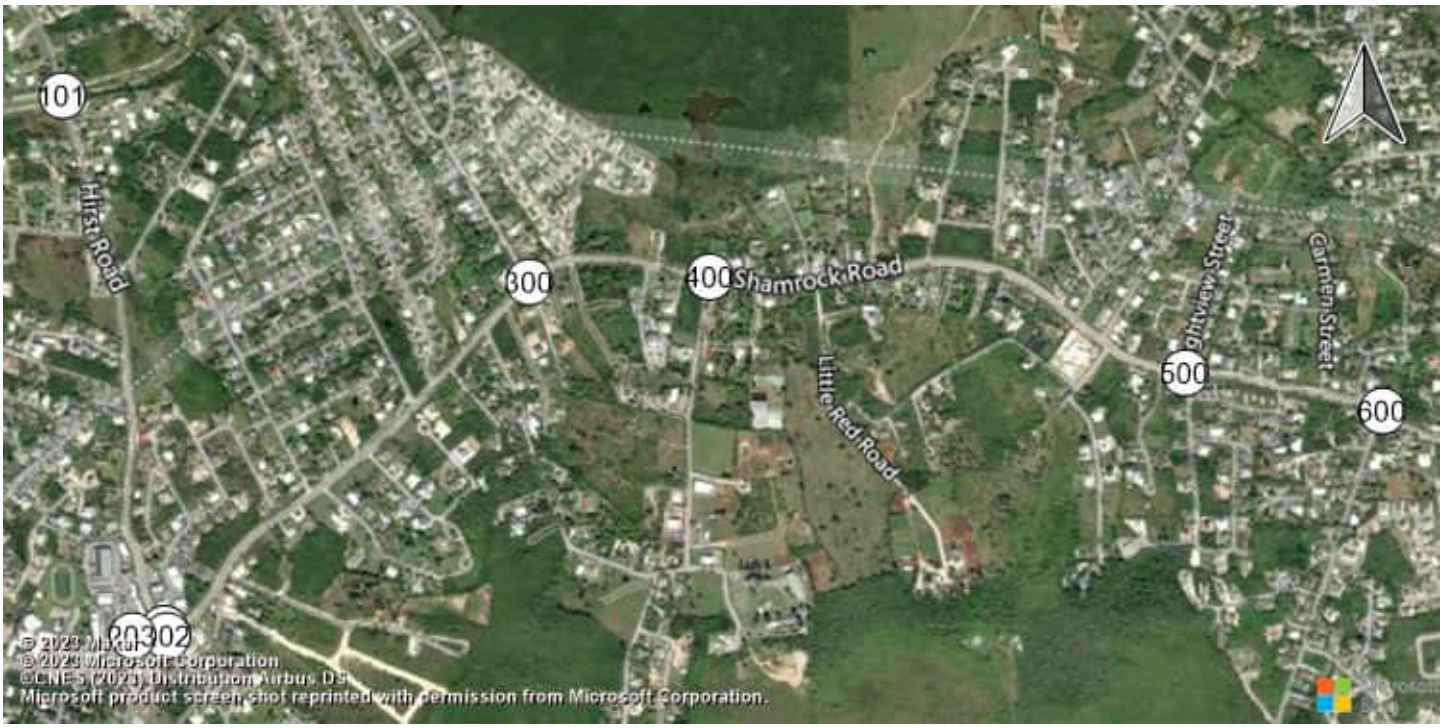
Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	1270	69	1165
Capacity of Entry and Bypass Lanes [veh/h]	1380	422	1331
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1380	422	1331
X, volume / capacity	0.92	0.16	0.88

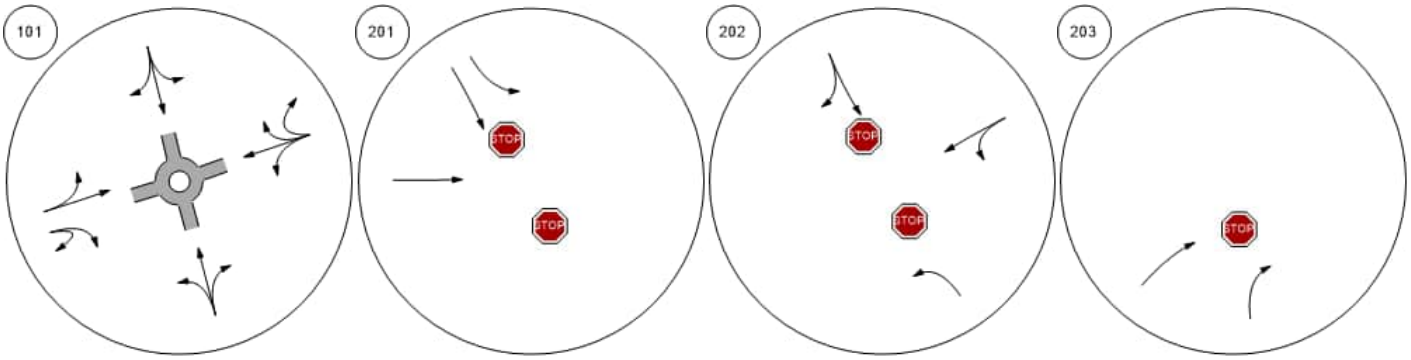
Movement, Approach, & Intersection Results

Lane LOS	D	B	C
95th-Percentile Queue Length [veh]	16.01	0.58	12.99
95th-Percentile Queue Length [ft]	400.14	14.49	324.65
Approach Delay [s/veh]	26.72	11.03	22.12
Approach LOS	D	B	C
Intersection Delay [s/veh]	24.15		
Intersection LOS	C		

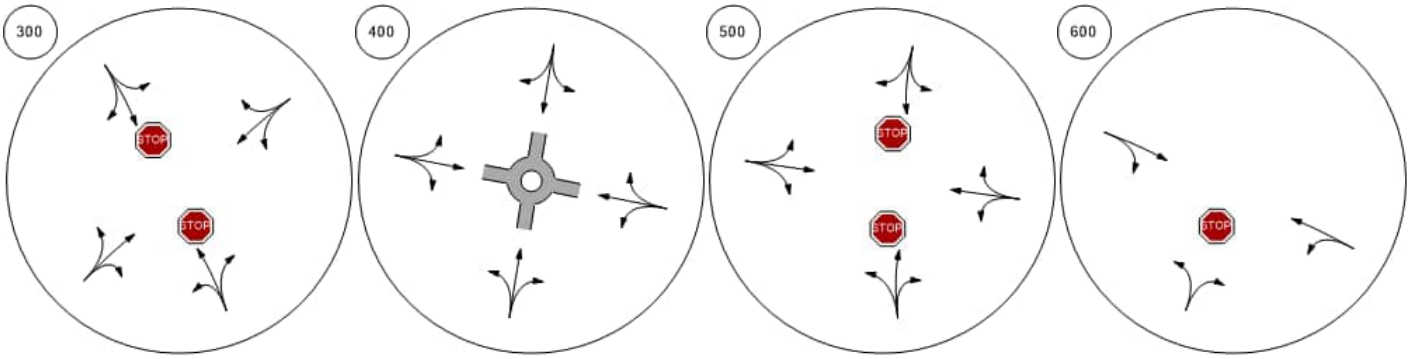
Lane Configuration and Traffic Control



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

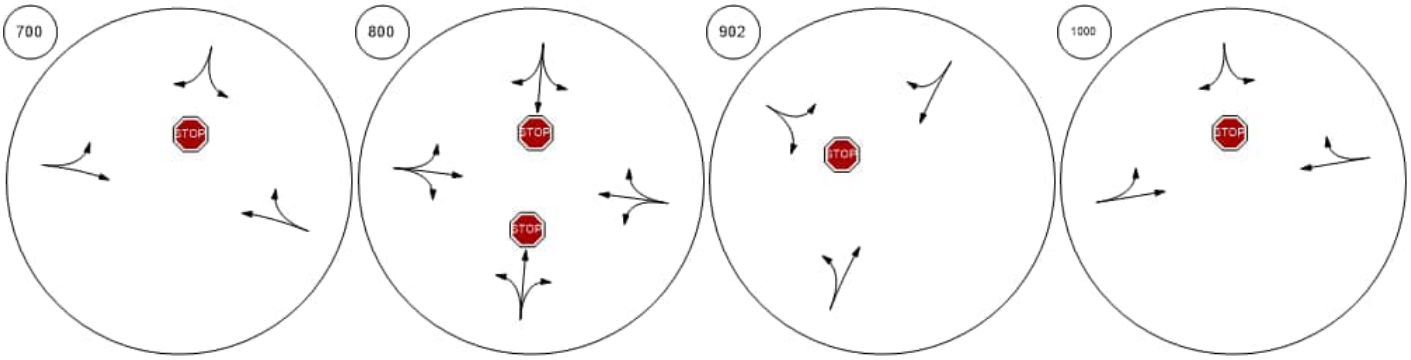


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

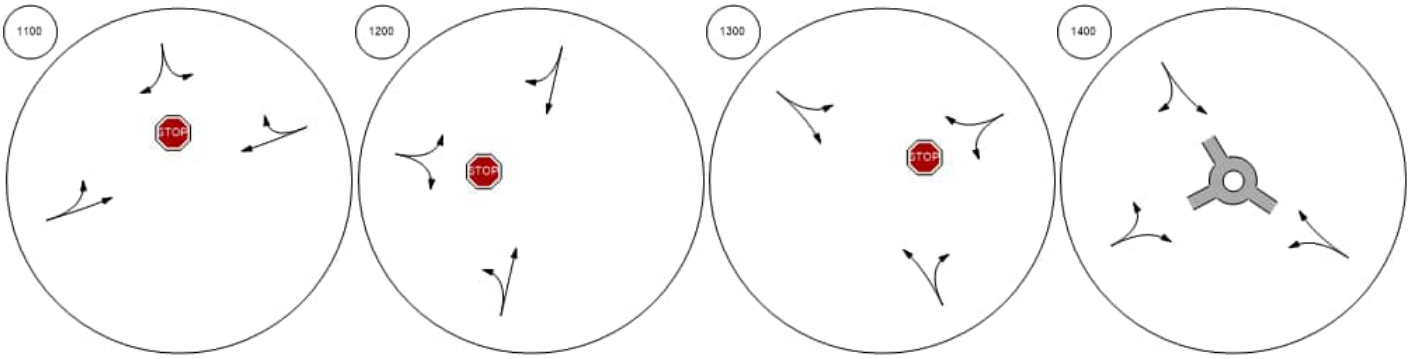


Lane Configuration and Traffic Control

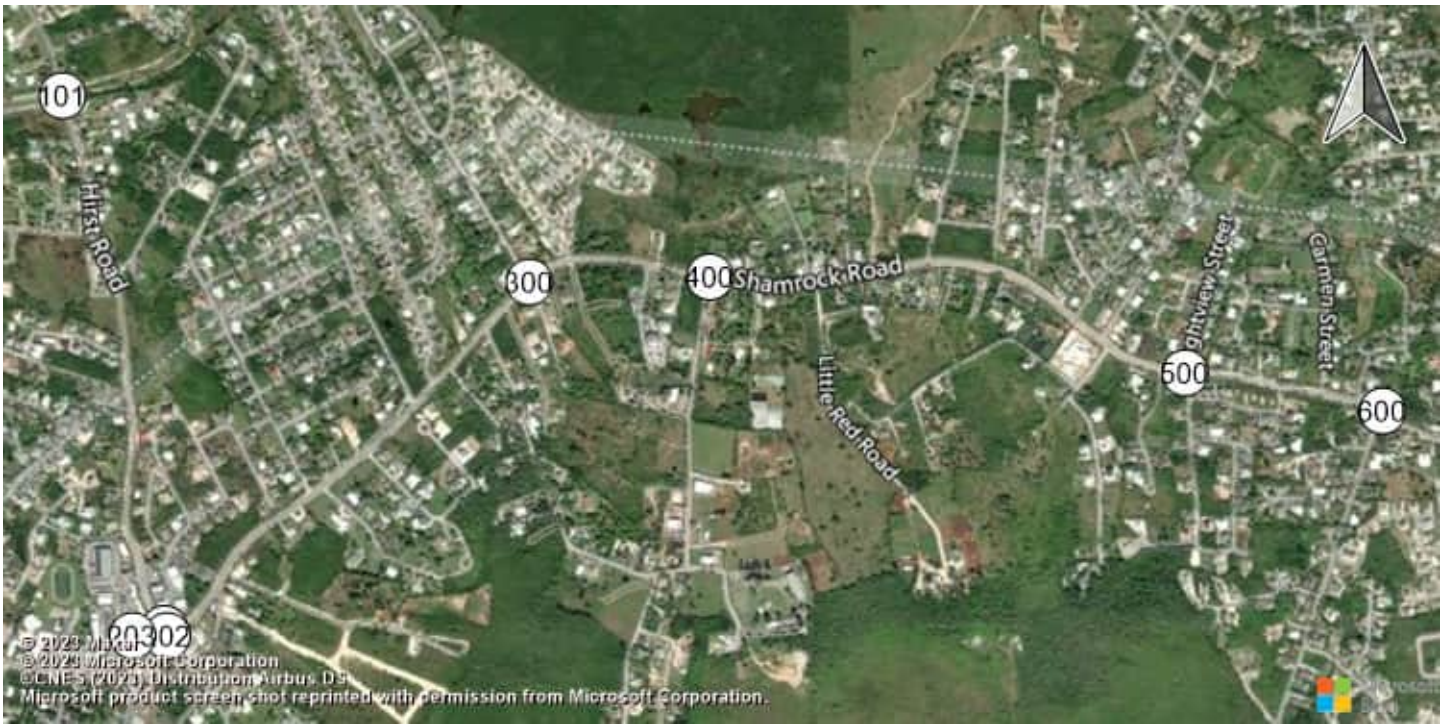
Shamrock Road at Northward | Shamrock Road at Condor R | Bodden Town Road at Bodde | Bodden Town Road at Long



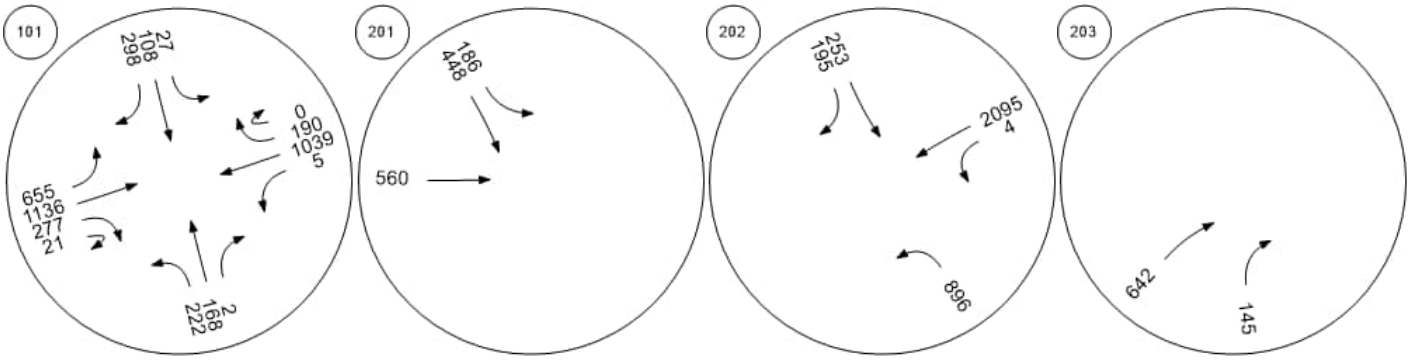
Frank Sound Road at Bodde | Frank Sound Road at Clifton | Frank Sound Road at North S | East-West Arterial at Agricola



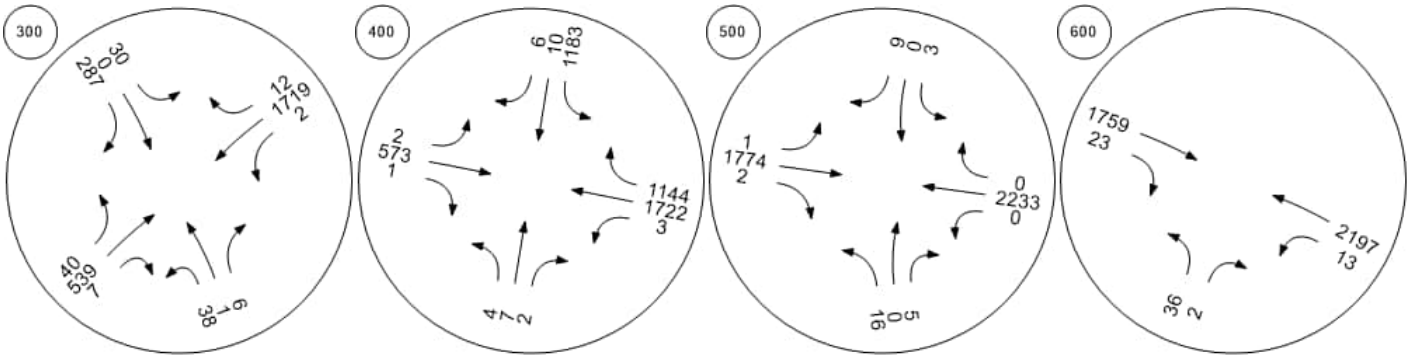
Traffic Volume - Base Volume



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

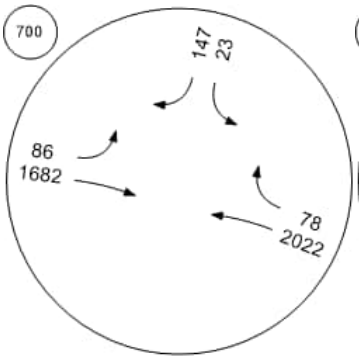


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

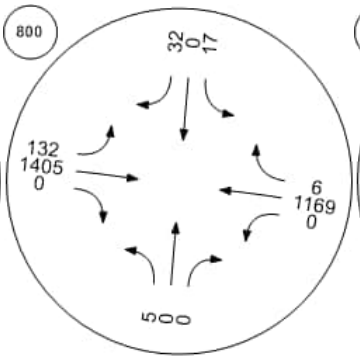


Traffic Volume - Base Volume

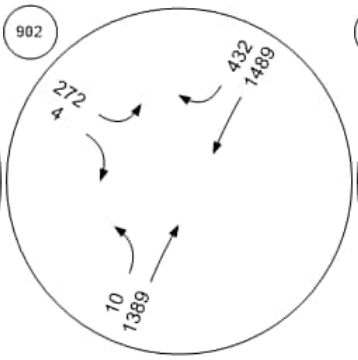
Shamrock Road at Northward



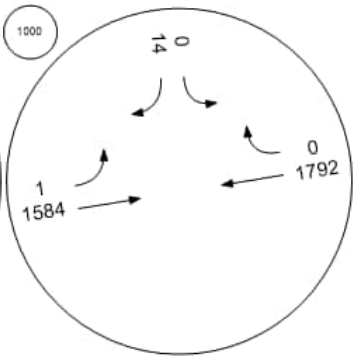
Shamrock Road at Condor R



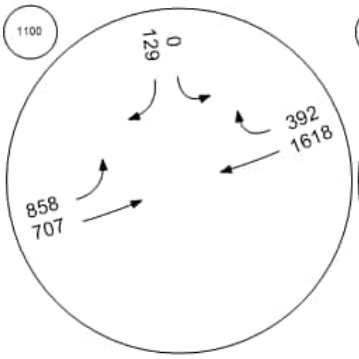
Bodden Town Road at Bodde



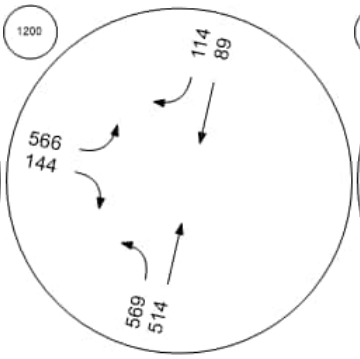
Bodden Town Road at Long



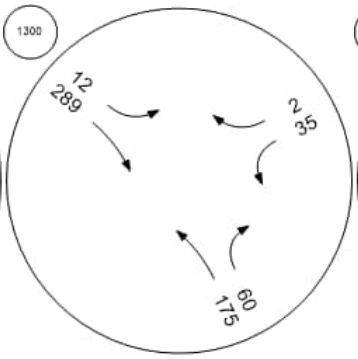
Frank Sound Road at Bodde



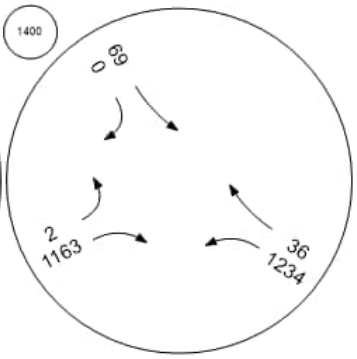
Frank Sound Road at Clifton



Frank Sound Road at North S



East-West Arterial at Agricola



Intersection Level Of Service Report
Intersection 101: East-West Arterial Road at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	27.8
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes		

Intersection Setup

Name											East-West Arterial									
Approach	Northbound					Southbound					Eastbound					Westbound				
Lane Configuration																				
Turning Movement	Left	Left	Thru	Righ	Righ	Left	Left	Thru	Righ	Righ	Left	Thru	Thru	Righ	U-tu	Left	Thru	Thru	Righ	U-tu
Lane Width [ft]	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00					30.00					40.00					40.00				
Grade [%]	0.00					0.00					0.00					0.00				
Crosswalk	Yes					Yes					Yes					Yes				

Volumes

Name											East-West Arterial									
Base Volume Input [veh/h]	75	0	244	0	14	0	0	252	0	331	333	0	521	546	0	67	119	0	83	0
Base Volume Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	75	0	244	0	14	0	0	252	0	331	333	0	521	546	0	67	119	0	83	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	19	0	61	0	4	0	0	63	0	83	83	0	130	137	0	17	30	0	21	0
Total Analysis Volume [veh/h]	75	0	244	0	14	0	0	252	0	331	333	0	521	546	0	67	119	0	83	0
Pedestrian Volume [ped/h]	0					0					0					0				

Intersection Settings

Number of Conflicting Circulating Lanes	2					2					2					2				
Circulating Flow Rate [veh/h]	533					1081					341					1129				
Exiting Flow Rate [veh/h]	865					660					525					535				
Demand Flow Rate [veh/h]	75	0	244	0	14	0	0	252	0	331	333	0	521	546	0	67	119	0	83	0
Adjusted Demand Flow Rate [veh/h]	75	0	244	0	14	0	0	252	0	331	333	0	521	546	0	67	119	0	83	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1350.00	1420.00
B (coefficient)	0.00085	0.00085	0.00085	0.00092	0.00085
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	333	583	854	546	269
Capacity of Entry and Bypass Lanes [veh/h]	903	567	1063	987	544
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	903	567	1063	987	544
X, volume / capacity	0.37	1.03	0.80	0.55	0.49

Movement, Approach, & Intersection Results

Lane LOS	A	F	C	B	C
95th-Percentile Queue Length [veh]	1.71	15.85	9.10	3.50	2.72
95th-Percentile Queue Length [ft]	42.81	396.25	227.53	87.42	68.01
Approach Delay [s/veh]	8.15	72.52	16.18		15.39
Approach LOS	A	F	C		C
Intersection Delay [s/veh]	27.77				
Intersection LOS	D				

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	9,291.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	20.960

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	424	469	0	0	2447	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	424	469	0	0	2447	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	114	126	0	0	658	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	456	504	0	0	2631	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance		No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	14.65	20.96	0.00	0.00	0.03	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	6386.00	9291.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS				F	F			A				
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	56.15	62.99	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	1403.87	1574.86	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			7911.29			0.00			0.00		
Approach LOS	A			F			A			A		
d_I, Intersection Delay [s/veh]	2114.97											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.482

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	537	0	0	0	40	429	0	0	0	9	1599	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	537	0	0	0	40	429	0	0	0	9	1599	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	144	0	0	0	11	115	0	0	0	2	430	0
Total Analysis Volume [veh/h]	577	0	0	0	43	461	0	0	0	10	1719	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	5.18	0.00	0.00	0.00	0.48	0.00	0.00	0.00	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	1955.62	0.00	0.00	0.00	10000.0	10000.0	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	F				F	F				A	A	
95th-Percentile Queue Length [veh/ln]	61.70	0.00	0.00	0.00	65.87	65.87	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1542.43	0.00	0.00	0.00	1646.73	1646.73	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	1955.62			10000.00			0.00			0.00		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	2195.16											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 203: Shamrock Road atHirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	2,065.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	4.632

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	77	2692	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	77	2692	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	21	724	0	0	0
Total Analysis Volume [veh/h]	0	83	2895	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	4.63	0.03	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	2065.44	0.00	0.00	0.00	0.00
Movement LOS		F	A			
95th-Percentile Queue Length [veh/ln]	0.00	10.97	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	274.30	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	2065.44		0.00		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	57.57					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.273

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd					
Base Volume Input [veh/h]	13	1	1	15	0	56	218	2118	30	4	1593	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	1	1	15	0	56	218	2118	30	4	1593	22
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	0	4	0	14	56	530	8	1	398	6
Total Analysis Volume [veh/h]	13	1	1	15	0	58	225	2118	31	4	1593	22
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.00	0.00	0.27	0.00	0.00	0.00	0.02	0.07	0.00	0.02	0.10
d_M, Delay for Movement [s/veh]	10000.0	10000.0	10000.0	10000.0	10000.0	10000.0	0.00	0.00	14.36	0.00	0.00	23.79
Movement LOS	F	F	F	F	F	F	A	A	B	A	A	C
95th-Percentile Queue Length [veh/ln]	3.49	3.49	3.49	11.50	11.50	11.50	0.24	0.24	0.24	0.34	0.34	0.34
95th-Percentile Queue Length [ft/ln]	87.19	87.19	87.19	287.61	287.61	287.61	6.01	6.01	6.01	8.49	8.49	8.49
d_A, Approach Delay [s/veh]	10000.00			10000.00			0.19			0.32		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	215.87											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive

Control Type:	Roundabout	Delay (sec / veh):	544.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	7	2	0	690	20	6	10	2123	2	9	1606	269
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	2	0	690	20	6	10	2123	2	9	1606	269
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	1	0	173	5	2	3	531	1	2	402	67
Total Analysis Volume [veh/h]	7	2	0	690	20	6	10	2123	2	10	1606	269
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	1881			2125			271			28		
Exiting Flow Rate [veh/h]	32			281			1619			2813		
Demand Flow Rate [veh/h]	7	2	0	690	20	6	10	2123	2	9	1606	269
Adjusted Demand Flow Rate [veh/h]	7	2	0	690	20	6	10	2123	2	10	1606	269

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	9	716	2135	1885
Capacity of Entry and Bypass Lanes [veh/h]	203	158	1047	1342
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	203	158	1047	1342
X, volume / capacity	0.04	4.53	2.04	1.41

Movement, Approach, & Intersection Results

Lane LOS	C	F	F	F
95th-Percentile Queue Length [veh]	0.14	73.41	141.69	77.14
95th-Percentile Queue Length [ft]	3.47	1835.31	3542.14	1928.62
Approach Delay [s/veh]	18.82	1646.28	482.96	199.04
Approach LOS	C	F	F	F
Intersection Delay [s/veh]	544.83			
Intersection LOS	F			

Intersection Level Of Service Report
Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.044

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	5	0	0	0	0	3	16	2409	29	47	1687	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	0	0	0	0	3	16	2409	29	47	1687	23
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	0	0	1	4	602	7	12	422	6
Total Analysis Volume [veh/h]	5	0	0	0	0	3	16	2409	29	47	1687	23
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.08	0.00	0.02	0.12
d_M, Delay for Movement [s/veh]	10000.0	10000.0	10000.0	10000.0	10000.0	10000.0	0.00	0.00	15.61	0.00	0.00	25.53
Movement LOS	F	F	F	F	F	F	A	A	C	A	A	D
95th-Percentile Queue Length [veh/ln]	1.72	1.72	1.72	1.26	1.26	1.26	0.25	0.25	0.25	0.39	0.39	0.39
95th-Percentile Queue Length [ft/ln]	42.93	42.93	42.93	31.62	31.62	31.62	6.37	6.37	6.37	9.67	9.67	9.67
d_A, Approach Delay [s/veh]	10000.00			10000.00			0.18			0.33		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	19.21											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.315

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	25	7	2406	4	21	1732
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	25	7	2406	4	21	1732
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	2	661	1	6	476
Total Analysis Volume [veh/h]	27	8	2644	4	23	1903
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.32	0.00	0.03	0.01	0.00	0.02
d_M, Delay for Movement [s/veh]	10000.00	10000.00	0.00	16.75	0.00	0.00
Movement LOS	F	F	A	C	A	A
95th-Percentile Queue Length [veh/ln]	6.42	6.42	0.04	0.04	0.00	0.00
95th-Percentile Queue Length [ft/ln]	160.49	160.49	0.98	0.98	0.00	0.00
d_A, Approach Delay [s/veh]	10000.00		0.03		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	75.95					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.199

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	58	81	185	2136	1706	63
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	58	81	185	2136	1706	63
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	21	48	551	440	16
Total Analysis Volume [veh/h]	60	84	191	2202	1759	65
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	1.20	0.00	0.00	0.02	0.02	0.32
d_M, Delay for Movement [s/veh]	10000.00	10000.00	0.00	0.00	0.00	30.67
Movement LOS	F	F	A	A	A	D
95th-Percentile Queue Length [veh/ln]	20.62	20.62	0.00	0.00	1.30	1.30
95th-Percentile Queue Length [ft/ln]	515.47	515.47	0.00	0.00	32.61	32.61
d_A, Approach Delay [s/veh]	10000.00		0.00		1.09	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	330.66					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.448

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	1	0	0	46	0	0	158	1705	2	0	1198	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	0	46	0	0	158	1705	2	0	1198	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	12	0	0	40	426	1	0	300	3
Total Analysis Volume [veh/h]	1	0	0	46	0	0	158	1705	2	0	1198	13
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.45	0.00	0.00	0.00	0.02	0.00	0.00	0.01	0.04
d_M, Delay for Movement [s/veh]	10000.0	10000.0	10000.0	10000.0	10000.0	10000.0	0.00	0.00	11.13	0.00	0.00	16.41
Movement LOS	F	F	F	F	F	F	A	A	B	A	A	C
95th-Percentile Queue Length [veh/ln]	0.68	0.68	0.68	7.93	7.93	7.93	0.01	0.01	0.01	0.12	0.12	0.12
95th-Percentile Queue Length [ft/ln]	16.95	16.95	16.95	198.16	198.16	198.16	0.26	0.26	0.26	3.08	3.08	3.08
d_A, Approach Delay [s/veh]	10000.00			10000.00			0.01			0.18		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	150.57											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 902: Bodden Town Road at Bodden Town Bypass

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.862

Intersection Setup

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	179	4	26	1668	1315	430
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	179	4	26	1668	1315	430
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	48	1	7	444	350	114
Total Analysis Volume [veh/h]	190	4	28	1774	1399	457
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop		Free		Free	
Flared Lane	No					
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance	No					
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	1.86	0.00	0.00	0.02	0.01	1.32
d_M, Delay for Movement [s/veh]	10000.00	10000.00	0.00	0.00	0.00	193.14
Movement LOS	F	F	A	A	A	F
95th-Percentile Queue Length [veh/ln]	26.95	26.95	0.00	0.00	21.69	21.69
95th-Percentile Queue Length [ft/ln]	673.74	673.74	0.00	0.00	542.16	542.16
d_A, Approach Delay [s/veh]	10000.00		0.00		47.56	
Approach LOS	F		A		E	
d_I, Intersection Delay [s/veh]	526.55					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Two-way stop	Delay (sec / veh):	2,056.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.585

Intersection Setup

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	0	12	24	1724	1661	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	12	24	1724	1661	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	7	474	456	0
Total Analysis Volume [veh/h]	0	13	26	1895	1825	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop		Free		Free	
Flared Lane	No					
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance	No					
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	2.58	0.00	0.02	0.02	0.00
d_M, Delay for Movement [s/veh]	1382.72	2056.76	0.00	0.00	0.00	16.54
Movement LOS	F	F	A	A	A	C
95th-Percentile Queue Length [veh/ln]	2.76	2.76	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	69.04	69.04	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	2056.76		0.00		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	7.11					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1100: Frank Sound Road at Bodden Town Road

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	0	219	871	786	1411	275
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	219	871	786	1411	275
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	59	234	211	379	74
Total Analysis Volume [veh/h]	0	235	937	845	1517	296
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.01	0.02	0.37
d_M, Delay for Movement [s/veh]	10000.00	10000.00	0.00	0.00	0.00	12.11
Movement LOS	F	F	A	A	A	B
95th-Percentile Queue Length [veh/ln]	32.12	32.12	0.00	0.00	1.71	1.71
95th-Percentile Queue Length [ft/ln]	802.97	802.97	0.00	0.00	42.86	42.86
d_A, Approach Delay [s/veh]	10000.00		0.00		1.98	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	614.51					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Two-way stop	Delay (sec / veh):	838.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.960

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		High School Access	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		20.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd		High School Access	
Base Volume Input [veh/h]	545	767	65	110	503	131
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	545	767	65	110	503	131
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	136	192	16	28	126	33
Total Analysis Volume [veh/h]	545	767	65	110	503	131
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.21	1.78	0.96
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	13.48	824.78	838.41
Movement LOS	A	A	A	B	F	F
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.77	0.77	54.68	54.68
95th-Percentile Queue Length [ft/ln]	0.00	0.00	19.18	19.18	1367.02	1367.02
d_A, Approach Delay [s/veh]	0.00		8.48		827.60	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	248.08					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	15.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.066

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	304	49	33	221	44	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	304	49	33	221	44	22
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	85	14	9	62	12	6
Total Analysis Volume [veh/h]	342	55	37	248	49	25
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free		Free		Stop	
Flared Lane					No	
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance					No	
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.00	0.00	0.06	0.07
d_M, Delay for Movement [s/veh]	0.00	7.92	0.00	0.00	10.56	15.47
Movement LOS	A	A	A	A	B	C
95th-Percentile Queue Length [veh/ln]	0.13	0.13	0.00	0.00	0.44	0.44
95th-Percentile Queue Length [ft/ln]	3.34	3.34	0.00	0.00	11.06	11.06
d_A, Approach Delay [s/veh]	1.10		0.00		12.22	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	1.77					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	6.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial		
Approach	Northbound			Southbound			Eastbound		
Lane Configuration									
Turning Movement	Left	Left	Thru	Thru	Right	Right	Left	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes		

Volumes

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial		
Base Volume Input [veh/h]	251	0	90	241	0	18	11	524	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	251	0	90	241	0	18	11	524	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	63	0	23	60	0	5	3	131	0
Total Analysis Volume [veh/h]	251	0	90	241	0	18	11	524	0
Pedestrian Volume [ped/h]	0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1		
Circulating Flow Rate [veh/h]	18			524			90		
Exiting Flow Rate [veh/h]	765			101			269		
Demand Flow Rate [veh/h]	251	0	90	241	0	18	11	524	0
Adjusted Demand Flow Rate [veh/h]	251	0	90	241	0	18	11	524	0

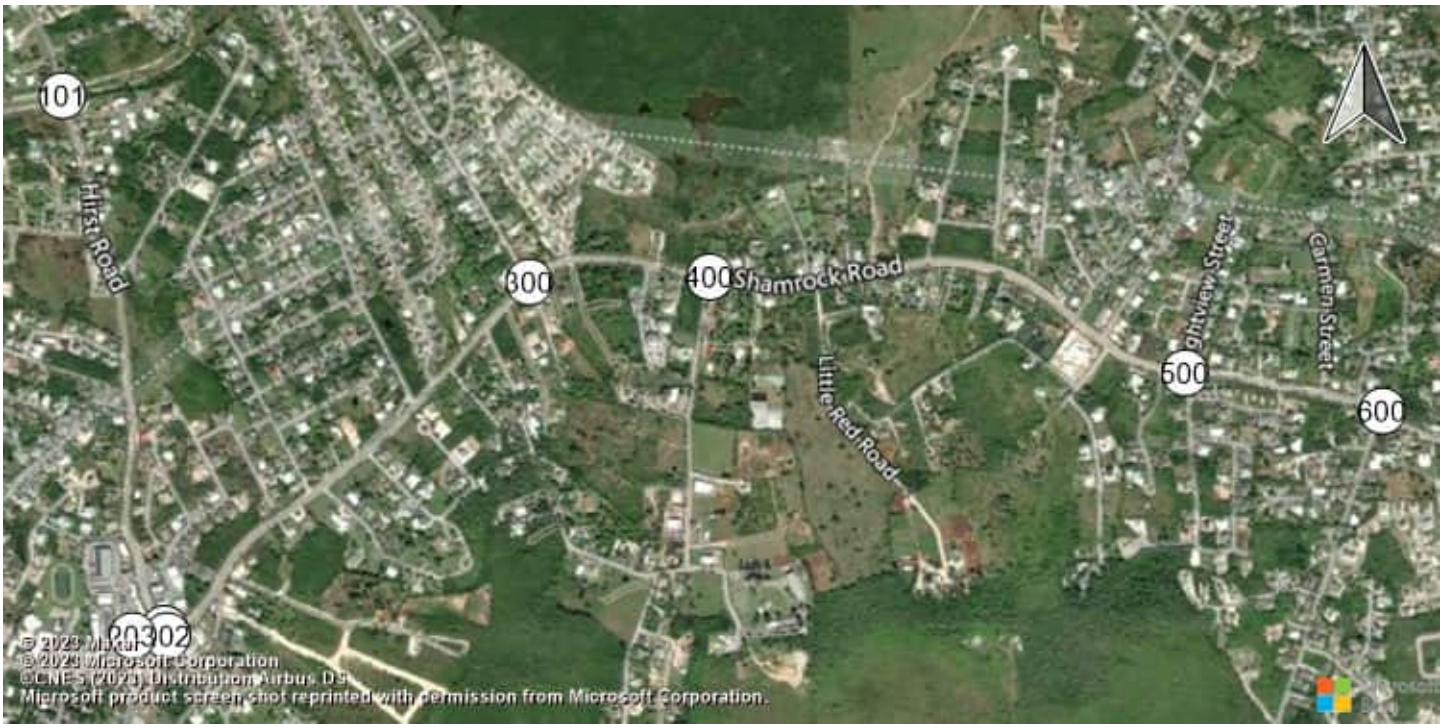
Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	341	259	535
Capacity of Entry and Bypass Lanes [veh/h]	1355	809	1259
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1355	809	1259
X, volume / capacity	0.25	0.32	0.42

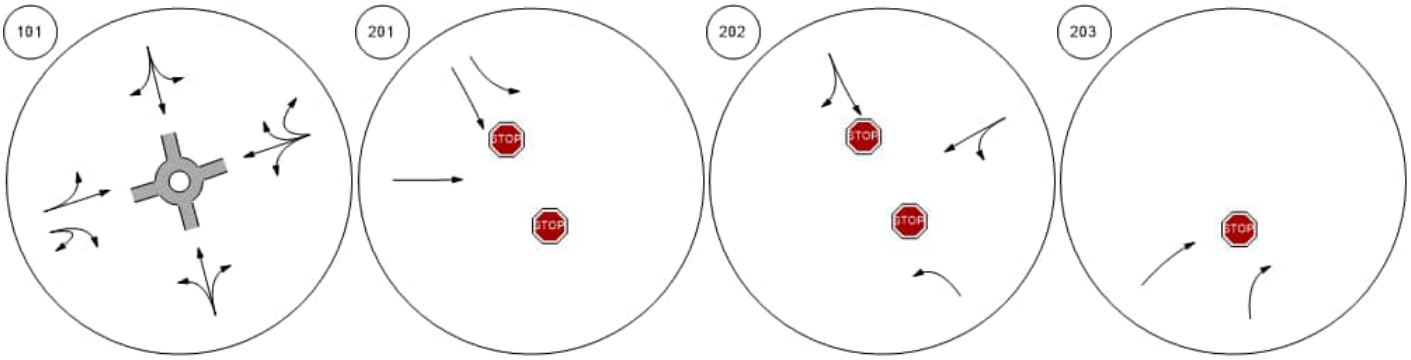
Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	1.00	1.39	2.17
95th-Percentile Queue Length [ft]	25.03	34.64	54.13
Approach Delay [s/veh]	4.81	8.14	7.08
Approach LOS	A	A	A
Intersection Delay [s/veh]	6.64		
Intersection LOS	A		

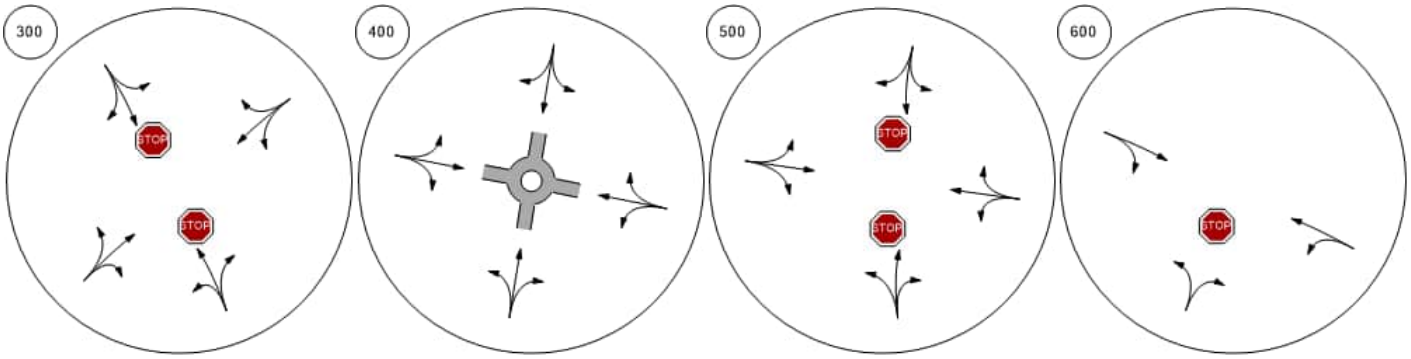
Lane Configuration and Traffic Control



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

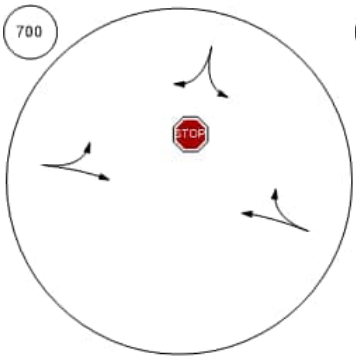


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

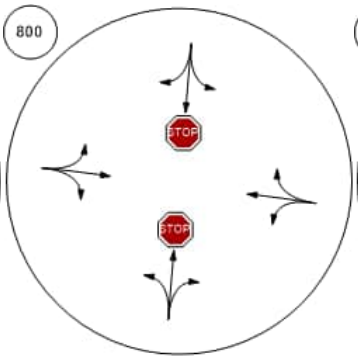


Lane Configuration and Traffic Control

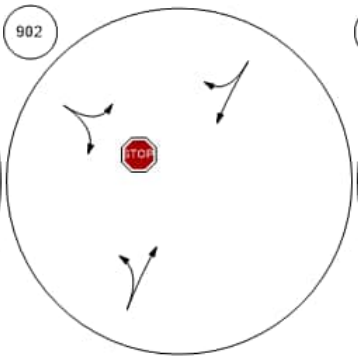
Shamrock Road at Northward



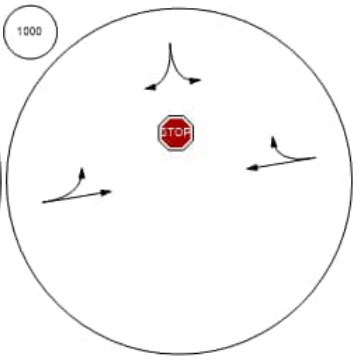
Shamrock Road at Condor R



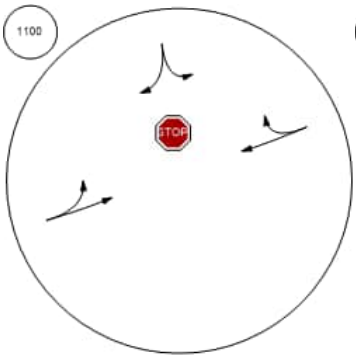
Bodden Town Road at Bodde



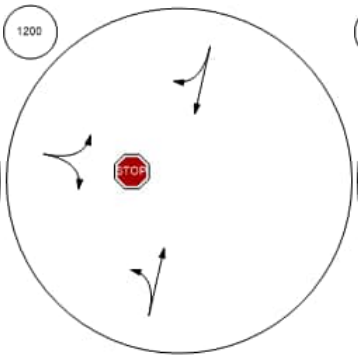
Bodden Town Road at Long



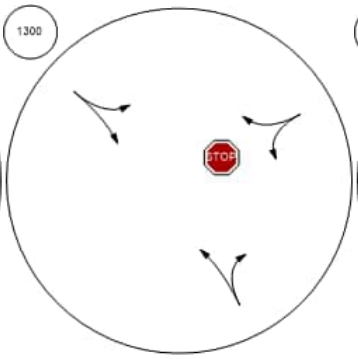
Frank Sound Road at Bodde



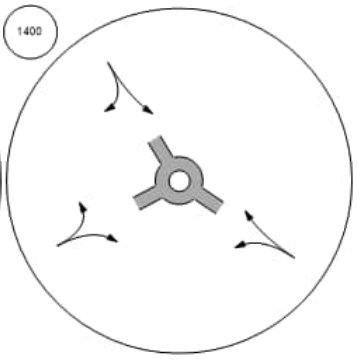
Frank Sound Road at Clifton



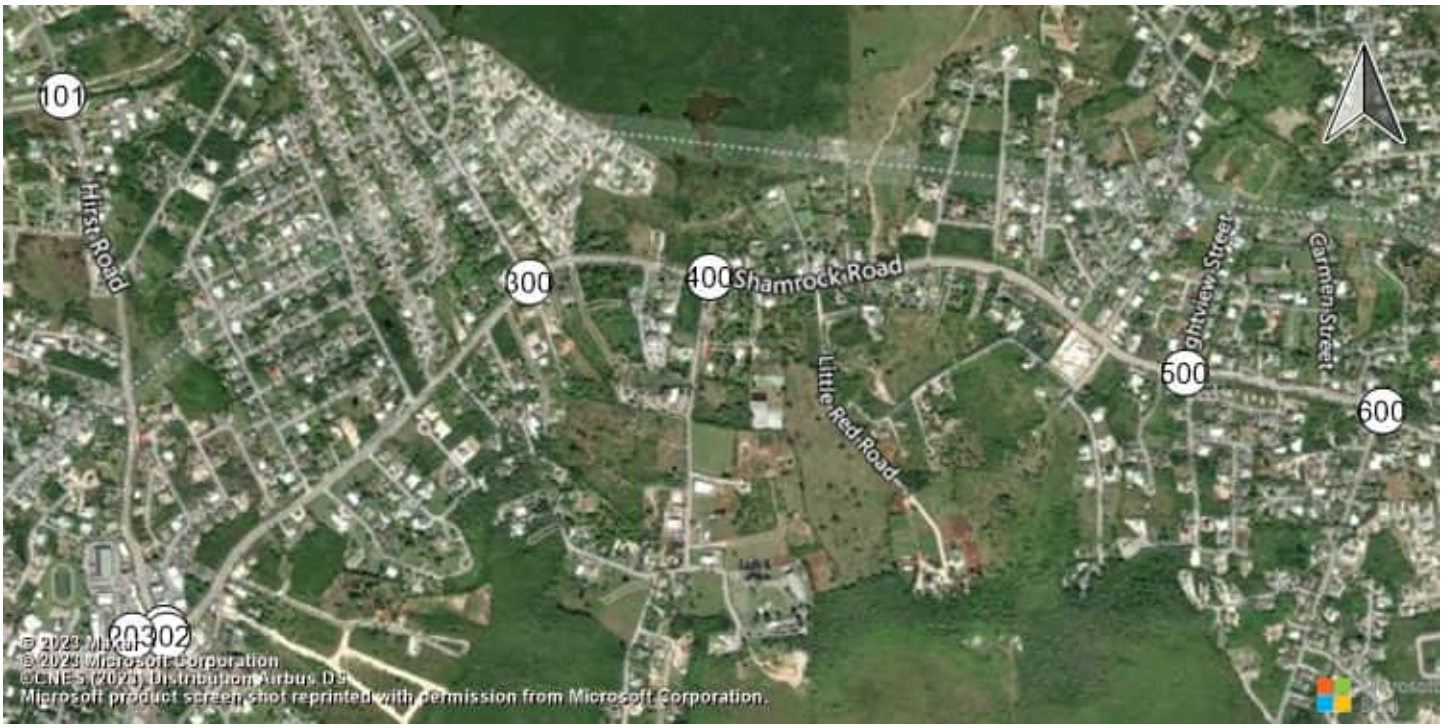
Frank Sound Road at North S



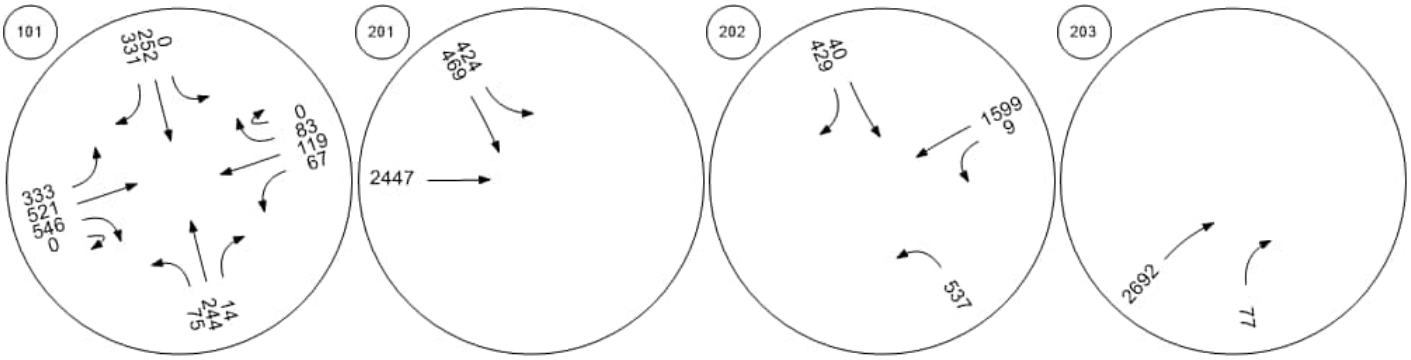
East-West Arterial at Agricola



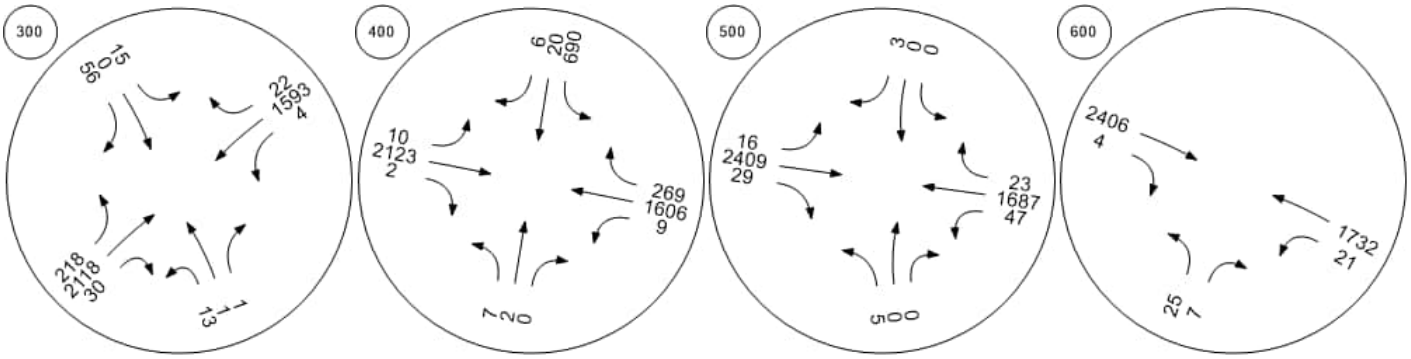
Traffic Volume - Base Volume



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

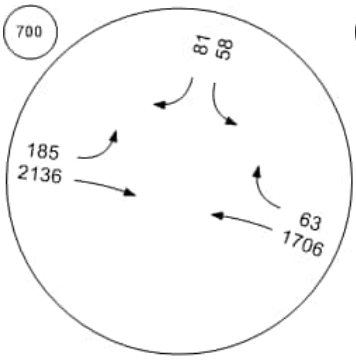


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

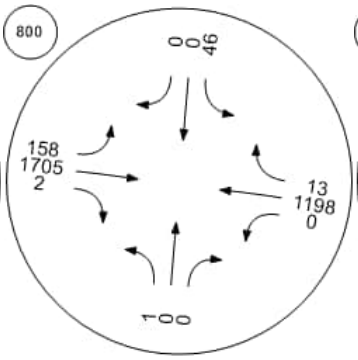


Traffic Volume - Base Volume

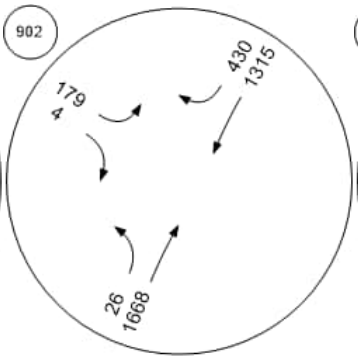
Shamrock Road at Northward



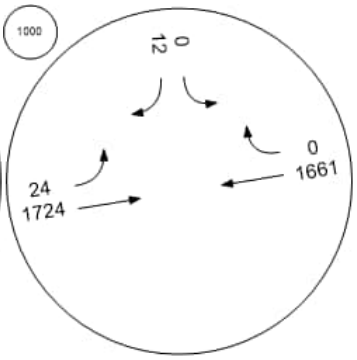
Shamrock Road at Condor R



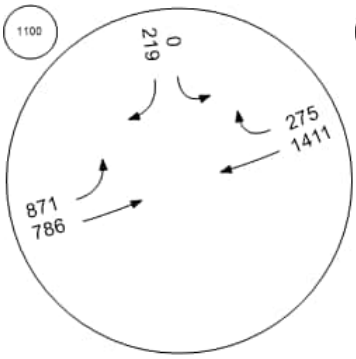
Bodden Town Road at Bodde



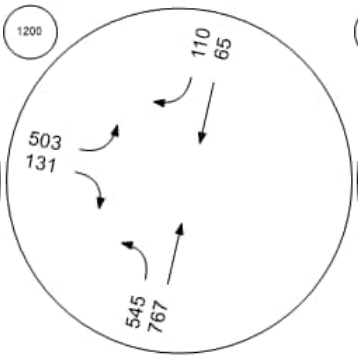
Bodden Town Road at Long



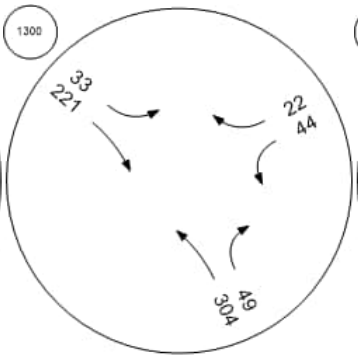
Frank Sound Road at Bodde



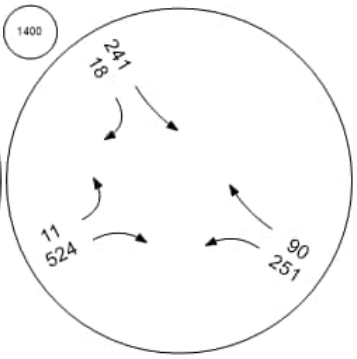
Frank Sound Road at Clifton



Frank Sound Road at North S



East-West Arterial at Agricola



Intersection Level Of Service Report
Intersection 101: East-West Arterial Road at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	15.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes		

Intersection Setup

Name									East-West Arterial				East-West Arterial				
Approach	Northbound				Southbound				Eastbound				Westbound				
Lane Configuration																	
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	U-tu	Left	Thr	Thr	Rig	U-t
Lane Width [ft]	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.	12.	12.	12.	12.
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100	100	100	100	100
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Speed [mph]	30.00				30.00				25.00				25.00				
Grade [%]	0.00				0.00				0.00				0.00				
Crosswalk	Yes				Yes				Yes				Yes				

Volumes

Name									East-West Arterial				East-West Arterial				
Base Volume Input [veh/h]	1	0	139	149	48	226	0	185	625	0	10	16	281	0	0	257	0
Base Volume Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	139	149	48	226	0	185	625	0	10	16	281	0	0	257	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Other Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Total 15-Minute Volume [veh/h]	0	0	35	37	12	57	0	46	156	0	3	4	70	0	0	64	0
Total Analysis Volume [veh/h]	1	0	139	149	48	226	0	185	625	0	10	16	281	0	0	257	0
Pedestrian Volume [ped/h]	0				0				0				0				

Intersection Settings

Number of Conflicting Circulating Lanes	1				1				1				1				
Circulating Flow Rate [veh/h]	458				175				545				437				
Exiting Flow Rate [veh/h]	517				1021				202				197				
Demand Flow Rate [veh/h]	1	0	139	149	48	226	0	185	625	0	10	16	281	0	0	257	0
Adjusted Demand Flow Rate [veh/h]	1	0	139	149	48	226	0	185	625	0	10	16	281	0	0	257	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	289	459	651	538
Capacity of Entry and Bypass Lanes [veh/h]	865	1155	792	884
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	865	1155	792	884
X, volume / capacity	0.33	0.40	0.82	0.61

Movement, Approach, & Intersection Results

Lane LOS	A	A	D	B
95th-Percentile Queue Length [veh]	1.48	1.94	9.14	4.25
95th-Percentile Queue Length [ft]	36.88	48.42	228.54	106.27
Approach Delay [s/veh]	7.91	7.15	25.98	13.24
Approach LOS	A	A	D	B
Intersection Delay [s/veh]	15.28			
Intersection LOS	C			

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	152.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.257

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	44	659	0	0	342	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	44	659	0	0	342	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	12	177	0	0	92	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	47	709	0	0	368	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance		No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.07	1.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	10.67	152.43	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS				B	F			A				
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.22	27.70	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	5.54	692.43	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			143.62			0.00			0.00		
Approach LOS	A			F			A			A		
d_I, Intersection Delay [s/veh]	96.60											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.088

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	580	0	0	0	8	651	0	0	0	0	1520	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	580	0	0	0	8	651	0	0	0	0	1520	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	156	0	0	0	2	175	0	0	0	0	409	0
Total Analysis Volume [veh/h]	624	0	0	0	9	700	0	0	0	0	1634	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	4.94	0.00	0.00	0.00	0.09	0.00	0.00	0.00	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	1843.8	0.00	0.00	0.00	10000.	10000.	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	F				F	F				A	A	
95th-Percentile Queue Length [veh/ln]	65.78	0.00	0.00	0.00	91.53	91.53	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1644.5	0.00	0.00	0.00	2288.2	2288.2	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	1843.83			10000.00			0.00			0.00		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	2777.40											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 203: Shamrock Road atHirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	12.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.087

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	41	503	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	41	503	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	11	135	0	0	0
Total Analysis Volume [veh/h]	0	44	541	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.09	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	12.80	0.00	0.00	0.00	0.00
Movement LOS		B	A			
95th-Percentile Queue Length [veh/ln]	0.00	0.28	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	7.11	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.80		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.96					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	198.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.852

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	33	0	12	0	0	46	10	250	6	3	1442	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	0	12	0	0	46	10	250	6	3	1442	0
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	0	3	0	0	12	3	63	2	1	361	0
Total Analysis Volume [veh/h]	34	0	12	0	0	47	10	250	6	3	1442	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.21	0.00	0.17	0.00	0.00	0.85	0.00	0.00	0.01	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	43.65	61.82	72.01	138.09	173.47	198.82	0.00	0.00	12.67	0.00	0.00	7.74
Movement LOS	E	F	F	F	F	F	A	A	B	A	A	A
95th-Percentile Queue Length [veh/ln]	1.55	1.55	1.55	3.72	3.72	3.72	0.04	0.04	0.04	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	38.79	38.79	38.79	93.01	93.01	93.01	0.96	0.96	0.96	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	51.05			198.82			0.29			0.00		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	6.52											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive

Control Type:	Roundabout	Delay (sec / veh):	72.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	4	7	2	359	19	106	29	233	0	3	1335	101
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	7	2	359	19	106	29	233	0	3	1335	101
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	1	90	5	27	7	58	0	1	334	25
Total Analysis Volume [veh/h]	4	7	2	359	19	106	29	233	0	3	1335	101
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	1542			235			110			125		
Exiting Flow Rate [veh/h]	22			137			1445			594		
Demand Flow Rate [veh/h]	4	7	2	359	19	106	29	233	0	3	1335	101
Adjusted Demand Flow Rate [veh/h]	4	7	2	359	19	106	29	233	0	3	1335	101

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	13	484	262	1439
Capacity of Entry and Bypass Lanes [veh/h]	287	1086	1234	1215
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	287	1086	1234	1215
X, volume / capacity	0.05	0.45	0.21	1.18

Movement, Approach, & Intersection Results

Lane LOS	B	A	A	F
95th-Percentile Queue Length [veh]	0.14	2.34	0.80	41.14
95th-Percentile Queue Length [ft]	3.55	58.49	20.09	1028.52
Approach Delay [s/veh]	13.40	8.18	4.77	106.97
Approach LOS	B	A	A	F
Intersection Delay [s/veh]	72.48			
Intersection LOS	F			

Intersection Level Of Service Report

Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	64.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.132

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	16	0	5	3	0	9	1	592	2	0	1099	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	16	0	5	3	0	9	1	592	2	0	1099	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	0	1	1	0	2	0	148	1	0	275	0
Total Analysis Volume [veh/h]	16	0	5	3	0	9	1	592	2	0	1099	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.00	0.07	0.01	0.00	0.13	0.00	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	22.08	46.94	57.44	18.52	50.09	64.08	0.00	0.00	10.62	0.00	0.00	8.63
Movement LOS	C	E	F	C	F	F	A	A	B	A	A	A
95th-Percentile Queue Length [veh/ln]	0.44	0.44	0.44	0.46	0.46	0.46	0.01	0.01	0.01	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	10.90	10.90	10.90	11.40	11.40	11.40	0.23	0.23	0.23	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	30.50			52.69			0.04			0.00		
Approach LOS	D			F			A			A		
d_I, Intersection Delay [s/veh]	0.75											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	507.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.247

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	37	25	351	248	58	1063
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	37	25	351	248	58	1063
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	7	96	68	16	292
Total Analysis Volume [veh/h]	41	27	386	273	64	1168
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.18	1.25	0.00	0.48	0.00	0.01
d_M, Delay for Movement [s/veh]	357.18	507.63	0.00	16.89	0.00	0.00
Movement LOS	F	F	A	C	A	A
95th-Percentile Queue Length [veh/ln]	6.48	6.48	2.56	2.56	0.00	0.00
95th-Percentile Queue Length [ft/ln]	161.98	161.98	63.98	63.98	0.00	0.00
d_A, Approach Delay [s/veh]	416.92		7.00		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	16.83					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	35.8
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.065

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	11	8	12	372	1071	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	8	12	372	1071	21
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	2	3	96	276	5
Total Analysis Volume [veh/h]	11	8	12	384	1104	22
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.07	0.00	0.00	0.01	0.02
d_M, Delay for Movement [s/veh]	11.81	35.77	0.00	0.00	0.00	8.13
Movement LOS	B	E	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.26	0.26	0.00	0.00	0.06	0.06
95th-Percentile Queue Length [ft/ln]	6.62	6.62	0.00	0.00	1.43	1.43
d_A, Approach Delay [s/veh]	21.90		0.00		0.16	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.39					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	42.7
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.731

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	5	1	0	1	0	226	147	219	0	0	474	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	1	0	1	0	226	147	219	0	0	474	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	0	0	57	37	55	0	0	119	2
Total Analysis Volume [veh/h]	5	1	0	1	0	226	147	219	0	0	474	6
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.73	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.14	17.21	16.57	35.85	42.06	42.70	0.00	0.00	8.28	0.00	0.00	8.01
Movement LOS	B	C	C	E	E	E	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.04	0.04	0.04	5.39	5.39	5.39	0.00	0.00	0.00	0.02	0.02	0.02
95th-Percentile Queue Length [ft/ln]	0.89	0.89	0.89	134.82	134.82	134.82	0.00	0.00	0.00	0.38	0.38	0.38
d_A, Approach Delay [s/veh]	12.15			42.67			0.00			0.10		
Approach LOS	B			E			A			A		
d_I, Intersection Delay [s/veh]	9.09											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 902: Bodden Town Road at Bodden Town Bypass

Control Type:	Two-way stop	Delay (sec / veh):	29.7
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.124

Intersection Setup

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	94	19	12	224	414	230
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	94	19	12	224	414	230
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	5	3	60	110	61
Total Analysis Volume [veh/h]	100	20	13	238	440	245
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.12	0.00	0.00	0.00	0.18
d_M, Delay for Movement [s/veh]	11.96	29.74	0.00	0.00	0.00	8.33
Movement LOS	B	D	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.97	0.97	0.00	0.00	0.68	0.68
95th-Percentile Queue Length [ft/ln]	24.33	24.33	0.00	0.00	16.91	16.91
d_A, Approach Delay [s/veh]	14.93		0.00		2.98	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	3.63					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Two-way stop	Delay (sec / veh):	17.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	0	1	0	248	612	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1	0	248	612	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	68	168	0
Total Analysis Volume [veh/h]	0	1	0	273	673	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	9.71	17.34	0.00	0.00	0.00	7.77
Movement LOS	A	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.26	0.26	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	17.34		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.02					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1100: Frank Sound Road at Bodden Town Road

Control Type:	Roundabout	Delay (sec / veh):	10.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	908	63	124	124	545	680
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	908	63	124	124	545	680
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	244	17	33	33	147	183
Total Analysis Volume [veh/h]	976	68	133	133	586	731
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Number of Conflicting Circulating Lanes	1		1		1	
Circulating Flow Rate [veh/h]	133		731		68	
Exiting Flow Rate [veh/h]	864		654		1109	
Demand Flow Rate [veh/h]	908	63	124	124	545	680
Adjusted Demand Flow Rate [veh/h]	976	68	133	133	586	731

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00091	0.00091	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	976	68	133	133	586	731
Capacity of Entry and Bypass Lanes [veh/h]	1259	1259	731	731	1335	1335
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1259	1259	731	731	1335	1335
X, volume / capacity	0.78	0.05	0.18	0.18	0.44	0.55

Movement, Approach, & Intersection Results

Lane LOS	C	A	A	A	A	A
95th-Percentile Queue Length [veh]	8.38	0.17	0.66	0.66	2.29	3.47
95th-Percentile Queue Length [ft]	209.62	4.28	16.56	16.56	57.29	86.81
Approach Delay [s/veh]	15.01		6.94		7.91	
Approach LOS	C		A		A	
Intersection Delay [s/veh]	10.63					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Roundabout	Delay (sec / veh):	11.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter HS	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	1	0	0	0	0	0
Exit Pocket Length [ft]	100.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		20.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter HS	
Base Volume Input [veh/h]	373	541	1277	315	447	253
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	373	541	1277	315	447	253
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	93	135	319	79	112	63
Total Analysis Volume [veh/h]	373	541	1277	315	447	253
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Number of Conflicting Circulating Lanes	2		2		2	
Circulating Flow Rate [veh/h]	315		253		541	
Exiting Flow Rate [veh/h]	1530		988		688	
Demand Flow Rate [veh/h]	373	541	1277	315	447	253
Adjusted Demand Flow Rate [veh/h]	373	541	1277	315	447	253

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1350.00	1420.00	1350.00	1420.00	1350.00
B (coefficient)	0.00085	0.00092	0.00085	0.00092	0.00085	0.00092
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	373	541	844	749	447	253
Capacity of Entry and Bypass Lanes [veh/h]	1087	1011	1146	1070	897	821
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1087	1011	1146	1070	897	821
X, volume / capacity	0.34	0.54	0.74	0.70	0.50	0.31

Movement, Approach, & Intersection Results

Lane LOS	A	B	C	B	B	A
95th-Percentile Queue Length [veh]	1.54	3.28	7.07	6.07	2.84	1.31
95th-Percentile Queue Length [ft]	38.55	81.88	176.75	151.69	70.99	32.82
Approach Delay [s/veh]	8.83		14.69		9.51	
Approach LOS	A		B		A	
Intersection Delay [s/veh]	11.89					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	14.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	187	47	8	299	57	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	187	47	8	299	57	1
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	53	13	2	84	16	0
Total Analysis Volume [veh/h]	210	53	9	336	64	1
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.00	0.00	0.09	0.00
d_M, Delay for Movement [s/veh]	0.00	8.07	0.00	0.00	10.62	14.27
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.14	0.14	0.00	0.00	0.31	0.31
95th-Percentile Queue Length [ft/ln]	3.39	3.39	0.00	0.00	7.66	7.66
d_A, Approach Delay [s/veh]	1.63		0.00		10.68	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	1.67					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	5.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			25.00			25.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	Yes			Yes			Yes			Yes			

Volumes

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Base Volume Input [veh/h]	250	18	28	31	84	39	2	0	384	13	0	23	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	250	18	28	31	84	39	2	0	384	13	0	23	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	63	5	7	8	21	10	1	0	96	3	0	6	0
Total Analysis Volume [veh/h]	250	18	28	31	84	39	2	0	384	13	0	23	0
Pedestrian Volume [ped/h]	0			0			0			0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1			
Circulating Flow Rate [veh/h]	62			412			69			507			
Exiting Flow Rate [veh/h]	481			43			289			59			
Demand Flow Rate [veh/h]	250	18	28	31	84	39	2	0	384	13	0	23	0
Adjusted Demand Flow Rate [veh/h]	250	18	28	31	84	39	2	0	384	13	0	23	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	296	154	386	36
Capacity of Entry and Bypass Lanes [veh/h]	1296	907	1287	823
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1296	907	1287	823
X, volume / capacity	0.23	0.17	0.30	0.04

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.88	0.61	1.27	0.14
95th-Percentile Queue Length [ft]	22.06	15.25	31.80	3.43
Approach Delay [s/veh]	4.74	5.63	5.50	4.79
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	5.23			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 1501: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	10.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name							East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			30.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name							East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	72	0	34	0	0	0	0	1624	19	0	1	1907	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	72	0	34	0	0	0	0	1624	19	0	1	1907	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	18	0	9	0	0	0	0	406	5	0	0	477	0	0
Total Analysis Volume [veh/h]	72	0	34	0	0	0	0	1624	19	0	1	1907	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1				1			
Circulating Flow Rate [veh/h]	1907			1677			34				19			
Exiting Flow Rate [veh/h]	20			0			1979				1658			
Demand Flow Rate [veh/h]	72	0	34	0	0	0	0	1624	19	0	1	1907	0	0
Adjusted Demand Flow Rate [veh/h]	72	0	34	0	0	0	0	1624	19	0	1	1907	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1350.00	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00092	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	57	50	0	871	773	1012	897
Capacity of Entry and Bypass Lanes [veh/h]	281	234	342	1377	1377	1396	1396
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	281	234	342	1377	1377	1396	1396
X, volume / capacity	0.20	0.21	0.00	0.63	0.56	0.72	0.64

Movement, Approach, & Intersection Results

Lane LOS	C	C	B	B	A	B	B
95th-Percentile Queue Length [veh]	0.73	0.79	0.00	4.80	3.66	6.90	4.99
95th-Percentile Queue Length [ft]	18.29	19.66	0.00	119.98	91.38	172.52	124.82
Approach Delay [s/veh]	18.70		10.55	9.48		11.55	
Approach LOS	C		B	A		B	
Intersection Delay [s/veh]	10.82						
Intersection LOS	B						

Intersection Level Of Service Report
Intersection 1502: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	10.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name			East-West Arterial			East-West Arterial		
Approach	Northbound		Eastbound			Westbound		
Lane Configuration								
Turning Movement	Left	Right	Thru	Right	U-turn	Left	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00			50.00		
Grade [%]	0.00		0.00			0.00		
Crosswalk	Yes		Yes			Yes		

Volumes

Name			East-West Arterial			East-West Arterial		
Base Volume Input [veh/h]	234	4	1654	4	0	1	1673	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	234	4	1654	4	0	1	1673	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	1	414	1	0	0	418	3
Total Analysis Volume [veh/h]	234	4	1654	4	0	1	1673	13
Pedestrian Volume [ped/h]	0		0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	2		1			1		
Circulating Flow Rate [veh/h]	1686		17			4		
Exiting Flow Rate [veh/h]	5		1907			1671		
Demand Flow Rate [veh/h]	234	4	1654	4	0	1	1673	13
Adjusted Demand Flow Rate [veh/h]	234	4	1654	4	0	1	1673	13

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1350.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00092	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	127	112	879	780	895	793
Capacity of Entry and Bypass Lanes [veh/h]	339	287	1399	1399	1415	1415
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	339	287	1399	1399	1415	1415
X, volume / capacity	0.37	0.39	0.63	0.56	0.63	0.56

Movement, Approach, & Intersection Results

Lane LOS	C	C	A	A	A	A
95th-Percentile Queue Length [veh]	1.67	1.78	4.73	3.61	4.80	3.65
95th-Percentile Queue Length [ft]	41.86	44.49	118.26	90.22	119.94	91.32
Approach Delay [s/veh]	20.41		9.30		9.29	
Approach LOS	C		A		A	
Intersection Delay [s/veh]	10.04					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1600: East-West Arterial at Northward Rd

Control Type:	Two-way stop	Delay (sec / veh):	19.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.266

Intersection Setup

Name	Northward Rd		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	88	0	1670	0	8	1599
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	88	0	1670	0	8	1599
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	0	418	0	2	400
Total Analysis Volume [veh/h]	88	0	1670	0	8	1599
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.27	0.00	0.02	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	19.80	0.00	0.00	0.00	0.00	0.00
Movement LOS	C		A		A	A
95th-Percentile Queue Length [veh/ln]	1.05	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	26.31	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	19.80		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.52					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1700: East-West Arterial at Lookout Rd

Control Type:	Roundabout	Delay (sec / veh):	9.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Lookout Rd			Lookout Rd			East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Lookout Rd			Lookout Rd			East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	115	0	6	0	0	0	0	1574	35	62	6	1475	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	115	0	6	0	0	0	0	1574	35	62	6	1475	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	29	0	2	0	0	0	0	394	9	16	2	369	0	0
Total Analysis Volume [veh/h]	115	0	6	0	0	0	0	1574	35	62	6	1475	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1				1				
Circulating Flow Rate [veh/h]	1537			1677			6				97				
Exiting Flow Rate [veh/h]	41			0			1652				1580				
Demand Flow Rate [veh/h]	115	0	6	0	0	0	0	1574	35	62	6	1475	0	0	
Adjusted Demand Flow Rate [veh/h]	115	0	6	0	0	0	0	1574	35	62	6	1475	0	0	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	121	0	886	786	785	697
Capacity of Entry and Bypass Lanes [veh/h]	385	342	1413	1413	1301	1301
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	385	342	1413	1413	1301	1301
X, volume / capacity	0.31	0.00	0.63	0.56	0.60	0.54

Movement, Approach, & Intersection Results

Lane LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh]	1.32	0.00	4.71	3.59	4.29	3.31
95th-Percentile Queue Length [ft]	33.11	0.00	117.71	89.84	107.15	82.81
Approach Delay [s/veh]	15.18	10.55	9.21		9.29	
Approach LOS	C	B	A		A	
Intersection Delay [s/veh]	9.47					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1800: East-West Arterial at Longfellow Rd

Control Type:	Roundabout	Delay (sec / veh):	8.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Longfellow Rd			Longfellow Rd			East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Longfellow Rd			Longfellow Rd			East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	12	0	0	0	0	0	0	1574	0	6	0	1380	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	0	0	0	0	0	0	1574	0	6	0	1380	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	3	0	0	0	0	0	0	394	0	2	0	345	0	0
Total Analysis Volume [veh/h]	12	0	0	0	0	0	0	1574	0	6	0	1380	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1				1					
Circulating Flow Rate [veh/h]	1386			1580			0				6					
Exiting Flow Rate [veh/h]	0			0			1398				1574					
Demand Flow Rate [veh/h]	12	0	0	0	0	0	0	1574	0	6	0	1380	0	0		
Adjusted Demand Flow Rate [veh/h]	12	0	0	0	0	0	0	1574	0	6	0	1380	0	0		

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	12	0	838	743	732	649
Capacity of Entry and Bypass Lanes [veh/h]	438	371	1420	1420	1413	1413
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	438	371	1420	1420	1413	1413
X, volume / capacity	0.03	0.00	0.59	0.52	0.52	0.46

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.08	0.00	4.08	3.17	3.11	2.48
95th-Percentile Queue Length [ft]	2.11	0.00	102.08	79.25	77.73	62.08
Approach Delay [s/veh]	8.60	9.71	8.51		7.44	
Approach LOS	A	A	A		A	
Intersection Delay [s/veh]	8.02					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1900: East West Arterial North/South Spurs

Control Type:	Roundabout	Delay (sec / veh):	9.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	East-West Arterial			East-West Arterial			East-West Arterial	
Approach	Northbound			Eastbound			Westbound	
Lane Configuration								
Turning Movement	Left	Right	U-turn	Thru	Right	U-turn	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			50.00			40.00	
Grade [%]	0.00			0.00			0.00	
Crosswalk	Yes			Yes			Yes	

Volumes

Name	East-West Arterial			East-West Arterial			East-West Arterial	
Base Volume Input [veh/h]	1127	12	1	134	1440	0	0	253
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1127	12	1	134	1440	0	0	253
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	282	3	0	34	360	0	0	63
Total Analysis Volume [veh/h]	1127	12	1	134	1440	0	0	253
Pedestrian Volume [ped/h]	0			0			0	

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			2	
Circulating Flow Rate [veh/h]	253			13			1441	
Exiting Flow Rate [veh/h]	1441			1380			146	
Demand Flow Rate [veh/h]	1127	12	1	134	1440	0	0	253
Adjusted Demand Flow Rate [veh/h]	1127	12	1	134	1440	0	0	253

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1350.00	1420.00	1350.00	1420.00	1350.00
B (coefficient)	0.00085	0.00092	0.00085	0.00092	0.00085	0.00092
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	605	536	740	835	135	119
Capacity of Entry and Bypass Lanes [veh/h]	1146	1070	1405	1334	418	359
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1146	1070	1405	1334	418	359
X, volume / capacity	0.53	0.50	0.53	0.63	0.32	0.33

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	B	B	C
95th-Percentile Queue Length [veh]	3.20	2.89	3.21	4.66	1.37	1.42
95th-Percentile Queue Length [ft]	79.97	72.15	80.37	116.51	34.20	35.53
Approach Delay [s/veh]	9.22		9.18		15.36	
Approach LOS	A		A		C	
Intersection Delay [s/veh]	9.72					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 2000: Frank Sound Road at East-West Arterial

Control Type:	Roundabout	Delay (sec / veh):	4.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		East-West Arterial		
Approach	Northbound		Southbound		Eastbound		
Lane Configuration							
Turning Movement	Left	Thru	Thru	Right	Left	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		40.00		
Grade [%]	0.00		0.00		0.00		
Crosswalk	Yes		Yes		Yes		

Volumes

Name	Frank Sound Rd		Frank Sound Rd		East-West Arterial		
Base Volume Input [veh/h]	8	107	145	244	137	9	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	107	145	244	137	9	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	27	36	61	34	2	0
Total Analysis Volume [veh/h]	8	107	145	244	137	9	0
Pedestrian Volume [ped/h]	0		0		0		

Intersection Settings

Number of Conflicting Circulating Lanes	1		1		1		
Circulating Flow Rate [veh/h]	244		9		107		
Exiting Flow Rate [veh/h]	154		244		252		
Demand Flow Rate [veh/h]	8	107	145	244	137	9	0
Adjusted Demand Flow Rate [veh/h]	8	107	145	244	137	9	0

Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	115	389	146
Capacity of Entry and Bypass Lanes [veh/h]	1076	1368	1238
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1076	1368	1238
X, volume / capacity	0.11	0.28	0.12

Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	0.36	1.18	0.40
95th-Percentile Queue Length [ft]	8.95	29.53	10.00
Approach Delay [s/veh]	4.28	5.10	3.89
Approach LOS	A	A	A
Intersection Delay [s/veh]	4.68		
Intersection LOS	A		

Intersection Level Of Service Report
Intersection 2100: Frank Sound Road at East-West Arterial

Control Type:	Roundabout	Delay (sec / veh):	9.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd			Frank Sound Rd			East-West Arterial							
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00				40.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Frank Sound Rd			Frank Sound Rd			East-West Arterial							
Base Volume Input [veh/h]	873	116	0	0	184	26	4	4	1408	41	0	8	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	873	116	0	0	184	26	4	4	1408	41	0	8	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	218	29	0	0	46	7	1	1	352	10	0	2	0	0
Total Analysis Volume [veh/h]	873	116	0	0	184	26	4	4	1408	41	0	8	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1				2			
Circulating Flow Rate [veh/h]	75			1453			116				1659			
Exiting Flow Rate [veh/h]	1592			120			948				4			
Demand Flow Rate [veh/h]	873	116	0	0	184	26	4	4	1408	41	0	8	0	0
Adjusted Demand Flow Rate [veh/h]	873	116	0	0	184	26	4	4	1408	41	0	8	0	0

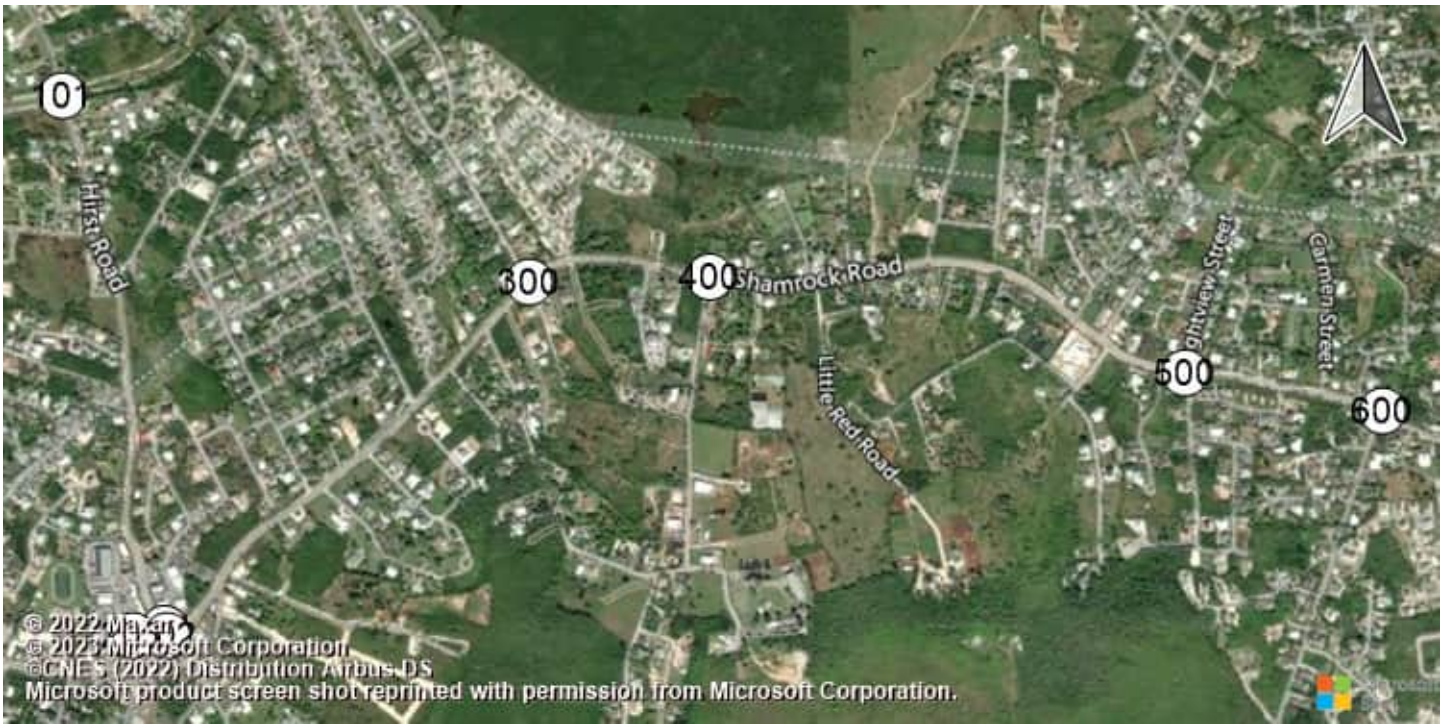
Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1350.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00092	0.00085	0.00091	0.00091	0.00085
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	525	465	210	685	773	8
Capacity of Entry and Bypass Lanes [veh/h]	1333	1260	413	1278	1278	347
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1333	1260	413	1278	1278	347
X, volume / capacity	0.39	0.37	0.51	0.54	0.60	0.02

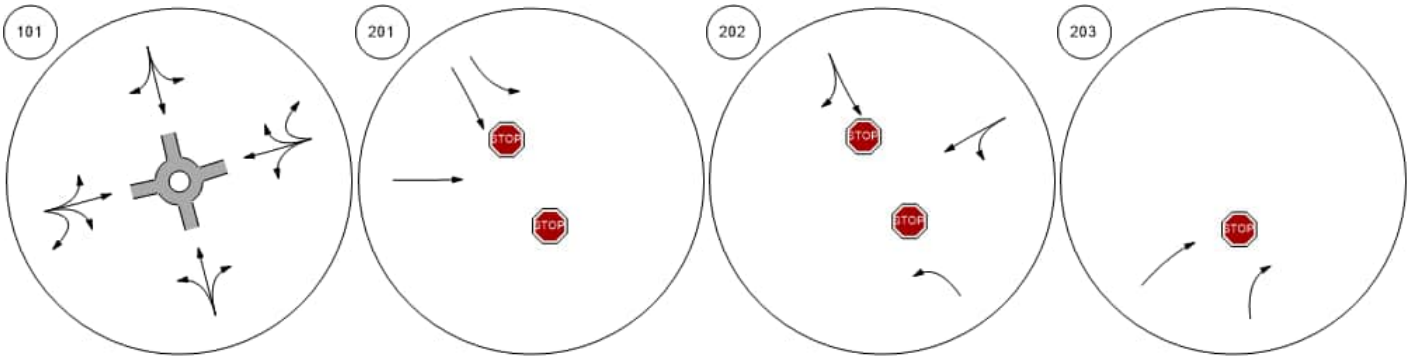
Movement, Approach, & Intersection Results

Lane LOS	A	A	C	A	B	B
95th-Percentile Queue Length [veh]	1.91	1.72	2.80	3.32	4.29	0.07
95th-Percentile Queue Length [ft]	47.74	43.10	69.90	82.91	107.28	1.77
Approach Delay [s/veh]	6.39		19.94	9.41		10.75
Approach LOS	A		C	A		B
Intersection Delay [s/veh]	9.12					
Intersection LOS	A					

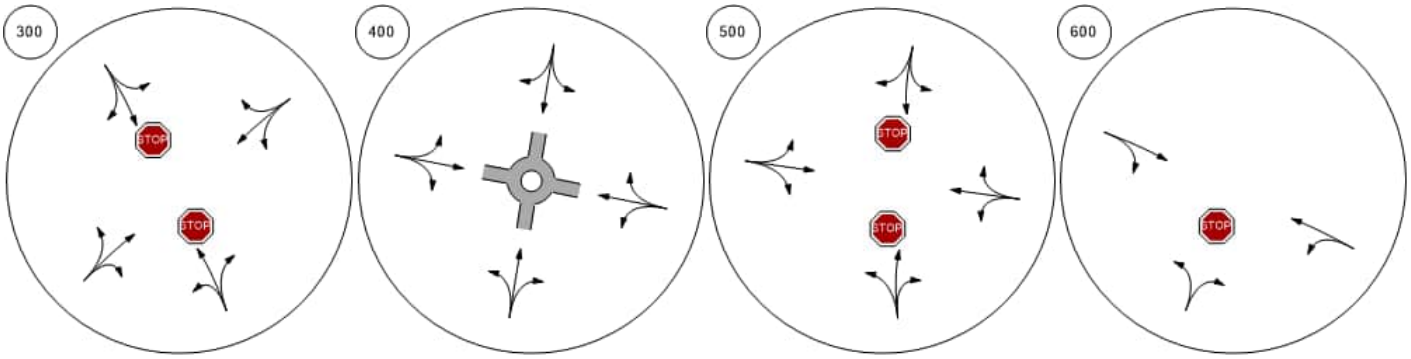
Lane Configuration and Traffic Control



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

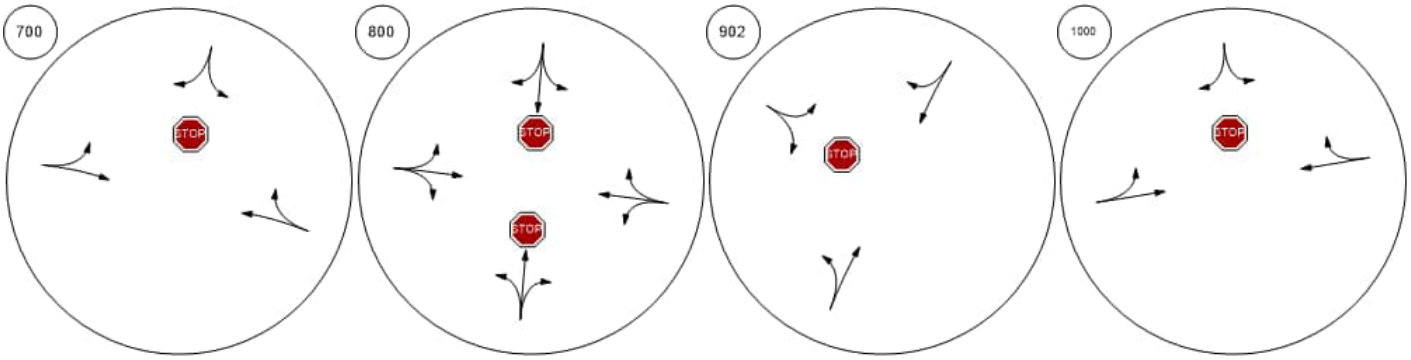


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

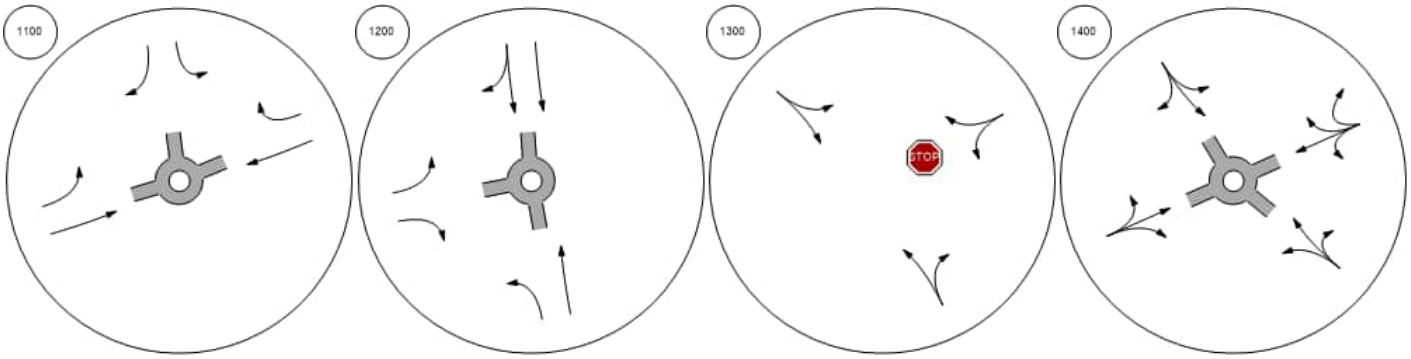


Lane Configuration and Traffic Control

Shamrock Road at Northward | Shamrock Road at Condor R | Bodden Town Road at Bodde | Bodden Town Road at Long

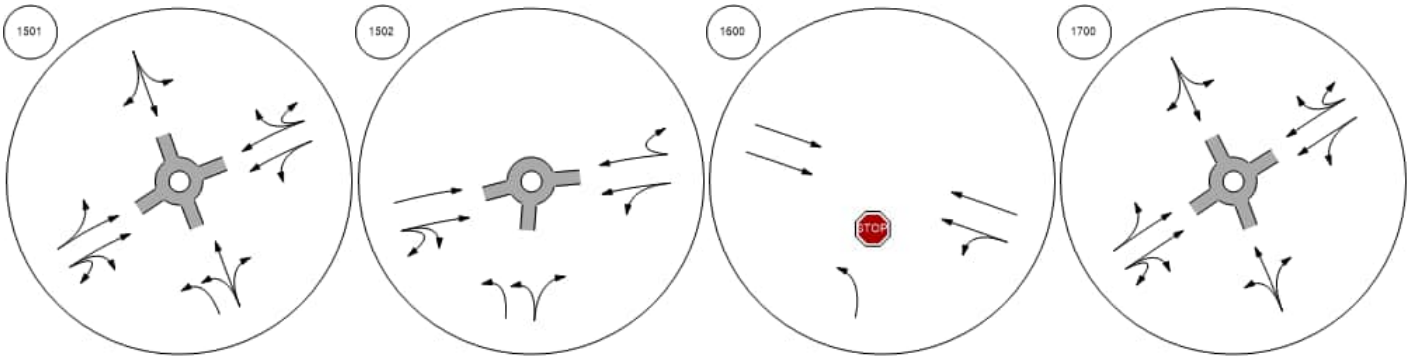


Frank Sound Road at Bodde | Frank Sound Road at Clifton | Frank Sound Road at North S | East-West Arterial at Agricola

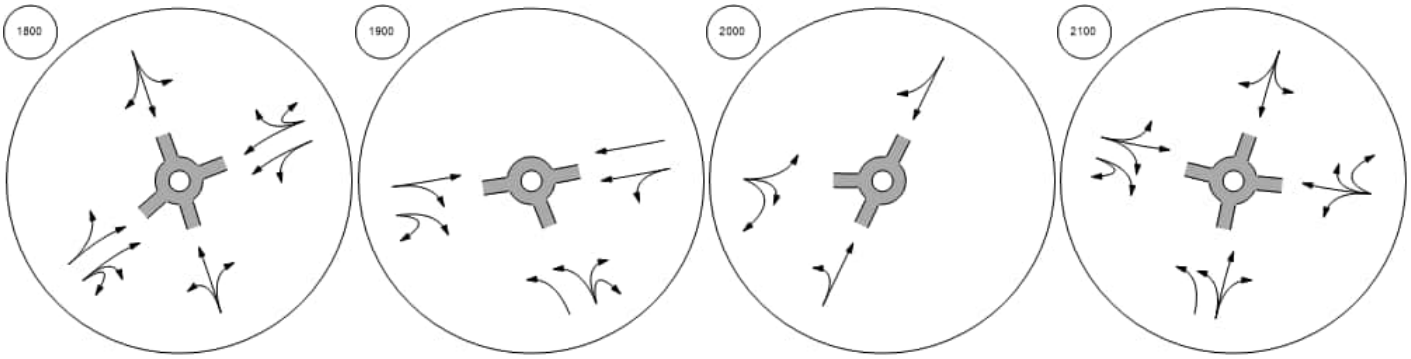


Lane Configuration and Traffic Control

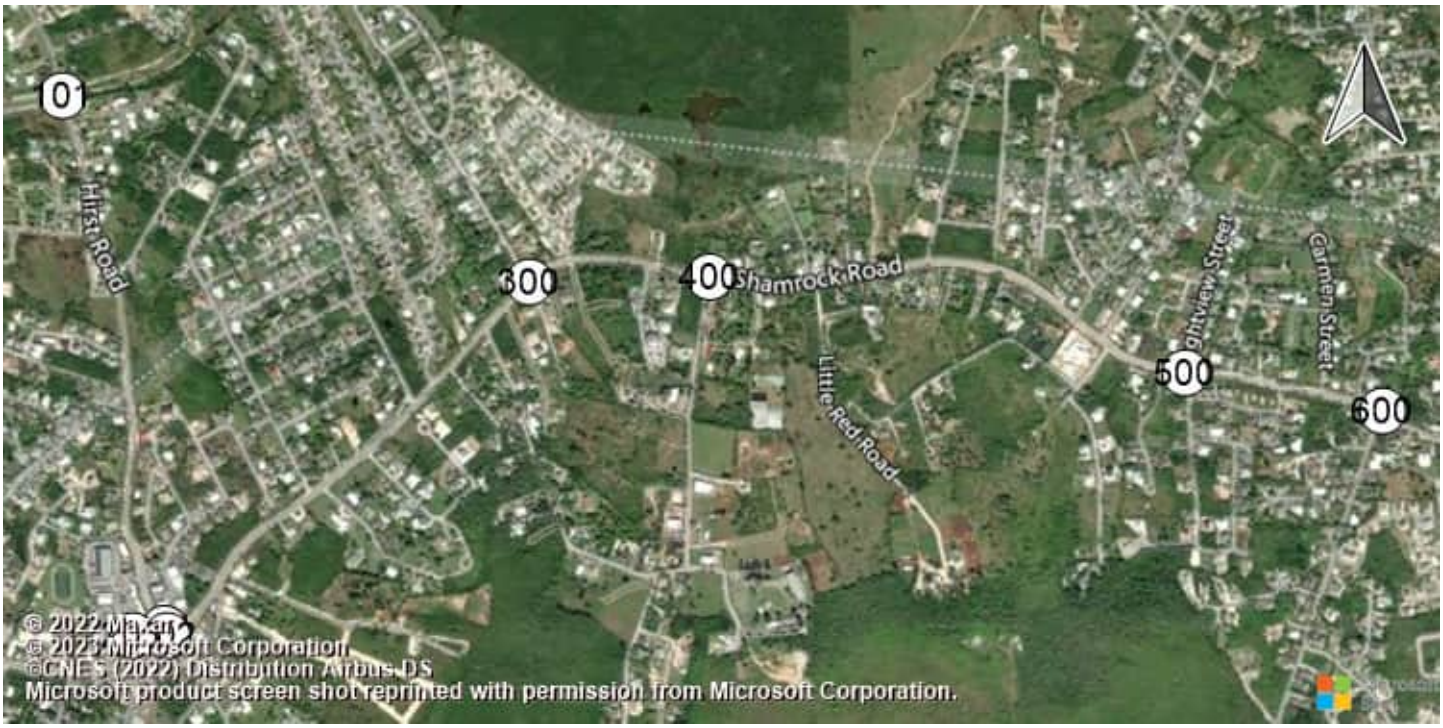
East-West Arterial at Will T C East-West Arterial at Will T C East-West Arterial at Northwa East-West Arterial at Lookout



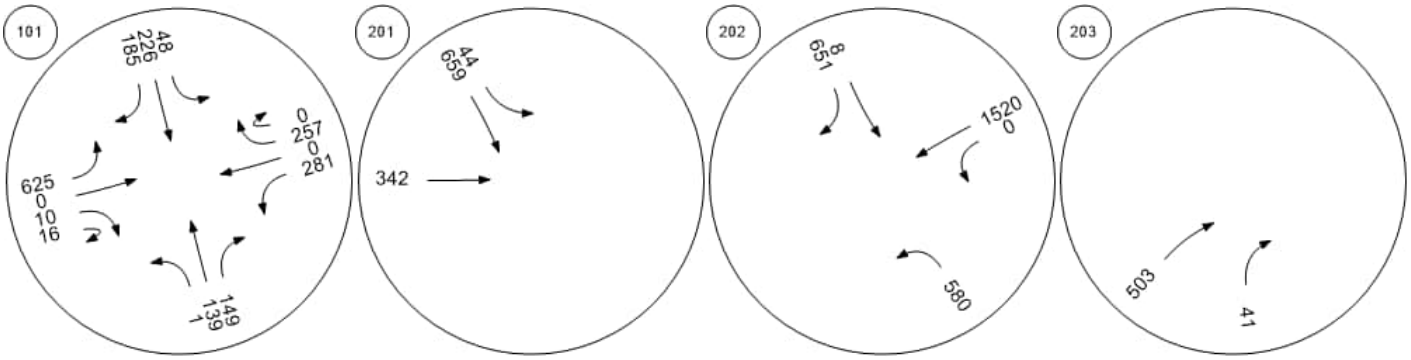
East-West Arterial at Longfell East West Arterial North/Sout Frank Sound Road at East-W Frank Sound Road at East-W



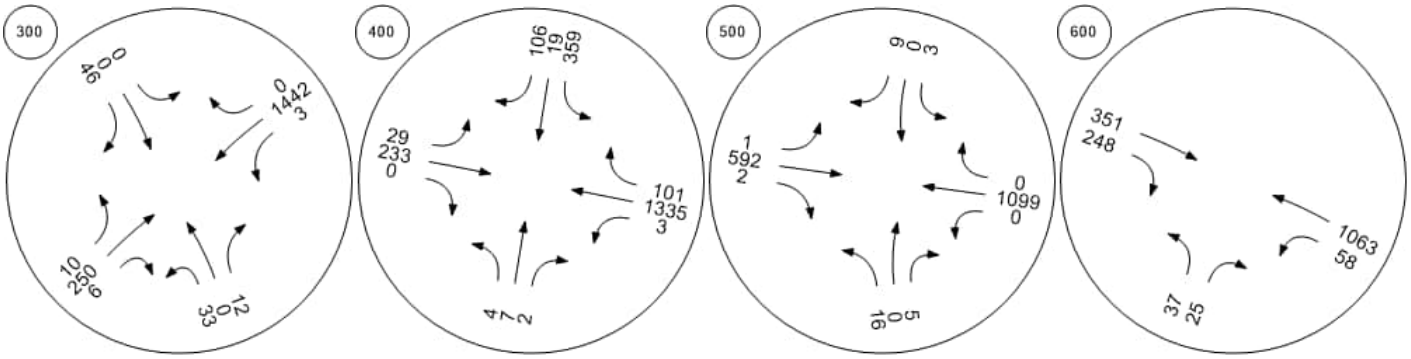
Traffic Volume - Base Volume



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

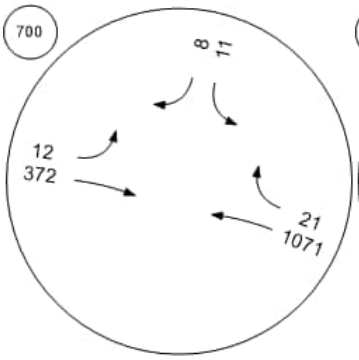


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

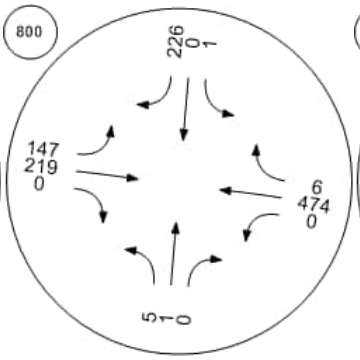


Traffic Volume - Base Volume

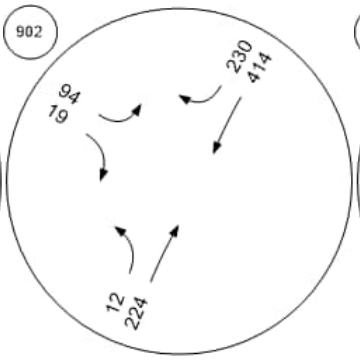
Shamrock Road at Northward



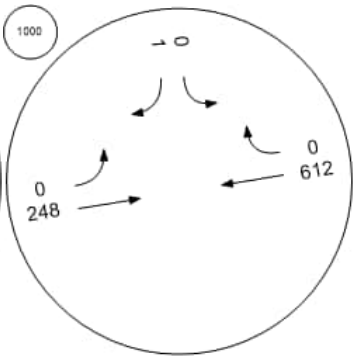
Shamrock Road at Condor R



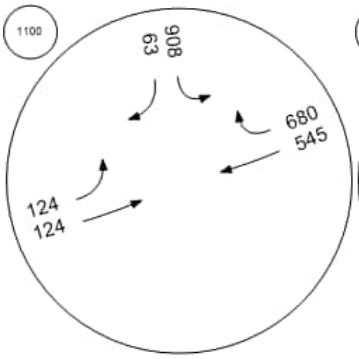
Bodden Town Road at Bodde



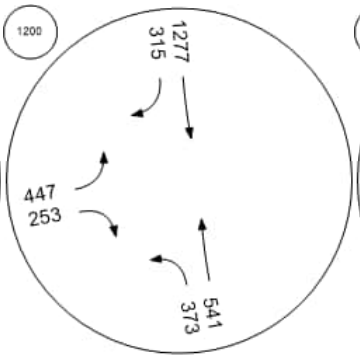
Bodden Town Road at Long



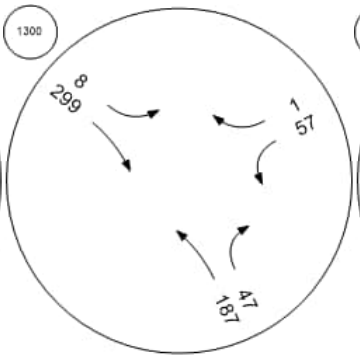
Frank Sound Road at Bodde



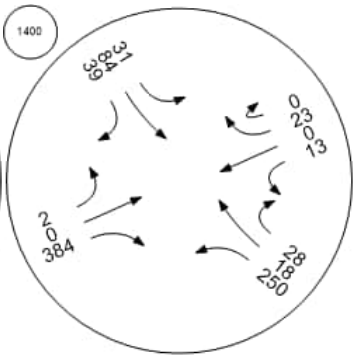
Frank Sound Road at Clifton



Frank Sound Road at North S

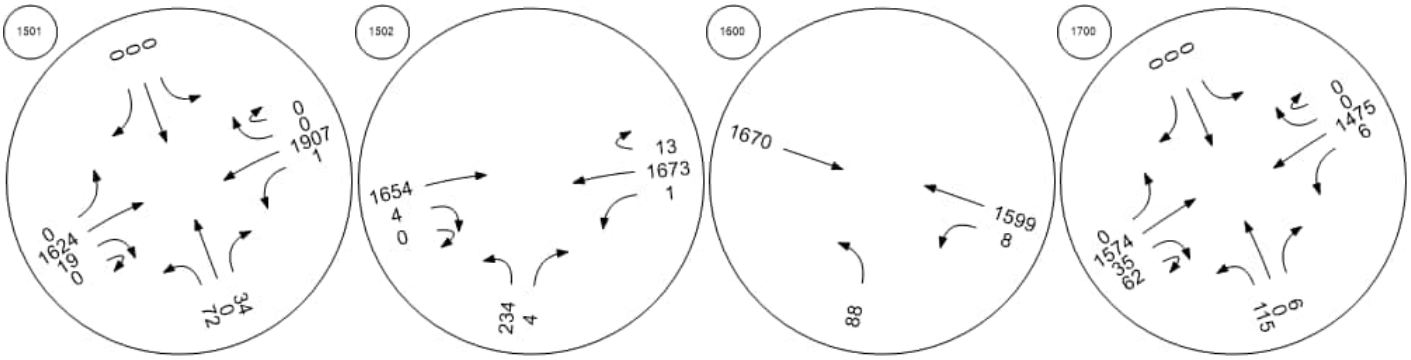


East-West Arterial at Agricola

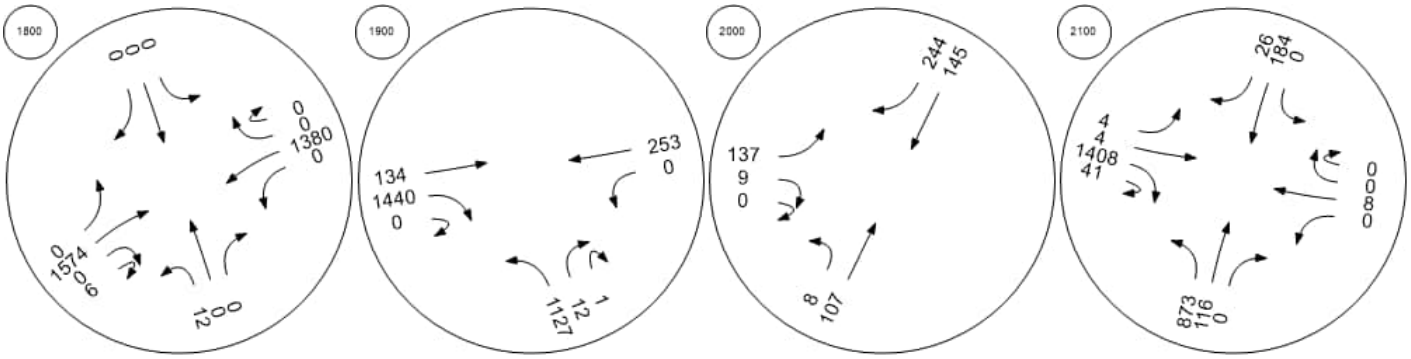


Traffic Volume - Base Volume

East-West Arterial at Will T C East-West Arterial at Will T C East-West Arterial at Northwa East-West Arterial at Lookout



East-West Arterial at Longfell East West Arterial North/Sout Frank Sound Road at East-W Frank Sound Road at East-W



Intersection Level Of Service Report
Intersection 101: East-West Arterial Road at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	23.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes		

Intersection Setup

Name									East-West Arterial				East-West Arterial				
Approach	Northbound				Southbound				Eastbound				Westbound				
Lane Configuration																	
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	U-tu	Left	Thr	Thr	Rig	U-t
Lane Width [ft]	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.	12.	12.	12.	12.
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100	100	100	100	100
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Speed [mph]	30.00				30.00				25.00				25.00				
Grade [%]	0.00				0.00				0.00				0.00				
Crosswalk	Yes				Yes				Yes				Yes				

Volumes

Name									East-West Arterial				East-West Arterial				
Base Volume Input [veh/h]	77	0	253	207	104	269	0	481	317	58	86	2	182	0	0	185	0
Base Volume Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	77	0	253	207	104	269	0	481	317	58	86	2	182	0	0	185	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Other Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Total 15-Minute Volume [veh/h]	19	0	63	52	26	67	0	120	79	15	22	1	46	0	0	46	0
Total Analysis Volume [veh/h]	77	0	253	207	104	269	0	481	317	58	86	2	182	0	0	185	0
Pedestrian Volume [ped/h]	0				0				0				0				

Intersection Settings

Number of Conflicting Circulating Lanes	1				1				1				1				
Circulating Flow Rate [veh/h]	668				353				645				838				
Exiting Flow Rate [veh/h]	537				755				560				369				
Demand Flow Rate [veh/h]	77	0	253	207	104	269	0	481	317	58	86	2	182	0	0	185	0
Adjusted Demand Flow Rate [veh/h]	77	0	253	207	104	269	0	481	317	58	86	2	182	0	0	185	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	537	854	463	367
Capacity of Entry and Bypass Lanes [veh/h]	699	963	715	588
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	699	963	715	588
X, volume / capacity	0.77	0.89	0.65	0.63

Movement, Approach, & Intersection Results

Lane LOS	C	D	C	C
95th-Percentile Queue Length [veh]	7.33	12.35	4.79	4.32
95th-Percentile Queue Length [ft]	183.22	308.66	119.72	108.10
Approach Delay [s/veh]	24.01	29.01	17.05	18.93
Approach LOS	C	D	C	C
Intersection Delay [s/veh]	23.64			
Intersection LOS	C			

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	765.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.599

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	110	547	0	0	985	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	110	547	0	0	985	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	30	147	0	0	265	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	118	588	0	0	1059	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop			Stop			Free			Free			
Flared Lane													
Storage Area [veh]	0			0			0			0			
Two-Stage Gap Acceptance				No									
Number of Storage Spaces in Median	0			0			0			0			

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.43	2.60	0.00	0.00	0.01	0.00	0.00	0.00	0.00	
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	27.56	765.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Movement LOS				D	F			A					
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	2.04	49.66	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	51.01	1241.5	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
d_A, Approach Delay [s/veh]	0.00			642.12			0.00			0.00			
Approach LOS	A			F			A			A			
d_I, Intersection Delay [s/veh]	256.85												
Intersection LOS	F												

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.329

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	341	0	0	0	72	474	0	0	0	13	948	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	341	0	0	0	72	474	0	0	0	13	948	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	92	0	0	0	19	127	0	0	0	3	255	0
Total Analysis Volume [veh/h]	367	0	0	0	77	510	0	0	0	14	1019	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	1.28	0.00	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	184.81	0.00	0.00	0.00	10000.	10000.	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	F				F	F				A	A	
95th-Percentile Queue Length [veh/ln]	17.70	0.00	0.00	0.00	76.26	76.26	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	442.60	0.00	0.00	0.00	1906.5	1906.5	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	184.81			10000.00			0.00			0.00		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	2988.34											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 203: Shamrock Road atHirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	50.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.397

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	47	1432	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	47	1432	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	13	385	0	0	0
Total Analysis Volume [veh/h]	0	51	1540	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.40	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	50.41	0.00	0.00	0.00	0.00
Movement LOS		F	A			
95th-Percentile Queue Length [veh/ln]	0.00	1.68	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	42.10	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	50.41		0.00		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	1.62					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	216.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.956

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	11	0	4	6	0	54	28	740	26	8	968	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	0	4	6	0	54	28	740	26	8	968	0
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	1	2	0	14	7	185	7	2	242	0
Total Analysis Volume [veh/h]	11	0	4	6	0	56	29	740	27	8	968	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.00	0.07	0.01	0.00	0.96	0.00	0.01	0.04	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	19.42	55.20	67.64	163.96	201.95	216.65	0.00	0.00	10.23	0.00	0.00	9.21
Movement LOS	C	F	F	F	F	F	A	A	B	A	A	A
95th-Percentile Queue Length [veh/ln]	0.33	0.33	0.33	4.70	4.70	4.70	0.12	0.12	0.12	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	8.36	8.36	8.36	117.59	117.59	117.59	2.94	2.94	2.94	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	32.28			211.55			0.35			0.00		
Approach LOS	D			F			A			A		
d_I, Intersection Delay [s/veh]	7.50											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive

Control Type:	Roundabout	Delay (sec / veh):	14.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	2	2	1	235	26	109	53	694	4	8	865	77
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	2	1	235	26	109	53	694	4	8	865	77
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	0	59	7	27	13	174	1	2	216	19
Total Analysis Volume [veh/h]	2	2	1	235	26	109	53	694	4	9	865	77
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1			
Circulating Flow Rate [veh/h]	1051			699			80			139			
Exiting Flow Rate [veh/h]	39			132			976			930			
Demand Flow Rate [veh/h]	2	2	1	235	26	109	53	694	4	8	865	77	
Adjusted Demand Flow Rate [veh/h]	2	2	1	235	26	109	53	694	4	9	865	77	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	5	370	751	951
Capacity of Entry and Bypass Lanes [veh/h]	473	677	1272	1198
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	473	677	1272	1198
X, volume / capacity	0.01	0.55	0.59	0.79

Movement, Approach, & Intersection Results

Lane LOS	A	B	A	C
95th-Percentile Queue Length [veh]	0.03	3.33	4.07	8.96
95th-Percentile Queue Length [ft]	0.80	83.31	101.77	224.09
Approach Delay [s/veh]	7.76	14.29	9.78	17.40
Approach LOS	A	B	A	C
Intersection Delay [s/veh]	14.07			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	61.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.045

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	5	0	1	0	0	3	14	755	27	49	796	26
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	0	1	0	0	3	14	755	27	49	796	26
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	0	0	1	4	189	7	12	199	7
Total Analysis Volume [veh/h]	5	0	1	0	0	3	14	755	27	49	796	26
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.01	0.00	0.00	0.04	0.00	0.01	0.03	0.00	0.01	0.03
d_M, Delay for Movement [s/veh]	15.01	48.86	58.09	16.31	51.95	61.02	0.00	0.00	9.66	0.00	0.00	9.35
Movement LOS	C	E	F	C	F	F	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.09	0.09	0.09	0.14	0.14	0.14	0.10	0.10	0.10	0.09	0.09	0.09
95th-Percentile Queue Length [ft/ln]	2.14	2.14	2.14	3.44	3.44	3.44	2.62	2.62	2.62	2.35	2.35	2.35
d_A, Approach Delay [s/veh]	22.19			61.02			0.33			0.28		
Approach LOS	C			F			A			A		
d_I, Intersection Delay [s/veh]	0.49											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	251.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.021

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	27	51	640	116	26	845
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	51	640	116	26	845
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	14	176	32	7	232
Total Analysis Volume [veh/h]	30	56	703	127	29	929
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	1.02	0.01	0.17	0.00	0.01
d_M, Delay for Movement [s/veh]	197.14	251.57	0.00	11.01	0.00	0.00
Movement LOS	F	F	A	B	A	A
95th-Percentile Queue Length [veh/ln]	6.26	6.26	0.63	0.63	0.00	0.00
95th-Percentile Queue Length [ft/ln]	156.46	156.46	15.77	15.77	0.00	0.00
d_A, Approach Delay [s/veh]	232.59		1.68		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	11.42					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	43.0
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.259

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	13	31	12	587	873	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	31	12	587	873	16
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	8	3	151	225	4
Total Analysis Volume [veh/h]	13	32	12	605	900	16
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.26	0.00	0.01	0.01	0.02
d_M, Delay for Movement [s/veh]	21.08	42.96	0.00	0.00	0.00	8.76
Movement LOS	C	E	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.11	1.11	0.00	0.00	0.05	0.05
95th-Percentile Queue Length [ft/ln]	27.71	27.71	0.00	0.00	1.25	1.25
d_A, Approach Delay [s/veh]	36.64		0.00		0.15	
Approach LOS	E		A		A	
d_I, Intersection Delay [s/veh]	1.13					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	30.8
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.521

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	1	0	0	4	0	148	164	292	2	0	435	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	0	4	0	148	164	292	2	0	435	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	1	0	37	41	73	1	0	109	3
Total Analysis Volume [veh/h]	1	0	0	4	0	148	164	292	2	0	435	12
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.52	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	10.77	18.40	17.76	23.40	30.08	30.75	0.00	0.00	8.18	0.00	0.00	8.26
Movement LOS	B	C	C	C	D	D	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	2.86	2.86	2.86	0.01	0.01	0.01	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	0.12	0.12	0.12	71.50	71.50	71.50	0.13	0.13	0.13	0.82	0.82	0.82
d_A, Approach Delay [s/veh]	10.77			30.56			0.04			0.22		
Approach LOS	B			D			A			A		
d_I, Intersection Delay [s/veh]	4.51											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 902: Bodden Town Road at Bodden Town Bypass

Control Type:	Two-way stop	Delay (sec / veh):	45.5
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.369

Intersection Setup

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	77	43	28	245	376	291
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	77	43	28	245	376	291
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	11	7	65	100	77
Total Analysis Volume [veh/h]	82	46	30	261	400	310
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.37	0.00	0.00	0.00	0.24
d_M, Delay for Movement [s/veh]	21.30	45.52	0.00	0.00	0.00	8.70
Movement LOS	C	E	A	A	A	A
95th-Percentile Queue Length [veh/ln]	2.40	2.40	0.00	0.00	0.95	0.95
95th-Percentile Queue Length [ft/ln]	60.02	60.02	0.00	0.00	23.73	23.73
d_A, Approach Delay [s/veh]	30.01		0.00		3.80	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	5.79					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Two-way stop	Delay (sec / veh):	18.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

Intersection Setup

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	0	3	4	256	648	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	3	4	256	648	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	1	70	178	0
Total Analysis Volume [veh/h]	0	3	4	281	712	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	9.88	18.30	0.00	0.00	0.00	7.79
Movement LOS	A	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.03	0.03	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.83	0.83	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	18.30		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.05					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1100: Frank Sound Road at Bodden Town Road

Control Type:	Roundabout	Delay (sec / veh):	15.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	1020	93	83	164	546	538
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1020	93	83	164	546	538
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	274	25	22	44	147	145
Total Analysis Volume [veh/h]	1097	100	89	176	587	578
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Number of Conflicting Circulating Lanes	1		1		1	
Circulating Flow Rate [veh/h]	176		578		100	
Exiting Flow Rate [veh/h]	667		687		1273	
Demand Flow Rate [veh/h]	1020	93	83	164	546	538
Adjusted Demand Flow Rate [veh/h]	1097	100	89	176	587	578

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00091	0.00091	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	1097	100	89	176	587	578
Capacity of Entry and Bypass Lanes [veh/h]	1210	1210	840	840	1297	1297
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1210	1210	840	840	1297	1297
X, volume / capacity	0.91	0.08	0.11	0.21	0.45	0.45

Movement, Approach, & Intersection Results

Lane LOS	D	A	A	A	A	A
95th-Percentile Queue Length [veh]	14.42	0.27	0.35	0.79	2.42	2.35
95th-Percentile Queue Length [ft]	360.51	6.74	8.86	19.72	60.41	58.80
Approach Delay [s/veh]	25.23		6.09		7.27	
Approach LOS	D		A		A	
Intersection Delay [s/veh]	15.33					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Roundabout	Delay (sec / veh):	22.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter HS	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	1	0	0	0	0	0
Exit Pocket Length [ft]	100.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter HS	
Base Volume Input [veh/h]	232	902	1008	419	334	302
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	232	902	1008	419	334	302
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	58	226	252	105	84	76
Total Analysis Volume [veh/h]	232	902	1008	419	334	302
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Number of Conflicting Circulating Lanes	2		2		2	
Circulating Flow Rate [veh/h]	419		302		902	
Exiting Flow Rate [veh/h]	1310		1236		651	
Demand Flow Rate [veh/h]	232	902	1008	419	334	302
Adjusted Demand Flow Rate [veh/h]	232	902	1008	419	334	302

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1350.00	1420.00	1350.00	1420.00	1350.00
B (coefficient)	0.00085	0.00092	0.00085	0.00092	0.00085	0.00092
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	232	902	757	671	334	302
Capacity of Entry and Bypass Lanes [veh/h]	995	919	1099	1023	660	589
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	995	919	1099	1023	660	589
X, volume / capacity	0.23	0.98	0.69	0.66	0.51	0.51

Movement, Approach, & Intersection Results

Lane LOS	A	E	B	B	B	B
95th-Percentile Queue Length [veh]	0.90	17.41	5.83	5.12	2.87	2.92
95th-Percentile Queue Length [ft]	22.60	435.22	145.86	128.06	71.85	73.03
Approach Delay [s/veh]	38.34		13.44		14.16	
Approach LOS	E		B		B	
Intersection Delay [s/veh]	22.42					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	16.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.067

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	318	50	31	236	86	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	318	50	31	236	86	21
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	89	14	9	66	24	6
Total Analysis Volume [veh/h]	357	56	35	265	97	24
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.00	0.00	0.13	0.07
d_M, Delay for Movement [s/veh]	0.00	7.96	0.00	0.00	11.11	16.38
Movement LOS	A	A	A	A	B	C
95th-Percentile Queue Length [veh/ln]	0.14	0.14	0.00	0.00	0.71	0.71
95th-Percentile Queue Length [ft/ln]	3.45	3.45	0.00	0.00	17.86	17.86
d_A, Approach Delay [s/veh]	1.08		0.00		12.16	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.30					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	6.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			25.00			25.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	Yes			Yes			Yes			Yes			

Volumes

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Base Volume Input [veh/h]	73	20	10	83	115	5	0	143	372	51	0	12	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	73	20	10	83	115	5	0	143	372	51	0	12	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	18	5	3	21	29	1	0	36	93	13	0	3	1
Total Analysis Volume [veh/h]	73	20	10	83	115	5	0	143	372	51	0	12	5
Pedestrian Volume [ped/h]	0			0			0			0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1			
Circulating Flow Rate [veh/h]	22			530			47			492			
Exiting Flow Rate [veh/h]	538			32			78			241			
Demand Flow Rate [veh/h]	73	20	10	83	115	5	0	143	372	51	0	12	5
Adjusted Demand Flow Rate [veh/h]	73	20	10	83	115	5	0	143	372	51	0	12	5

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	103	203	515	68
Capacity of Entry and Bypass Lanes [veh/h]	1350	804	1316	836
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1350	804	1316	836
X, volume / capacity	0.08	0.25	0.39	0.08

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.25	1.00	1.89	0.27
95th-Percentile Queue Length [ft]	6.19	25.01	47.36	6.63
Approach Delay [s/veh]	3.27	7.25	6.44	5.10
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	6.16			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 1501: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	14.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name							East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			30.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name							East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	13	0	8	0	0	0	0	2036	246	0	26	1389	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	0	8	0	0	0	0	2036	246	0	26	1389	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	3	0	2	0	0	0	0	509	62	0	7	347	0	0
Total Analysis Volume [veh/h]	13	0	8	0	0	0	0	2036	246	0	26	1389	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1				1			
Circulating Flow Rate [veh/h]	1389			2290			8				246			
Exiting Flow Rate [veh/h]	272			0			1402				2044			
Demand Flow Rate [veh/h]	13	0	8	0	0	0	0	2036	246	0	26	1389	0	0
Adjusted Demand Flow Rate [veh/h]	13	0	8	0	0	0	0	2036	246	0	26	1389	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1350.00	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00092	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	12	10	0	1210	1073	750	666
Capacity of Entry and Bypass Lanes [veh/h]	437	377	203	1410	1410	1136	1136
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	437	377	203	1410	1410	1136	1136
X, volume / capacity	0.03	0.03	0.00	0.86	0.76	0.66	0.59

Movement, Approach, & Intersection Results

Lane LOS	A	A	C	C	B	B	B
95th-Percentile Queue Length [veh]	0.08	0.08	0.00	12.19	8.02	5.26	3.97
95th-Percentile Queue Length [ft]	1.96	2.02	0.00	304.67	200.45	131.62	99.37
Approach Delay [s/veh]	9.24		17.76	16.99		11.51	
Approach LOS	A		C	C		B	
Intersection Delay [s/veh]	14.86						
Intersection LOS	B						

Intersection Level Of Service Report
Intersection 1502: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	11.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name			East-West Arterial			East-West Arterial		
Approach	Northbound		Eastbound			Westbound		
Lane Configuration								
Turning Movement	Left	Right	Thru	Right	U-turn	Left	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00			50.00		
Grade [%]	0.00		0.00			0.00		
Crosswalk	Yes		Yes			Yes		

Volumes

Name			East-West Arterial			East-West Arterial		
Base Volume Input [veh/h]	19	1	2009	35	0	1	1395	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	1	2009	35	0	1	1395	35
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	0	502	9	0	0	349	9
Total Analysis Volume [veh/h]	19	1	2009	35	0	1	1395	35
Pedestrian Volume [ped/h]	0		0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	2		1			1		
Circulating Flow Rate [veh/h]	1430		36			35		
Exiting Flow Rate [veh/h]	36		1414			2045		
Demand Flow Rate [veh/h]	19	1	2009	35	0	1	1395	35
Adjusted Demand Flow Rate [veh/h]	19	1	2009	35	0	1	1395	35

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1350.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00092	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	11	10	1084	961	759	673
Capacity of Entry and Bypass Lanes [veh/h]	422	363	1375	1375	1376	1376
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	422	363	1375	1375	1376	1376
X, volume / capacity	0.03	0.03	0.79	0.70	0.55	0.49

Movement, Approach, & Intersection Results

Lane LOS	A	B	C	B	A	A
95th-Percentile Queue Length [veh]	0.08	0.08	8.96	6.22	3.53	2.78
95th-Percentile Queue Length [ft]	1.93	1.99	224.06	155.51	88.15	69.56
Approach Delay [s/veh]	9.57		13.82		8.07	
Approach LOS	A		B		A	
Intersection Delay [s/veh]	11.44					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1600: East-West Arterial at Northward Rd

Control Type:	Two-way stop	Delay (sec / veh):	15.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.061

Intersection Setup

Name	Northward Rd		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	23	0	2045	0	14	1409
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	23	0	2045	0	14	1409
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	0	511	0	4	352
Total Analysis Volume [veh/h]	23	0	2045	0	14	1409
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.00	0.02	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	15.09	0.00	0.00	0.00	0.00	0.00
Movement LOS	C		A		A	A
95th-Percentile Queue Length [veh/ln]	0.19	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.81	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	15.09		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.10					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1700: East-West Arterial at Lookout Rd

Control Type:	Roundabout	Delay (sec / veh):	12.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Lookout Rd			Lookout Rd			East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Lookout Rd			Lookout Rd			East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	47	0	13	0	0	0	0	1744	173	129	19	1307	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	47	0	13	0	0	0	0	1744	173	129	19	1307	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	12	0	3	0	0	0	0	436	43	32	5	327	0	0
Total Analysis Volume [veh/h]	47	0	13	0	0	0	0	1744	173	129	19	1307	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1				1			
Circulating Flow Rate [veh/h]	1436			2059			13				302			
Exiting Flow Rate [veh/h]	192			0			1483				1757			
Demand Flow Rate [veh/h]	47	0	13	0	0	0	0	1744	173	129	19	1307	0	0
Adjusted Demand Flow Rate [veh/h]	47	0	13	0	0	0	0	1744	173	129	19	1307	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	60	0	1085	962	703	624
Capacity of Entry and Bypass Lanes [veh/h]	419	247	1404	1404	1079	1079
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	419	247	1404	1404	1079	1079
X, volume / capacity	0.14	0.00	0.77	0.69	0.65	0.58

Movement, Approach, & Intersection Results

Lane LOS	B	B	B	B	B	B
95th-Percentile Queue Length [veh]	0.50	0.00	8.42	5.90	5.06	3.84
95th-Percentile Queue Length [ft]	12.40	0.00	210.54	147.52	126.55	96.11
Approach Delay [s/veh]	10.74	14.59	13.04		11.70	
Approach LOS	B	B	B		B	
Intersection Delay [s/veh]	12.48					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1800: East-West Arterial at Longfellow Rd

Control Type:	Roundabout	Delay (sec / veh):	8.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Longfellow Rd			Longfellow Rd			East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Longfellow Rd			Longfellow Rd			East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	9	0	0	0	0	0	0	1697	21	38	0	1262	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	0	0	0	0	0	0	1697	21	38	0	1262	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	2	0	0	0	0	0	0	424	5	10	0	316	0	0
Total Analysis Volume [veh/h]	9	0	0	0	0	0	0	1697	21	38	0	1262	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1				1				
Circulating Flow Rate [veh/h]	1300			1756			0				59				
Exiting Flow Rate [veh/h]	21			0			1309				1697				
Demand Flow Rate [veh/h]	9	0	0	0	0	0	0	1697	21	38	0	1262	0	0	
Adjusted Demand Flow Rate [veh/h]	9	0	0	0	0	0	0	1697	21	38	0	1262	0	0	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	9	0	931	826	669	594
Capacity of Entry and Bypass Lanes [veh/h]	471	320	1420	1420	1346	1346
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	471	320	1420	1420	1346	1346
X, volume / capacity	0.02	0.00	0.66	0.58	0.50	0.44

Movement, Approach, & Intersection Results

Lane LOS	A	B	B	A	A	A
95th-Percentile Queue Length [veh]	0.06	0.00	5.25	3.95	2.87	2.31
95th-Percentile Queue Length [ft]	1.46	0.00	131.36	98.83	71.68	57.69
Approach Delay [s/veh]	7.90	11.28	9.74		7.40	
Approach LOS	A	B	A		A	
Intersection Delay [s/veh]	8.76					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1900: East West Arterial North/South Spurs

Control Type:	Roundabout	Delay (sec / veh):	9.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	East-West Arterial			East-West Arterial			East-West Arterial	
Approach	Northbound			Eastbound			Westbound	
Lane Configuration								
Turning Movement	Left	Right	U-turn	Thru	Right	U-turn	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			50.00			40.00	
Grade [%]	0.00			0.00			0.00	
Crosswalk	Yes			Yes			Yes	

Volumes

Name	East-West Arterial			East-West Arterial			East-West Arterial	
Base Volume Input [veh/h]	1077	1	4	253	1444	0	0	184
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1077	1	4	253	1444	0	0	184
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	269	0	1	63	361	0	0	46
Total Analysis Volume [veh/h]	1077	1	4	253	1444	0	0	184
Pedestrian Volume [ped/h]	0			0			0	

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			2	
Circulating Flow Rate [veh/h]	184			5			1448	
Exiting Flow Rate [veh/h]	1448			1261			254	
Demand Flow Rate [veh/h]	1077	1	4	253	1444	0	0	184
Adjusted Demand Flow Rate [veh/h]	1077	1	4	253	1444	0	0	184

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1350.00	1420.00	1350.00	1420.00	1350.00
B (coefficient)	0.00085	0.00092	0.00085	0.00092	0.00085	0.00092
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	574	509	798	900	98	87
Capacity of Entry and Bypass Lanes [veh/h]	1215	1140	1414	1344	415	357
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1215	1140	1414	1344	415	357
X, volume / capacity	0.47	0.45	0.56	0.67	0.24	0.24

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	B	B	B
95th-Percentile Queue Length [veh]	2.60	2.35	3.70	5.52	0.90	0.94
95th-Percentile Queue Length [ft]	64.99	58.68	92.60	138.07	22.54	23.39
Approach Delay [s/veh]	7.93		10.01		13.46	
Approach LOS	A		B		B	
Intersection Delay [s/veh]	9.47					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 2000: Frank Sound Road at East-West Arterial

Control Type:	Roundabout	Delay (sec / veh):	4.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		East-West Arterial		
Approach	Northbound		Southbound		Eastbound		
Lane Configuration							
Turning Movement	Left	Thru	Thru	Right	Left	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		40.00		
Grade [%]	0.00		0.00		0.00		
Crosswalk	Yes		Yes		Yes		

Volumes

Name	Frank Sound Rd		Frank Sound Rd		East-West Arterial		
Base Volume Input [veh/h]	10	169	175	175	237	17	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	169	175	175	237	17	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	42	44	44	59	4	0
Total Analysis Volume [veh/h]	10	169	175	175	237	17	0
Pedestrian Volume [ped/h]	0		0		0		

Intersection Settings

Number of Conflicting Circulating Lanes	1		1		1		
Circulating Flow Rate [veh/h]	175		17		169		
Exiting Flow Rate [veh/h]	192		406		185		
Demand Flow Rate [veh/h]	10	169	175	175	237	17	0
Adjusted Demand Flow Rate [veh/h]	10	169	175	175	237	17	0

Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	179	350	254
Capacity of Entry and Bypass Lanes [veh/h]	1155	1357	1162
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1155	1357	1162
X, volume / capacity	0.16	0.26	0.22

Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	0.55	1.03	0.83
95th-Percentile Queue Length [ft]	13.70	25.87	20.84
Approach Delay [s/veh]	4.47	4.87	5.06
Approach LOS	A	A	A
Intersection Delay [s/veh]	4.84		
Intersection LOS	A		

Intersection Level Of Service Report
Intersection 2100: Frank Sound Road at East-West Arterial

Control Type:	Roundabout	Delay (sec / veh):	10.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd			Frank Sound Rd			East-West Arterial							
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			40.00				40.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Frank Sound Rd			Frank Sound Rd			East-West Arterial							
Base Volume Input [veh/h]	1037	200	0	0	188	19	15	0	1239	186	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1037	200	0	0	188	19	15	0	1239	186	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	259	50	0	0	47	5	4	0	310	47	0	0	0	0
Total Analysis Volume [veh/h]	1037	200	0	0	188	19	15	0	1239	186	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1				2			
Circulating Flow Rate [veh/h]	205			1425			200				1632			
Exiting Flow Rate [veh/h]	1427			215			1242				0			
Demand Flow Rate [veh/h]	1037	200	0	0	188	19	15	0	1239	186	0	0	0	0
Adjusted Demand Flow Rate [veh/h]	1037	200	0	0	188	19	15	0	1239	186	0	0	0	0

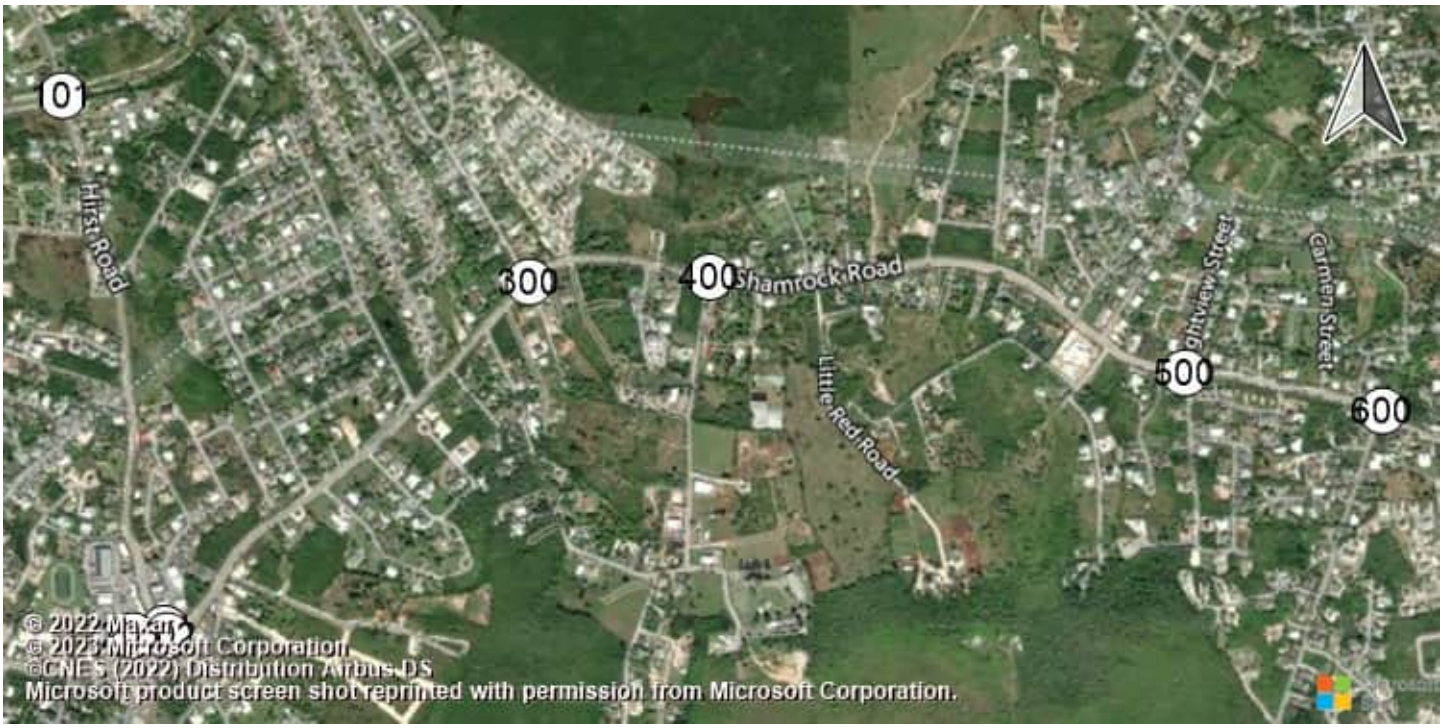
Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1350.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00092	0.00085	0.00091	0.00091	0.00085
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	656	582	207	677	764	0
Capacity of Entry and Bypass Lanes [veh/h]	1193	1118	423	1184	1184	355
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1193	1118	423	1184	1184	355
X, volume / capacity	0.55	0.52	0.49	0.57	0.64	0.00

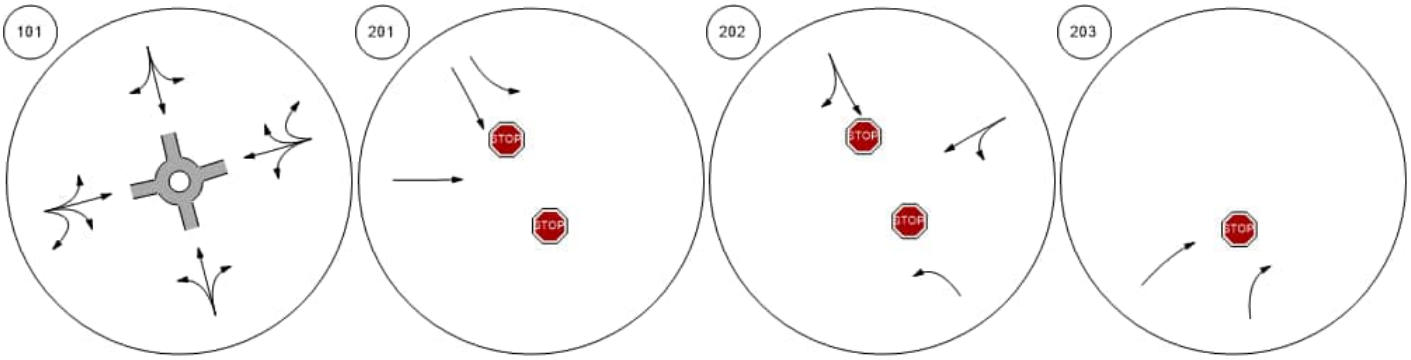
Movement, Approach, & Intersection Results

Lane LOS	A	A	C	A	B	B
95th-Percentile Queue Length [veh]	3.48	3.11	2.62	3.78	4.97	0.00
95th-Percentile Queue Length [ft]	87.00	77.67	65.54	94.50	124.35	0.00
Approach Delay [s/veh]	9.32		18.85	10.79		10.15
Approach LOS	A		C	B		B
Intersection Delay [s/veh]	10.74					
Intersection LOS	B					

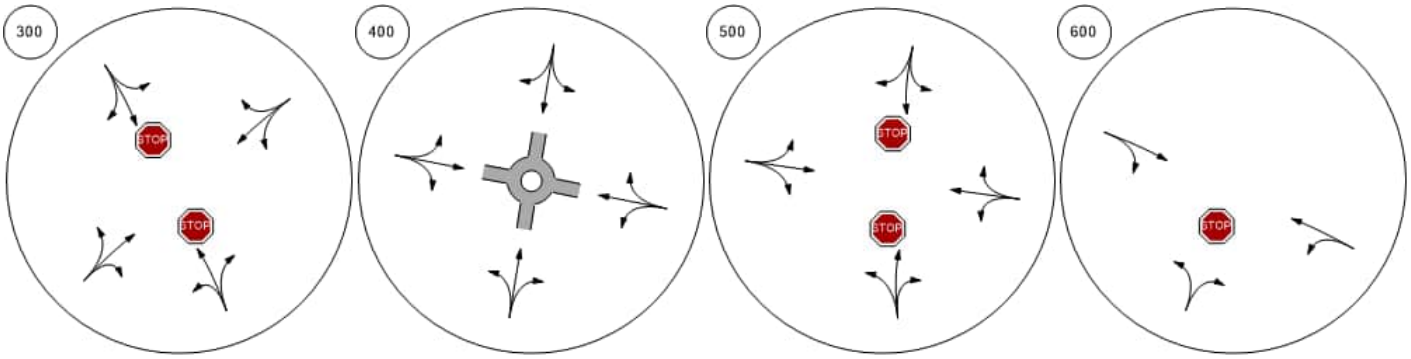
Lane Configuration and Traffic Control



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

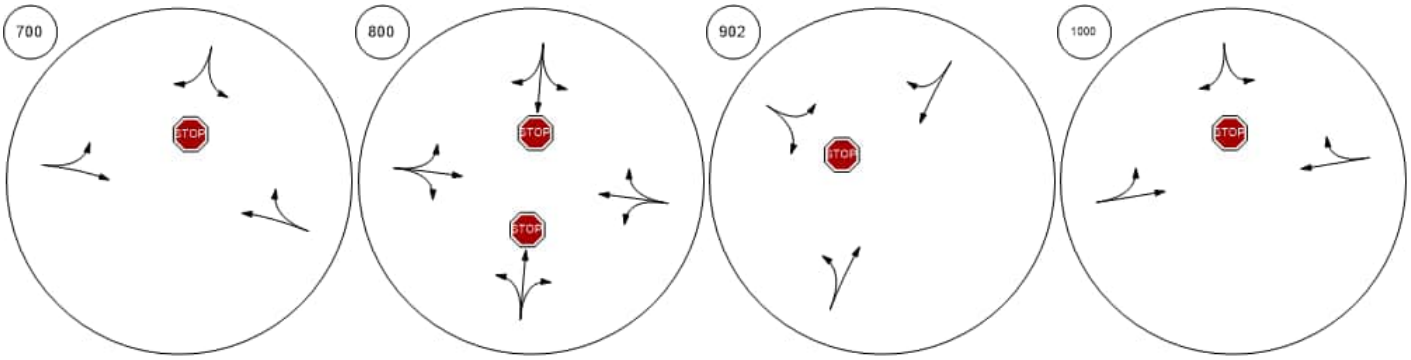


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

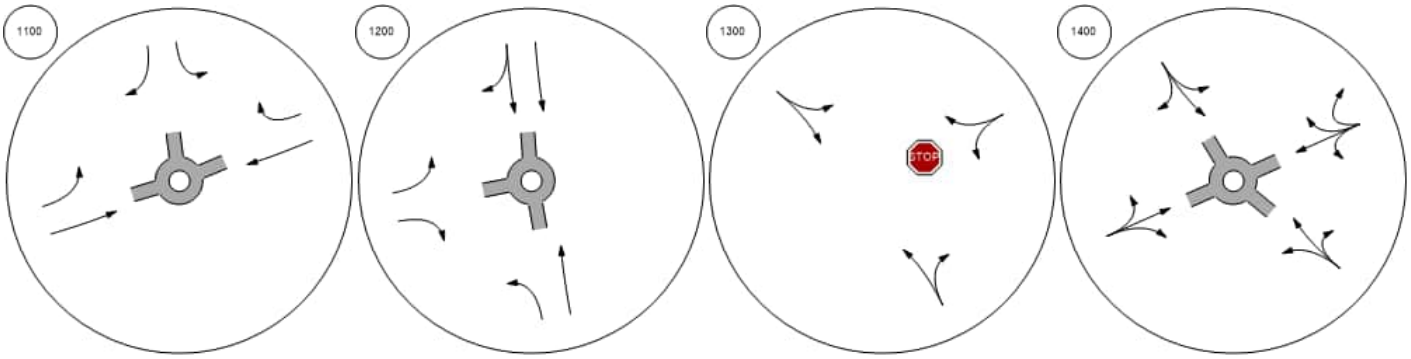


Lane Configuration and Traffic Control

Shamrock Road at Northward | Shamrock Road at Condor R | Bodden Town Road at Bodde | Bodden Town Road at Long

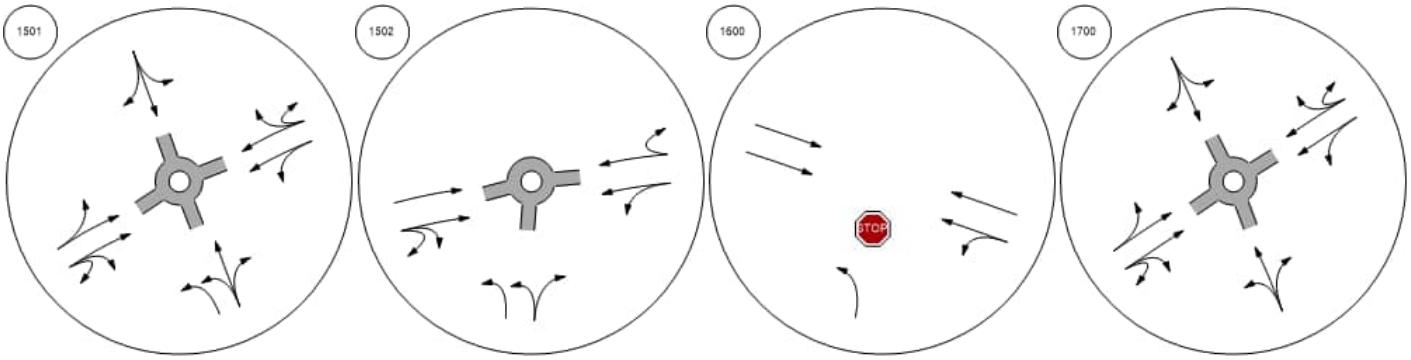


Frank Sound Road at Bodde | Frank Sound Road at Clifton | Frank Sound Road at North S | East-West Arterial at Agricola

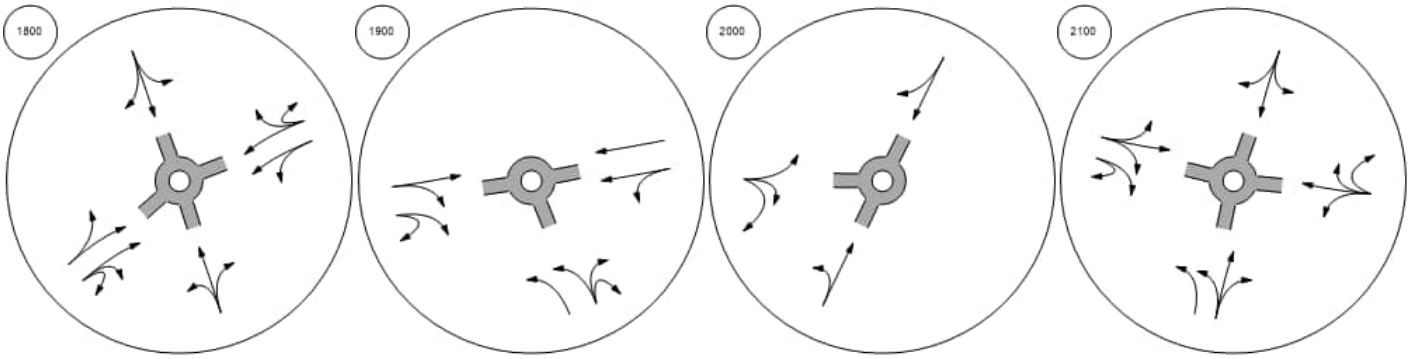


Lane Configuration and Traffic Control

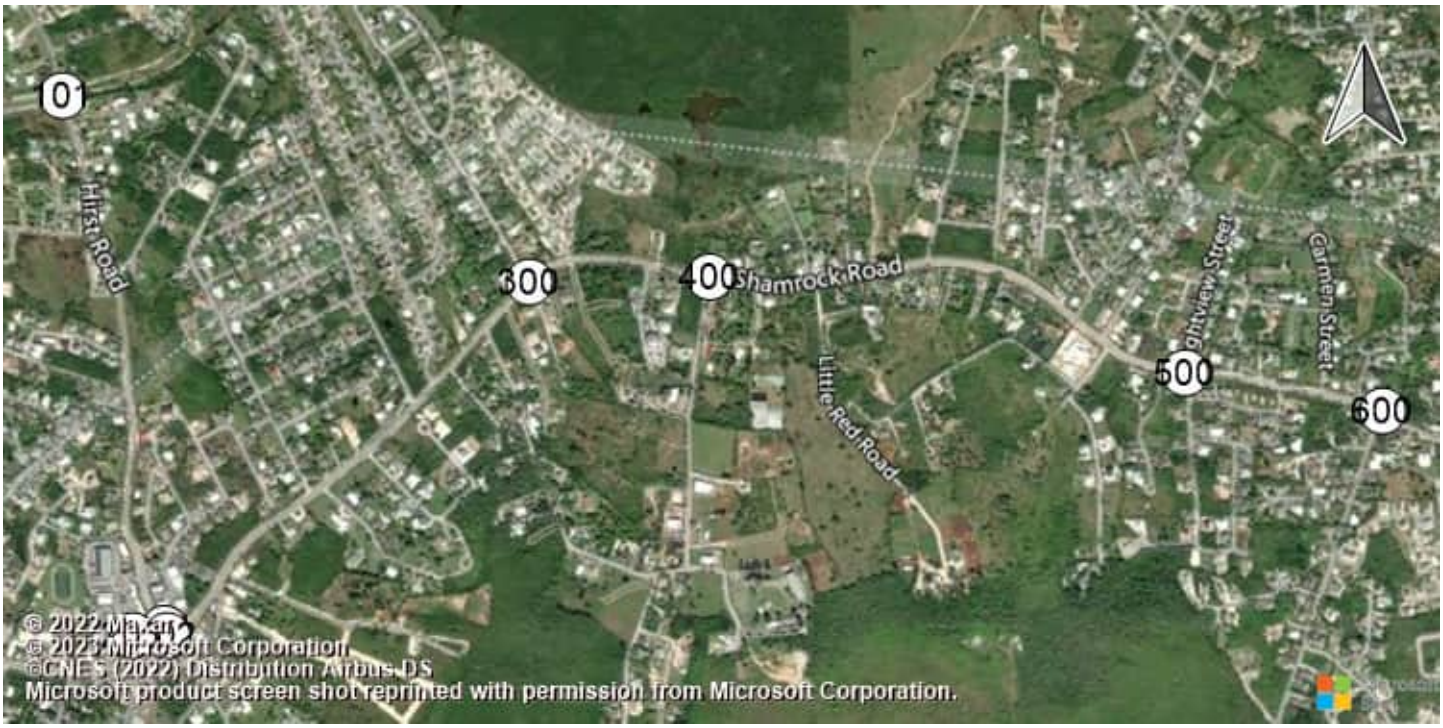
East-West Arterial at Will T C East-West Arterial at Will T C East-West Arterial at Northwa East-West Arterial at Lookout



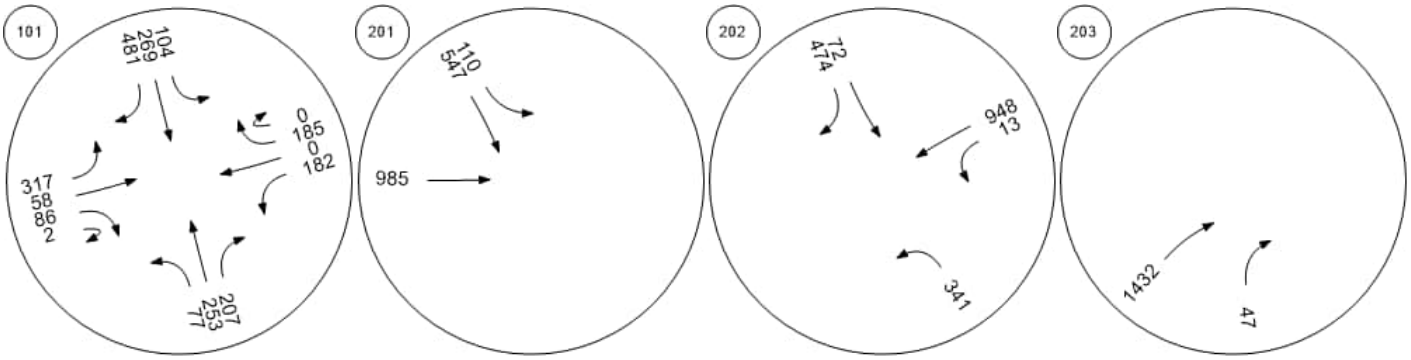
East-West Arterial at Longfell East West Arterial North/Sout Frank Sound Road at East-W Frank Sound Road at East-W



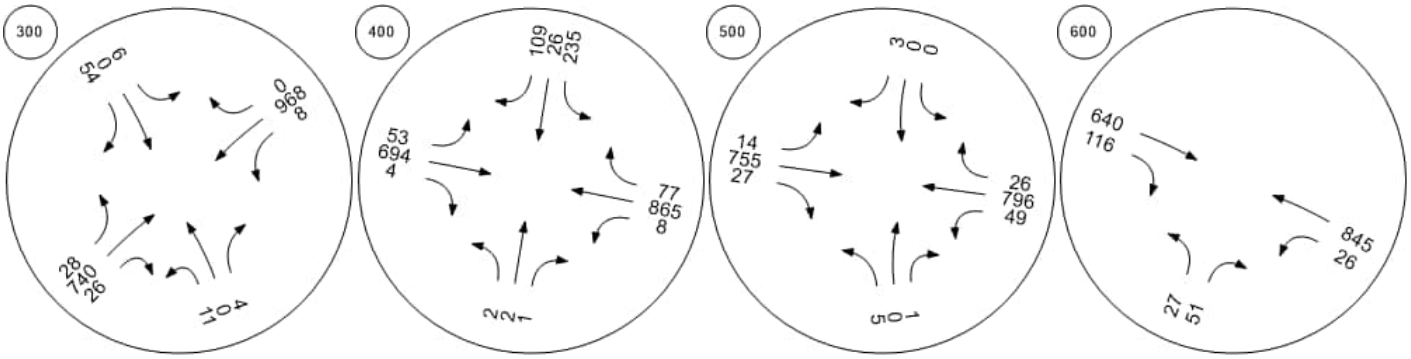
Traffic Volume - Base Volume



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

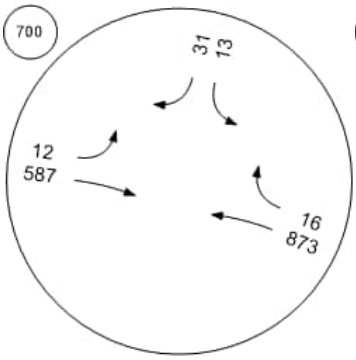


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

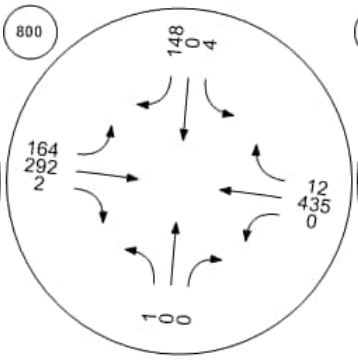


Traffic Volume - Base Volume

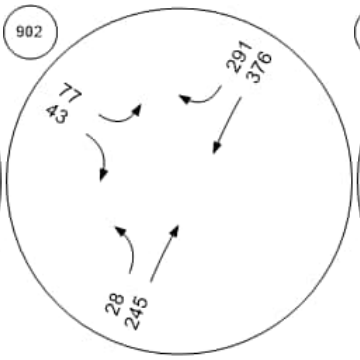
Shamrock Road at Northward



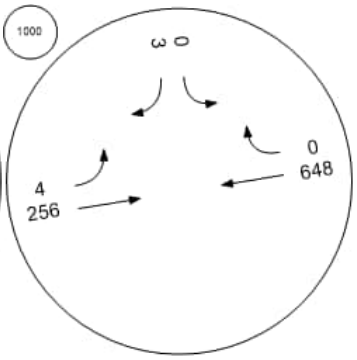
Shamrock Road at Condor R



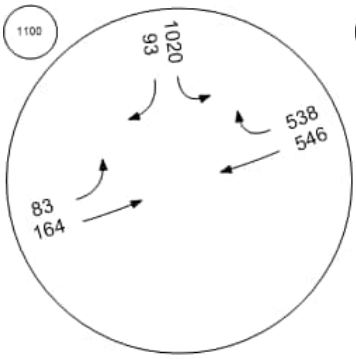
Bodden Town Road at Bodde



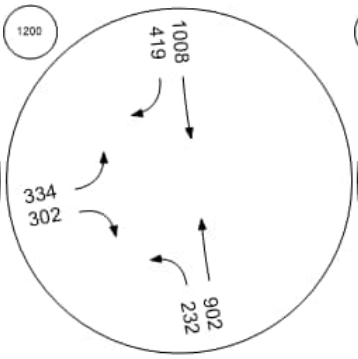
Bodden Town Road at Long



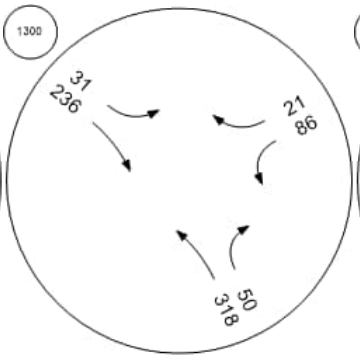
Frank Sound Road at Bodde



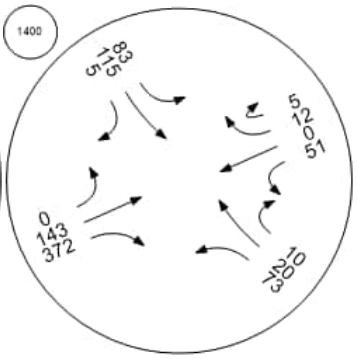
Frank Sound Road at Clifton



Frank Sound Road at North S

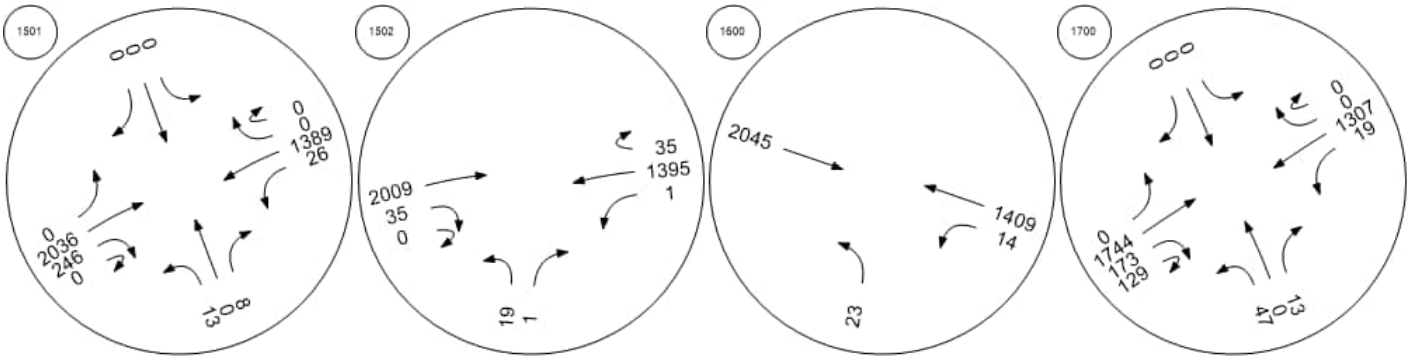


East-West Arterial at Agricola

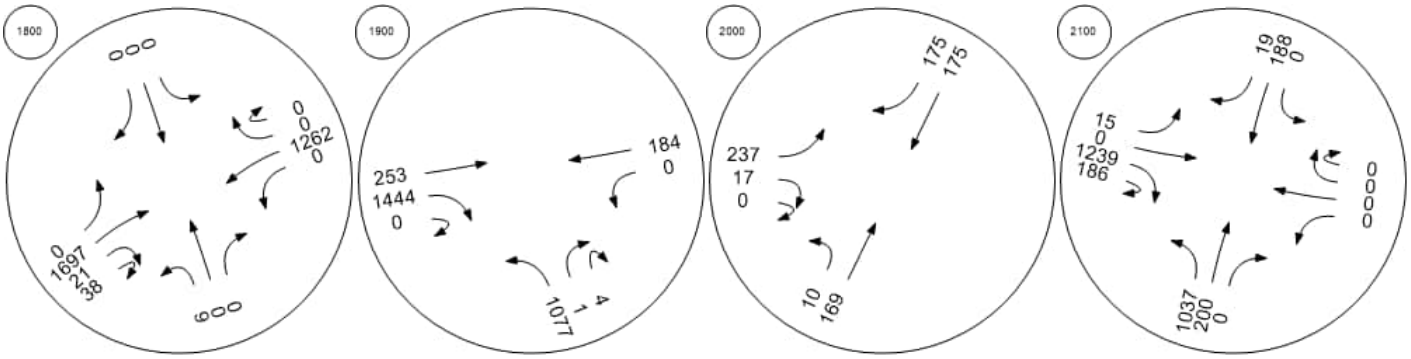


Traffic Volume - Base Volume

East-West Arterial at Will T C East-West Arterial at Will T C East-West Arterial at Northwa East-West Arterial at Lookout



East-West Arterial at Longfell East West Arterial North/Sout Frank Sound Road at East-W Frank Sound Road at East-W



Intersection Level Of Service Report
Intersection 101: East-West Arterial Road at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	15.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes		

Intersection Setup

Name									East-West Arterial				East-West Arterial				
Approach	Northbound				Southbound				Eastbound				Westbound				
Lane Configuration																	
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	U-tu	Left	Thr	Thr	Rig	U-t
Lane Width [ft]	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.	12.	12.	12.	12.
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100	100	100	100	100
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Speed [mph]	30.00				30.00				25.00				25.00				
Grade [%]	0.00				0.00				0.00				0.00				
Crosswalk	Yes				Yes				Yes				Yes				

Volumes

Name									East-West Arterial				East-West Arterial				
Base Volume Input [veh/h]	1	0	138	167	49	253	0	167	626	0	11	15	249	0	0	258	0
Base Volume Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	138	167	49	253	0	167	626	0	11	15	249	0	0	258	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Other Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Total 15-Minute Volume [veh/h]	0	0	35	42	12	63	0	42	157	0	3	4	62	0	0	65	0
Total Analysis Volume [veh/h]	1	0	138	167	49	253	0	167	626	0	11	15	249	0	0	258	0
Pedestrian Volume [ped/h]	0				0				0				0				

Intersection Settings

Number of Conflicting Circulating Lanes	1				3				1				1					
Circulating Flow Rate [veh/h]	440				193				563				446					
Exiting Flow Rate [veh/h]	513				1022				183				216					
Demand Flow Rate [veh/h]	1	0	138	167	49	253	0	167	626	0	11	15	249	0	0	258	0	
Adjusted Demand Flow Rate [veh/h]	1	0	138	167	49	253	0	167	626	0	11	15	249	0	0	258	0	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1420.00	1380.00	1380.00
B (coefficient)	0.00102	0.00085	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	306	469	652	507
Capacity of Entry and Bypass Lanes [veh/h]	881	1206	778	876
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	881	1206	778	876
X, volume / capacity	0.35	0.39	0.84	0.58

Movement, Approach, & Intersection Results

Lane LOS	A	A	D	B
95th-Percentile Queue Length [veh]	1.56	1.87	9.66	3.81
95th-Percentile Queue Length [ft]	39.06	46.83	241.58	95.28
Approach Delay [s/veh]	7.98	6.82	27.93	12.50
Approach LOS	A	A	D	B
Intersection Delay [s/veh]	15.61			
Intersection LOS	C			

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	189.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.343

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	46	655	0	0	395	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	46	655	0	0	395	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	12	176	0	0	106	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	49	704	0	0	425	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance		No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.08	1.34	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	11.16	189.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Movement LOS				B	F			A					
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.25	30.99	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	6.27	774.83	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
d_A, Approach Delay [s/veh]	0.00			177.96			0.00			0.00			
Approach LOS	A			F			A			A			
d_I, Intersection Delay [s/veh]	113.76												
Intersection LOS	F												

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.076

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	585	0	0	0	7	648	0	0	0	0	1499	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	585	0	0	0	7	648	0	0	0	0	1499	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	157	0	0	0	2	174	0	0	0	0	403	0
Total Analysis Volume [veh/h]	629	0	0	0	8	697	0	0	0	0	1612	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	4.84	0.00	0.00	0.00	0.08	0.00	0.00	0.00	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	1793.1	0.00	0.00	0.00	10000.	10000.	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	F				F	F				A	A	
95th-Percentile Queue Length [veh/ln]	65.94	0.00	0.00	0.00	91.03	91.03	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1648.6	0.00	0.00	0.00	2275.7	2275.7	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	1793.19			10000.00			0.00			0.00		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	2775.94											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 203: Shamrock Road atHirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	13.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.094

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	40	575	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	40	575	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	11	155	0	0	0
Total Analysis Volume [veh/h]	0	43	618	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.09	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	13.71	0.00	0.00	0.00	0.00
Movement LOS		B	A			
95th-Percentile Queue Length [veh/ln]	0.00	0.31	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	7.76	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.71		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.89					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	302.9
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.173

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	33	0	12	0	0	61	10	306	6	3	1409	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	0	12	0	0	61	10	306	6	3	1409	0
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	0	3	0	0	16	3	77	2	1	352	0
Total Analysis Volume [veh/h]	34	0	12	0	0	63	10	306	6	3	1409	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.20	0.00	0.17	0.00	0.00	1.17	0.00	0.00	0.01	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	42.39	62.86	73.63	240.75	277.13	302.85	0.00	0.00	12.45	0.00	0.00	7.87
Movement LOS	E	F	F	F	F	F	A	A	B	A	A	A
95th-Percentile Queue Length [veh/ln]	1.54	1.54	1.54	5.47	5.47	5.47	0.04	0.04	0.04	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	38.45	38.45	38.45	136.87	136.87	136.87	0.93	0.93	0.93	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	50.54			302.85			0.23			0.00		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	11.65											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive

Control Type:	Roundabout	Delay (sec / veh):	65.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	4	7	2	286	17	109	31	286	2	3	1298	101
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	7	2	286	17	109	31	286	2	3	1298	101
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	1	72	4	27	8	72	1	1	325	25
Total Analysis Volume [veh/h]	4	7	2	286	17	109	31	286	2	3	1298	101
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	1508			290			110			128		
Exiting Flow Rate [veh/h]	22			139			1411			574		
Demand Flow Rate [veh/h]	4	7	2	286	17	109	31	286	2	3	1298	101
Adjusted Demand Flow Rate [veh/h]	4	7	2	286	17	109	31	286	2	3	1298	101

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	13	412	319	1402
Capacity of Entry and Bypass Lanes [veh/h]	297	1027	1234	1212
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	297	1027	1234	1212
X, volume / capacity	0.04	0.40	0.26	1.16

Movement, Approach, & Intersection Results

Lane LOS	B	A	A	F
95th-Percentile Queue Length [veh]	0.14	1.96	1.04	37.78
95th-Percentile Queue Length [ft]	3.43	49.02	25.93	944.49
Approach Delay [s/veh]	12.92	7.84	5.23	96.42
Approach LOS	B	A	A	F
Intersection Delay [s/veh]	65.35			
Intersection LOS	F			

Intersection Level Of Service Report
Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	57.2
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.118

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	16	0	5	3	0	9	1	571	2	0	1053	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	16	0	5	3	0	9	1	571	2	0	1053	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	0	1	1	0	2	0	143	1	0	263	0
Total Analysis Volume [veh/h]	16	0	5	3	0	9	1	571	2	0	1053	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.00	0.06	0.01	0.00	0.12	0.00	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	20.71	42.89	51.85	17.01	45.27	57.17	0.00	0.00	10.40	0.00	0.00	8.56
Movement LOS	C	E	F	C	E	F	A	A	B	A	A	A
95th-Percentile Queue Length [veh/ln]	0.40	0.40	0.40	0.41	0.41	0.41	0.01	0.01	0.01	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	9.92	9.92	9.92	10.16	10.16	10.16	0.22	0.22	0.22	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	28.13			47.13			0.04			0.00		
Approach LOS	D			E			A			A		
d_I, Intersection Delay [s/veh]	0.71											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	416.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.134

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	35	27	332	247	59	1017
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	35	27	332	247	59	1017
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	7	91	68	16	279
Total Analysis Volume [veh/h]	38	30	365	271	65	1118
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.16	1.13	0.00	0.45	0.00	0.01
d_M, Delay for Movement [s/veh]	294.69	415.99	0.00	15.93	0.00	0.00
Movement LOS	F	F	A	C	A	A
95th-Percentile Queue Length [veh/ln]	6.10	6.10	2.35	2.35	0.00	0.00
95th-Percentile Queue Length [ft/ln]	152.39	152.39	58.86	58.86	0.00	0.00
d_A, Approach Delay [s/veh]	348.20		6.79		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	14.84					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	33.0
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.060

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	8	8	12	355	1027	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	8	12	355	1027	21
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	2	3	91	265	5
Total Analysis Volume [veh/h]	8	8	12	366	1059	22
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.06	0.00	0.00	0.01	0.02
d_M, Delay for Movement [s/veh]	11.54	33.02	0.00	0.00	0.00	8.08
Movement LOS	B	D	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.23	0.23	0.00	0.00	0.06	0.06
95th-Percentile Queue Length [ft/ln]	5.71	5.71	0.00	0.00	1.41	1.41
d_A, Approach Delay [s/veh]	22.28		0.00		0.16	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.36					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	36.7
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.694

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	5	1	0	1	0	234	148	199	0	0	438	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	1	0	1	0	234	148	199	0	0	438	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	0	0	59	37	50	0	0	110	2
Total Analysis Volume [veh/h]	5	1	0	1	0	234	148	199	0	0	438	6
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.69	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.85	16.34	15.61	30.72	36.25	36.72	0.00	0.00	8.18	0.00	0.00	7.96
Movement LOS	B	C	C	D	E	E	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.03	0.03	0.03	4.94	4.94	4.94	0.00	0.00	0.00	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.85	0.85	0.85	123.57	123.57	123.57	0.00	0.00	0.00	0.37	0.37	0.37
d_A, Approach Delay [s/veh]	11.77			36.69			0.00			0.11		
Approach LOS	B			E			A			A		
d_I, Intersection Delay [s/veh]	8.47											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 902: Bodden Town Road at Bodden Town Bypass

Control Type:	Two-way stop	Delay (sec / veh):	24.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.097

Intersection Setup

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	92	19	12	204	390	190
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	92	19	12	204	390	190
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	5	3	54	104	51
Total Analysis Volume [veh/h]	98	20	13	217	415	202
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.10	0.00	0.00	0.00	0.15
d_M, Delay for Movement [s/veh]	11.19	24.24	0.00	0.00	0.00	8.14
Movement LOS	B	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.82	0.82	0.00	0.00	0.53	0.53
95th-Percentile Queue Length [ft/ln]	20.38	20.38	0.00	0.00	13.15	13.15
d_A, Approach Delay [s/veh]	13.41		0.00		2.66	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	3.34					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Two-way stop	Delay (sec / veh):	15.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.032

Intersection Setup

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	0	10	6	216	539	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	10	6	216	539	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	2	59	148	0
Total Analysis Volume [veh/h]	0	11	7	237	592	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	9.83	15.89	0.00	0.00	0.00	7.70
Movement LOS	A	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.49	2.49	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	15.89		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.21					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1100: Frank Sound Road at Bodden Town Road

Control Type:	Roundabout	Delay (sec / veh):	10.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	908	51	97	123	488	731
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	908	51	97	123	488	731
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	244	14	26	33	131	197
Total Analysis Volume [veh/h]	976	55	104	132	525	786
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Number of Conflicting Circulating Lanes	1		1		1	
Circulating Flow Rate [veh/h]	132		786		55	
Exiting Flow Rate [veh/h]	890		580		1108	
Demand Flow Rate [veh/h]	908	51	97	123	488	731
Adjusted Demand Flow Rate [veh/h]	976	55	104	132	525	786

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00091	0.00091	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	976	55	104	132	525	786
Capacity of Entry and Bypass Lanes [veh/h]	1260	1260	695	695	1351	1351
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1260	1260	695	695	1351	1351
X, volume / capacity	0.78	0.04	0.15	0.19	0.39	0.58

Movement, Approach, & Intersection Results

Lane LOS	C	A	A	A	A	A
95th-Percentile Queue Length [veh]	8.36	0.14	0.52	0.70	1.87	3.95
95th-Percentile Queue Length [ft]	209.04	3.42	13.12	17.43	46.84	98.86
Approach Delay [s/veh]	15.11		7.12		8.04	
Approach LOS	C		A		A	
Intersection Delay [s/veh]	10.78					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Roundabout	Delay (sec / veh):	12.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter HS	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	1	0	0	0	0	0
Exit Pocket Length [ft]	100.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		20.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter HS	
Base Volume Input [veh/h]	368	605	1304	322	452	249
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	368	605	1304	322	452	249
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	92	151	326	81	113	62
Total Analysis Volume [veh/h]	368	605	1304	322	452	249
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Number of Conflicting Circulating Lanes	2		2		2	
Circulating Flow Rate [veh/h]	322		249		605	
Exiting Flow Rate [veh/h]	1553		1057		690	
Demand Flow Rate [veh/h]	368	605	1304	322	452	249
Adjusted Demand Flow Rate [veh/h]	368	605	1304	322	452	249

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1350.00	1420.00	1350.00	1420.00	1350.00
B (coefficient)	0.00085	0.00092	0.00085	0.00092	0.00085	0.00092
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	368	605	862	765	452	249
Capacity of Entry and Bypass Lanes [veh/h]	1080	1004	1150	1074	850	774
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1080	1004	1150	1074	850	774
X, volume / capacity	0.34	0.60	0.75	0.71	0.53	0.32

Movement, Approach, & Intersection Results

Lane LOS	A	B	C	B	B	A
95th-Percentile Queue Length [veh]	1.52	4.20	7.45	6.36	3.21	1.39
95th-Percentile Queue Length [ft]	38.11	104.93	186.28	159.08	80.19	34.85
Approach Delay [s/veh]	9.94		15.19		10.50	
Approach LOS	A		C		B	
Intersection Delay [s/veh]	12.65					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	14.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	184	47	8	296	57	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	184	47	8	296	57	1
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	52	13	2	83	16	0
Total Analysis Volume [veh/h]	207	53	9	333	64	1
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.00	0.00	0.09	0.00
d_M, Delay for Movement [s/veh]	0.00	8.06	0.00	0.00	10.60	14.19
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.14	0.14	0.00	0.00	0.31	0.31
95th-Percentile Queue Length [ft/ln]	3.38	3.38	0.00	0.00	7.63	7.63
d_A, Approach Delay [s/veh]	1.64		0.00		10.65	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	1.68					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	4.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			25.00			25.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	Yes			Yes			Yes			Yes			

Volumes

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Base Volume Input [veh/h]	238	18	29	32	84	34	2	0	309	13	0	23	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	238	18	29	32	84	34	2	0	309	13	0	23	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	60	5	7	8	21	9	1	0	77	3	0	6	0
Total Analysis Volume [veh/h]	238	18	29	32	84	34	2	0	309	13	0	23	0
Pedestrian Volume [ped/h]	0			0			0			0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1			
Circulating Flow Rate [veh/h]	57			338			70			427			
Exiting Flow Rate [veh/h]	406			43			272			61			
Demand Flow Rate [veh/h]	238	18	29	32	84	34	2	0	309	13	0	23	0
Adjusted Demand Flow Rate [veh/h]	238	18	29	32	84	34	2	0	309	13	0	23	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	285	150	311	36
Capacity of Entry and Bypass Lanes [veh/h]	1303	978	1285	893
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1303	978	1285	893
X, volume / capacity	0.22	0.15	0.24	0.04

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.84	0.54	0.95	0.13
95th-Percentile Queue Length [ft]	20.88	13.52	23.76	3.15
Approach Delay [s/veh]	4.63	5.12	4.90	4.40
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	4.82			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 1501: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	11.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name							East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			30.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name							East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	64	0	35	0	0	0	0	1663	19	0	1	1956	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	64	0	35	0	0	0	0	1663	19	0	1	1956	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	16	0	9	0	0	0	0	416	5	0	0	489	0	0
Total Analysis Volume [veh/h]	64	0	35	0	0	0	0	1663	19	0	1	1956	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1				1			
Circulating Flow Rate [veh/h]	1956			1717			35				19			
Exiting Flow Rate [veh/h]	20			0			2020				1698			
Demand Flow Rate [veh/h]	64	0	35	0	0	0	0	1663	19	0	1	1956	0	0
Adjusted Demand Flow Rate [veh/h]	64	0	35	0	0	0	0	1663	19	0	1	1956	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1350.00	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00092	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	53	47	0	892	791	1038	920
Capacity of Entry and Bypass Lanes [veh/h]	270	224	330	1376	1376	1396	1396
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	270	224	330	1376	1376	1396	1396
X, volume / capacity	0.19	0.21	0.00	0.65	0.57	0.74	0.66

Movement, Approach, & Intersection Results

Lane LOS	C	C	B	B	A	B	B
95th-Percentile Queue Length [veh]	0.71	0.76	0.00	5.10	3.85	7.44	5.32
95th-Percentile Queue Length [ft]	17.69	19.09	0.00	127.40	96.29	186.10	133.06
Approach Delay [s/veh]	19.34		10.91	9.80		12.10	
Approach LOS	C		B	A		B	
Intersection Delay [s/veh]	11.26						
Intersection LOS	B						

Intersection Level Of Service Report
Intersection 1502: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	10.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name			East-West Arterial			East-West Arterial		
Approach	Northbound		Eastbound			Westbound		
Lane Configuration								
Turning Movement	Left	Right	Thru	Right	U-turn	Left	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00			50.00		
Grade [%]	0.00		0.00			0.00		
Crosswalk	Yes		Yes			Yes		

Volumes

Name			East-West Arterial			East-West Arterial		
Base Volume Input [veh/h]	233	4	1693	4	0	1	1724	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	233	4	1693	4	0	1	1724	16
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	58	1	423	1	0	0	431	4
Total Analysis Volume [veh/h]	233	4	1693	4	0	1	1724	16
Pedestrian Volume [ped/h]	0		0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	2		1			1		
Circulating Flow Rate [veh/h]	1740		20			4		
Exiting Flow Rate [veh/h]	5		1957			1713		
Demand Flow Rate [veh/h]	233	4	1693	4	0	1	1724	16
Adjusted Demand Flow Rate [veh/h]	233	4	1693	4	0	1	1724	16

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1350.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00092	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	126	112	900	798	923	819
Capacity of Entry and Bypass Lanes [veh/h]	324	273	1395	1395	1415	1415
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	324	273	1395	1395	1415	1415
X, volume / capacity	0.39	0.41	0.65	0.57	0.65	0.58

Movement, Approach, & Intersection Results

Lane LOS	C	C	B	A	B	A
95th-Percentile Queue Length [veh]	1.78	1.90	5.04	3.81	5.19	3.91
95th-Percentile Queue Length [ft]	44.40	47.43	126.01	95.36	129.69	97.75
Approach Delay [s/veh]	21.91		9.65		9.70	
Approach LOS	C		A		A	
Intersection Delay [s/veh]	10.46					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1600: East-West Arterial at Northward Rd

Control Type:	Two-way stop	Delay (sec / veh):	20.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.283

Intersection Setup

Name	Northward Rd		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	90	0	1713	0	8	1651
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	90	0	1713	0	8	1651
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	0	428	0	2	413
Total Analysis Volume [veh/h]	90	0	1713	0	8	1651
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.28	0.00	0.02	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	20.75	0.00	0.00	0.00	0.00	0.00
Movement LOS	C		A		A	A
95th-Percentile Queue Length [veh/ln]	1.14	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	28.50	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	20.75		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.54					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1700: East-West Arterial at Lookout Rd

Control Type:	Roundabout	Delay (sec / veh):	9.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Lookout Rd			Lookout Rd			East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Lookout Rd			Lookout Rd			East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	86	0	7	0	0	0	0	1617	35	61	6	1556	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	86	0	7	0	0	0	0	1617	35	61	6	1556	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	22	0	2	0	0	0	0	404	9	15	2	389	0	0
Total Analysis Volume [veh/h]	86	0	7	0	0	0	0	1617	35	61	6	1556	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1				1				
Circulating Flow Rate [veh/h]	1617			1720			7				96				
Exiting Flow Rate [veh/h]	41			0			1703				1624				
Demand Flow Rate [veh/h]	86	0	7	0	0	0	0	1617	35	61	6	1556	0	0	
Adjusted Demand Flow Rate [veh/h]	86	0	7	0	0	0	0	1617	35	61	6	1556	0	0	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	93	0	908	806	828	735
Capacity of Entry and Bypass Lanes [veh/h]	360	330	1411	1411	1302	1302
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	360	330	1411	1411	1302	1302
X, volume / capacity	0.26	0.00	0.64	0.57	0.64	0.56

Movement, Approach, & Intersection Results

Lane LOS	B	B	B	A	B	A
95th-Percentile Queue Length [veh]	1.02	0.00	5.01	3.80	4.85	3.69
95th-Percentile Queue Length [ft]	25.42	0.00	125.35	94.91	121.23	92.29
Approach Delay [s/veh]	14.78	10.94	9.54		9.93	
Approach LOS	B	B	A		A	
Intersection Delay [s/veh]	9.86					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1800: East-West Arterial at Longfellow Rd

Control Type:	Roundabout	Delay (sec / veh):	8.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Longfellow Rd			Longfellow Rd			East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Longfellow Rd			Longfellow Rd			East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	13	0	9	0	0	0	0	1617	7	0	10	1462	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	0	9	0	0	0	0	1617	7	0	10	1462	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	3	0	2	0	0	0	0	404	2	0	3	366	0	0
Total Analysis Volume [veh/h]	13	0	9	0	0	0	0	1617	7	0	10	1462	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1				1			
Circulating Flow Rate [veh/h]	1462			1633			9				7			
Exiting Flow Rate [veh/h]	17			0			1475				1626			
Demand Flow Rate [veh/h]	13	0	9	0	0	0	0	1617	7	0	10	1462	0	0
Adjusted Demand Flow Rate [veh/h]	13	0	9	0	0	0	0	1617	7	0	10	1462	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	22	0	861	764	781	692
Capacity of Entry and Bypass Lanes [veh/h]	410	355	1409	1409	1411	1411
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	410	355	1409	1409	1411	1411
X, volume / capacity	0.05	0.00	0.61	0.54	0.55	0.49

Movement, Approach, & Intersection Results

Lane LOS	A	B	A	A	A	A
95th-Percentile Queue Length [veh]	0.17	0.00	4.43	3.41	3.55	2.80
95th-Percentile Queue Length [ft]	4.24	0.00	110.70	85.14	88.76	69.97
Approach Delay [s/veh]	9.55	10.16	8.93		7.96	
Approach LOS	A	B	A		A	
Intersection Delay [s/veh]	8.48					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1900: East West Arterial

Control Type:	Roundabout	Delay (sec / veh):	8.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name							East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			50.00				40.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name							East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	0	0	0	0	0	11	1	1599	26	0	0	1403	0	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	11	1	1599	26	0	0	1403	0	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	0	0	0	0	0	3	0	400	7	0	0	351	0	3
Total Analysis Volume [veh/h]	0	0	0	0	0	11	1	1599	26	0	0	1403	0	12
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1				1				
Circulating Flow Rate [veh/h]	1426			1637			12				37				
Exiting Flow Rate [veh/h]	26			1			1414				1611				
Demand Flow Rate [veh/h]	0	0	0	0	0	11	1	1599	26	0	0	1403	0	12	
Adjusted Demand Flow Rate [veh/h]	0	0	0	0	0	11	1	1599	26	0	0	1403	0	12	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	0	11	862	765	750	666
Capacity of Entry and Bypass Lanes [veh/h]	423	354	1405	1405	1373	1373
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	423	354	1405	1405	1373	1373
X, volume / capacity	0.00	0.03	0.61	0.54	0.55	0.48

Movement, Approach, & Intersection Results

Lane LOS	A	B	A	A	A	A
95th-Percentile Queue Length [veh]	0.00	0.10	4.47	3.43	3.46	2.73
95th-Percentile Queue Length [ft]	0.00	2.41	111.72	85.83	86.44	68.35
Approach Delay [s/veh]	8.52	10.68	8.99		8.00	
Approach LOS	A	B	A		A	
Intersection Delay [s/veh]	8.54					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 2000: Frank Sound Road at East-West Arterial

Control Type:	Unknown	Delay (sec / veh):	?
Analysis Method:	?	Level Of Service:	?
Analysis Period:	15 minutes	Volume to Capacity (v/c):	?

Intersection Setup

Name	Frank Sound Rd	Frank Sound Rd
Approach	Northbound	Southbound
Lane Configuration		
Turning Movement	Thru	Thru
Crosswalk	Yes	Yes

Volumes

Name	Frank Sound Rd	Frank Sound Rd
Base Volume Input [veh/h]	242	387
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Left-Turn on Red Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	242	387
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	61	97
Total Analysis Volume [veh/h]	242	387
Presence of On-Street Parking	No	No
On-Street Parking Maneuver Rate [/h]	0	0
Local Bus Stopping Rate [/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Level Of Service Report
Intersection 2100: Frank Sound Road at East-West Arterial

Control Type:	Roundabout	Delay (sec / veh):	13.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd			Frank Sound Rd			East-West Arterial							
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00				40.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Frank Sound Rd			Frank Sound Rd			East-West Arterial							
Base Volume Input [veh/h]	947	109	0	0	177	283	154	4	1449	10	0	11	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	947	109	0	0	177	283	154	4	1449	10	0	11	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	237	27	0	0	44	71	39	1	362	3	0	3	0	0
Total Analysis Volume [veh/h]	947	109	0	0	177	283	154	4	1449	10	0	11	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1				2			
Circulating Flow Rate [veh/h]	304			1463			109				1919			
Exiting Flow Rate [veh/h]	1626			263			1251				4			
Demand Flow Rate [veh/h]	947	109	0	0	177	283	154	4	1449	10	0	11	0	0
Adjusted Demand Flow Rate [veh/h]	947	109	0	0	177	283	154	4	1449	10	0	11	0	0

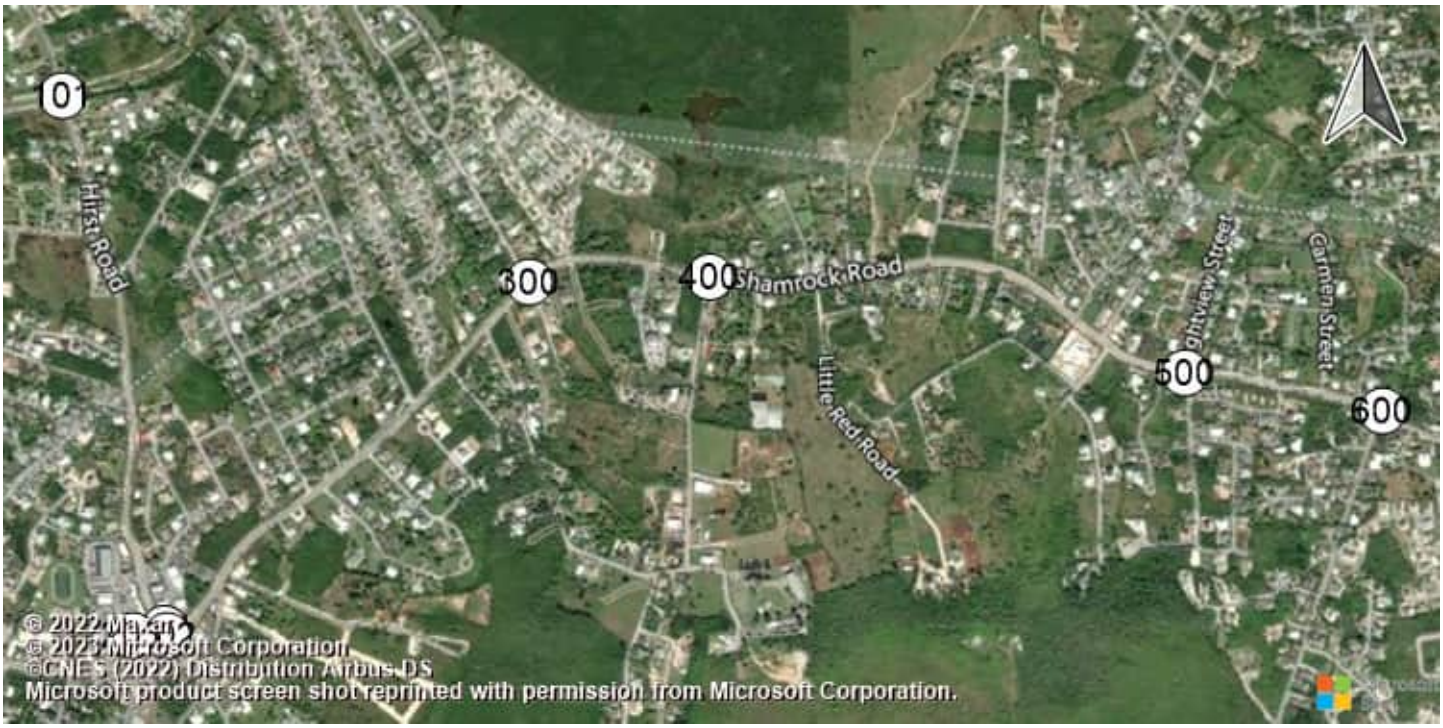
Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1350.00	1420.00	1350.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00092	0.00085	0.00092	0.00091	0.00091	0.00085
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	560	497	177	283	760	858	11
Capacity of Entry and Bypass Lanes [veh/h]	1097	1021	410	352	1286	1286	278
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1097	1021	410	352	1286	1286	278
X, volume / capacity	0.51	0.49	0.43	0.81	0.59	0.67	0.04

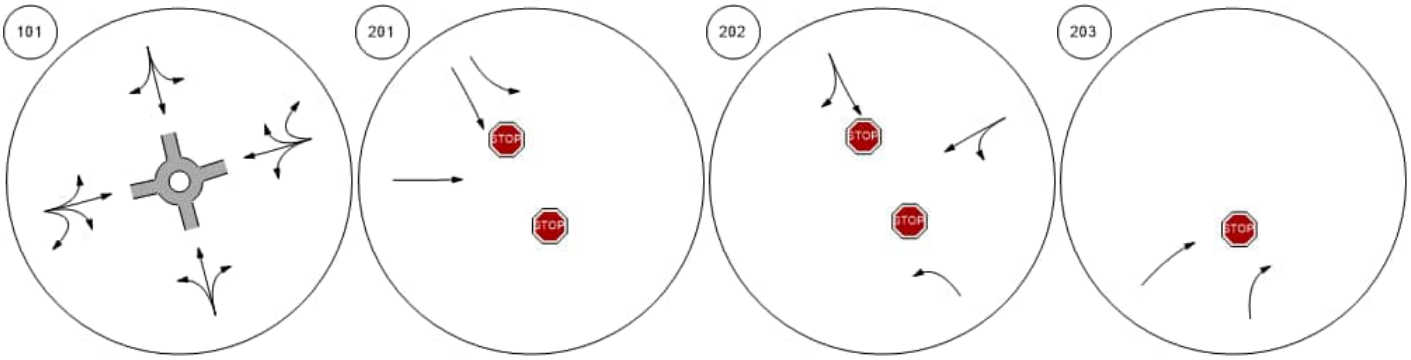
Movement, Approach, & Intersection Results

Lane LOS	A	A	C	E	A	B	B
95th-Percentile Queue Length [veh]	2.99	2.73	2.13	6.88	4.08	5.44	0.12
95th-Percentile Queue Length [ft]	74.84	68.16	53.21	171.97	102.04	136.05	3.08
Approach Delay [s/veh]	9.23		34.73		10.68		13.69
Approach LOS	A		D		B		B
Intersection Delay [s/veh]	13.72						
Intersection LOS	B						

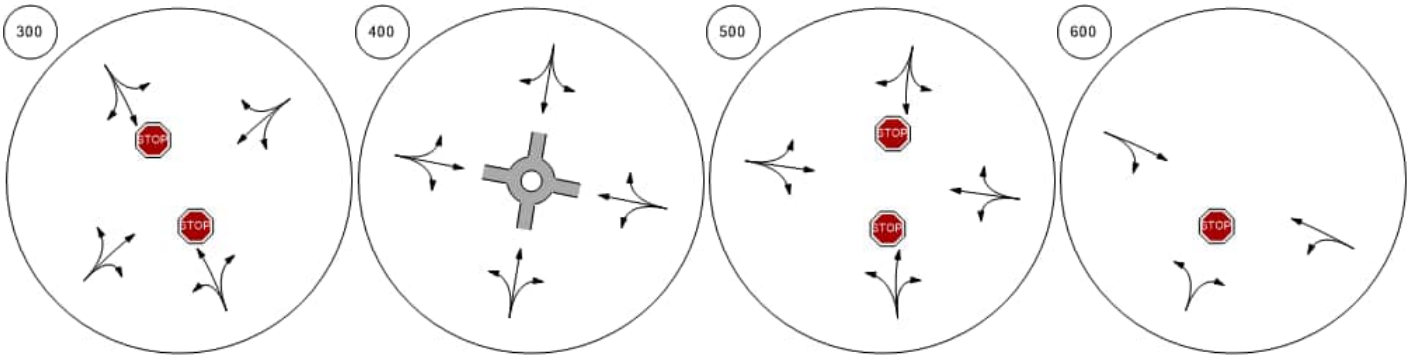
Lane Configuration and Traffic Control



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

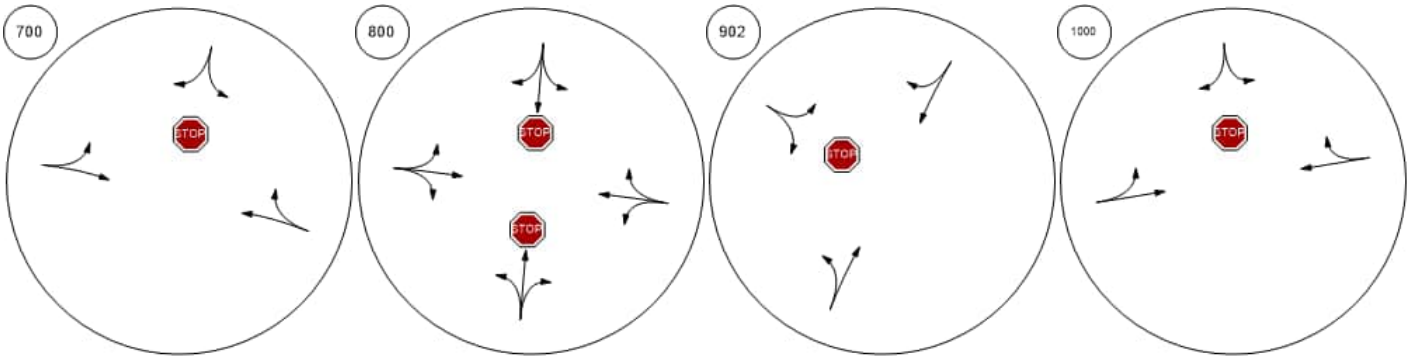


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

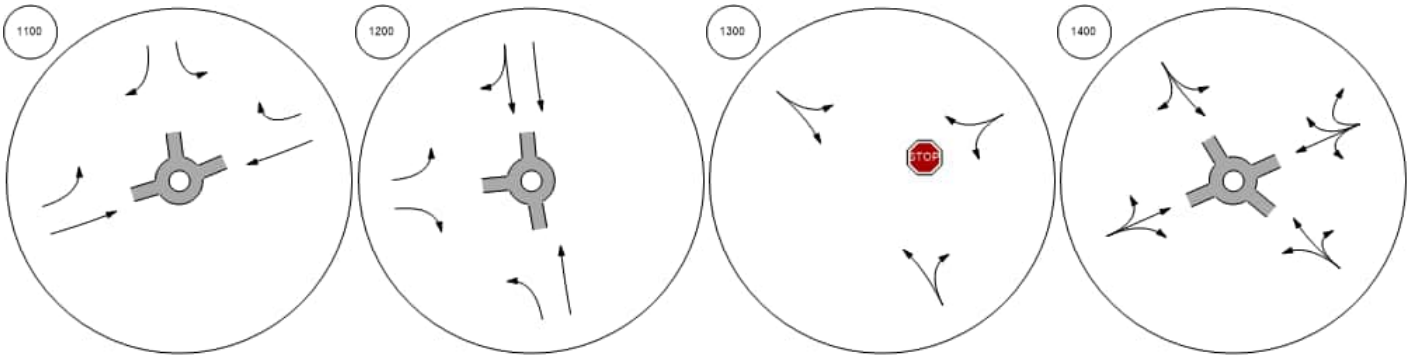


Lane Configuration and Traffic Control

Shamrock Road at Northward | Shamrock Road at Condor R | Bodden Town Road at Bodde | Bodden Town Road at Long

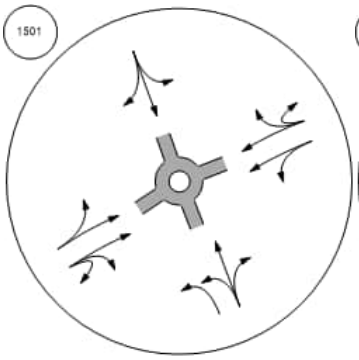


Frank Sound Road at Bodde | Frank Sound Road at Clifton | Frank Sound Road at North S | East-West Arterial at Agricola

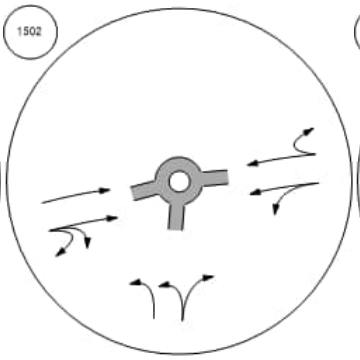


Lane Configuration and Traffic Control

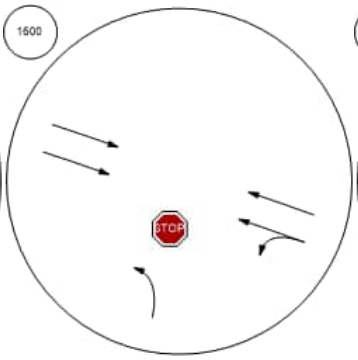
East-West Arterial at Will T C



East-West Arterial at Will T C

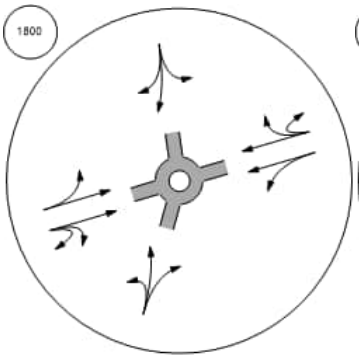


East-West Arterial at Northwa

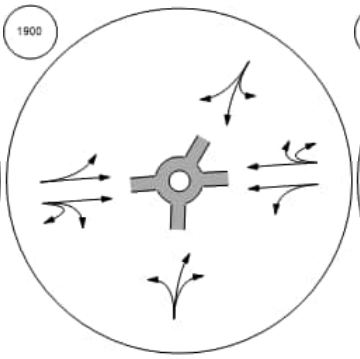


East-West Arterial at Lookout

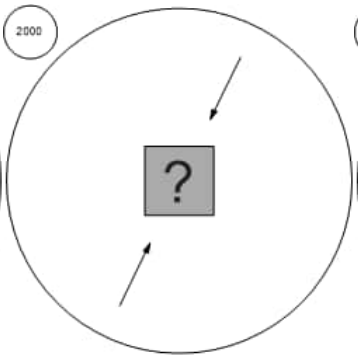
East-West Arterial at Longfell



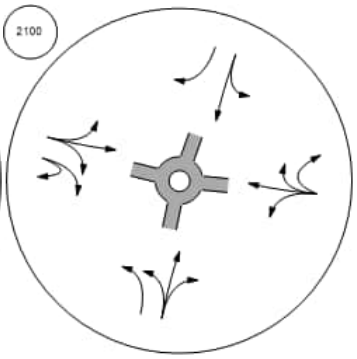
East West Arterial



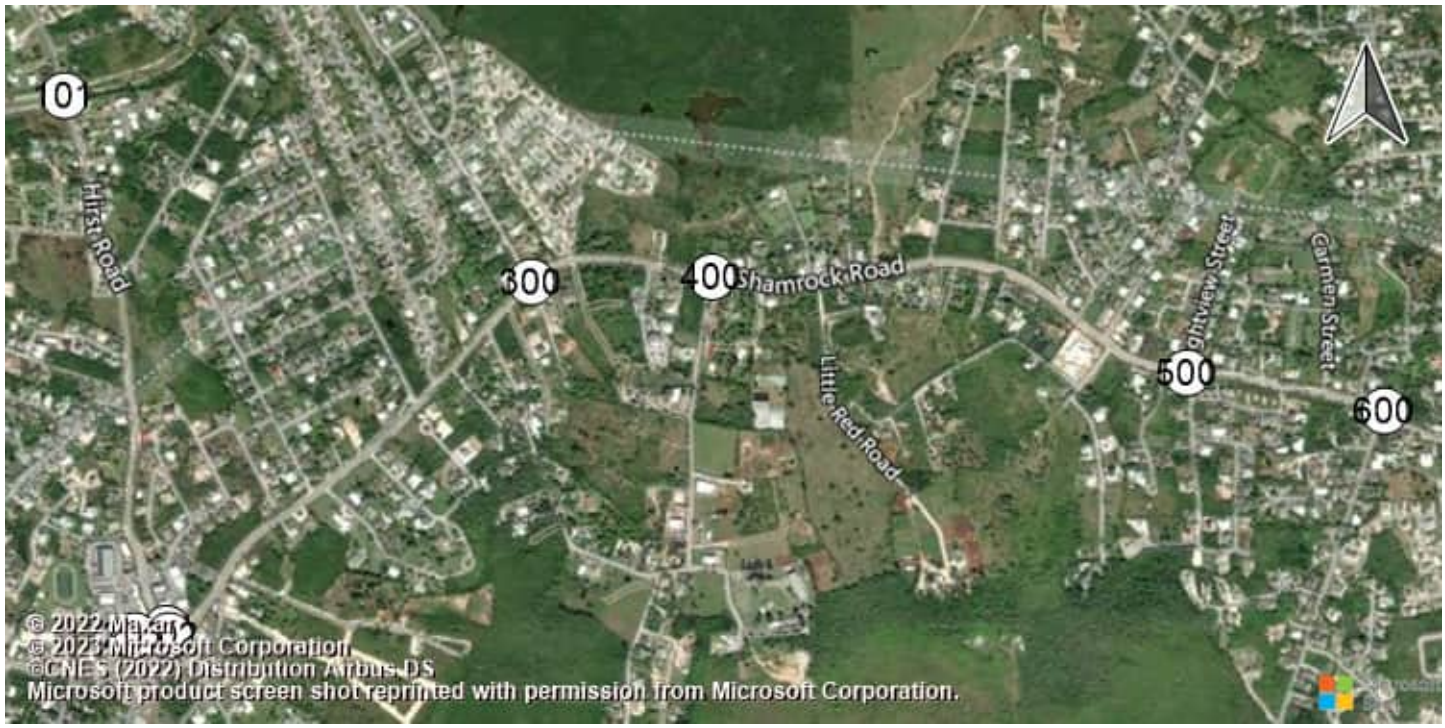
Frank Sound Road at East-W



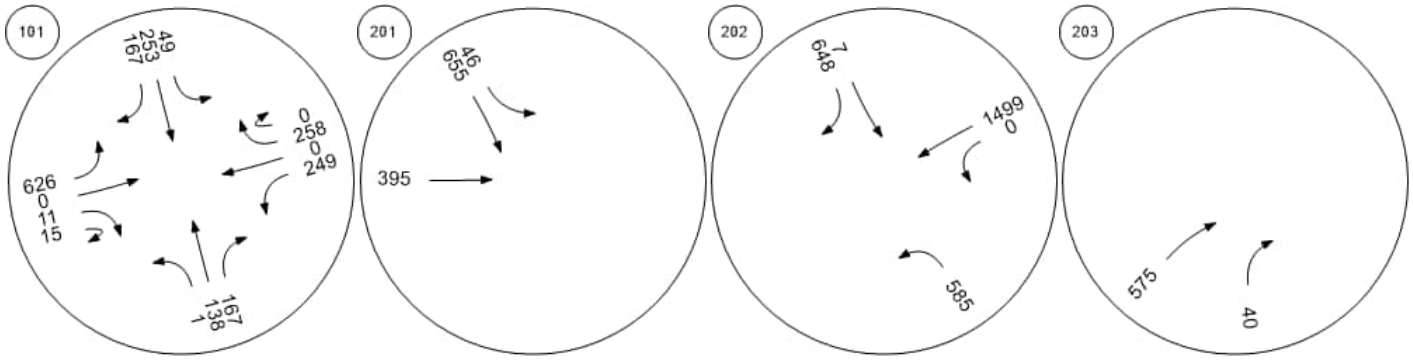
Frank Sound Road at East-W



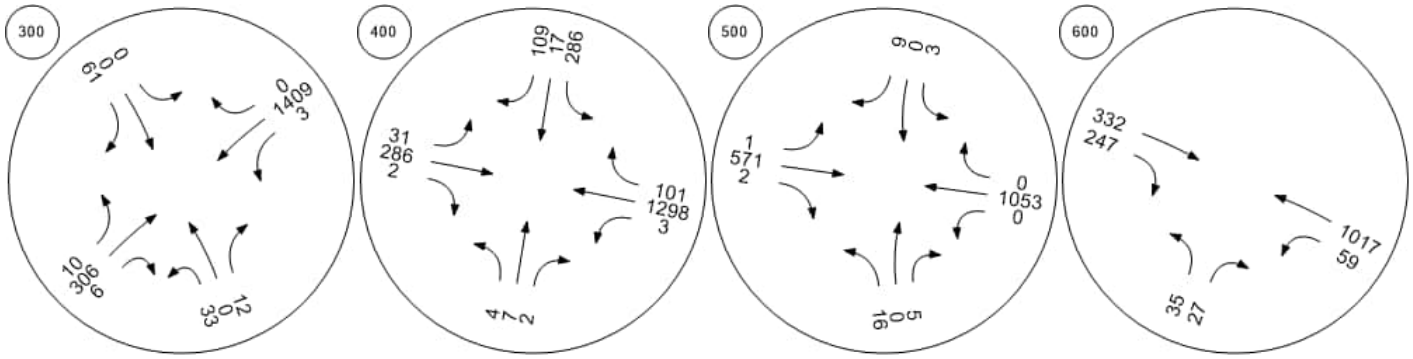
Traffic Volume - Base Volume



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

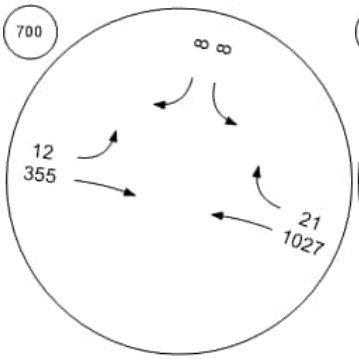


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

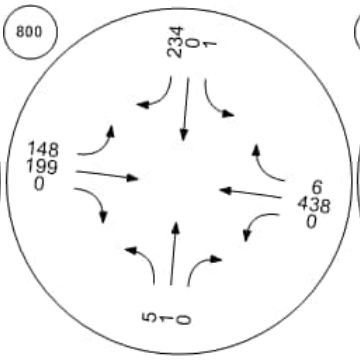


Traffic Volume - Base Volume

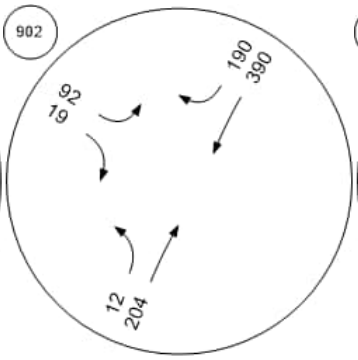
Shamrock Road at Northward



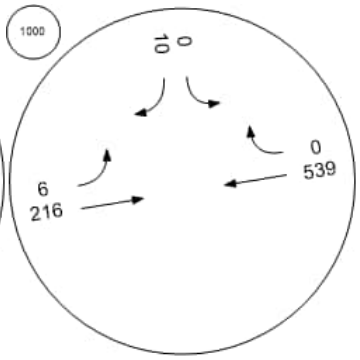
Shamrock Road at Condor R



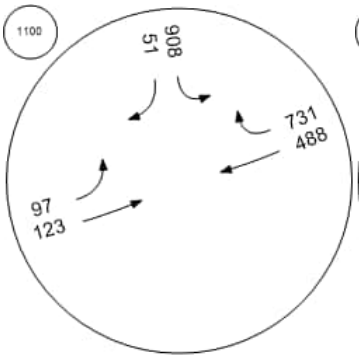
Bodden Town Road at Bodde



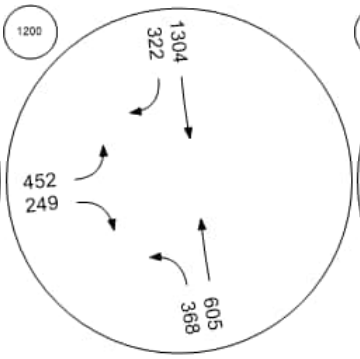
Bodden Town Road at Long



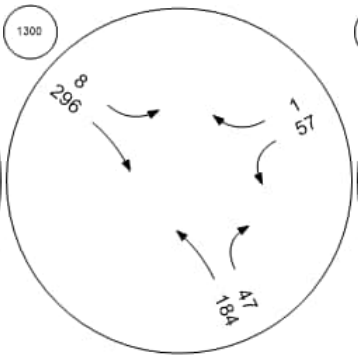
Frank Sound Road at Bodde



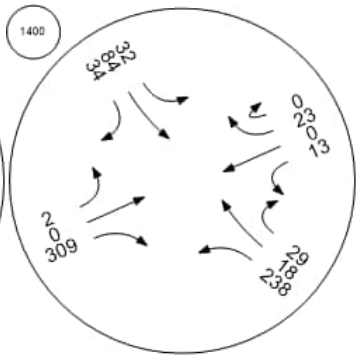
Frank Sound Road at Clifton



Frank Sound Road at North S

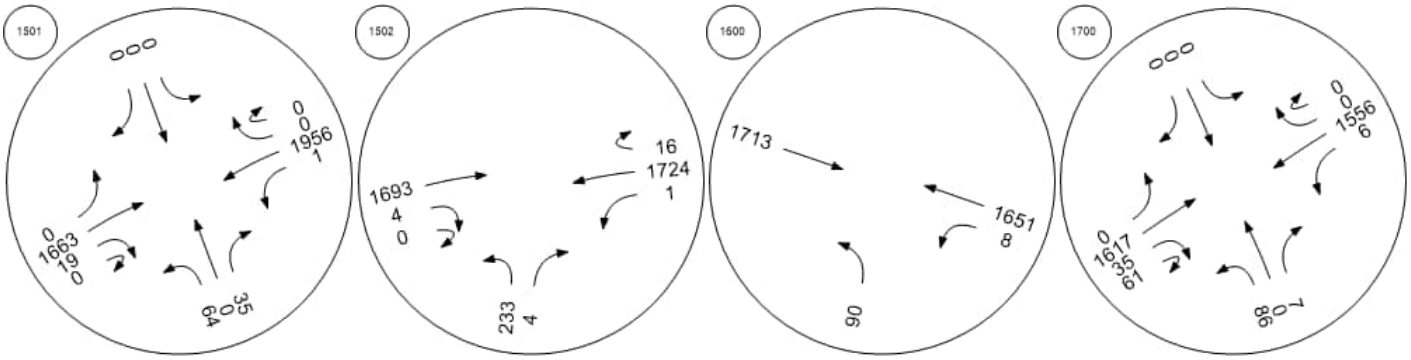


East-West Arterial at Agricola

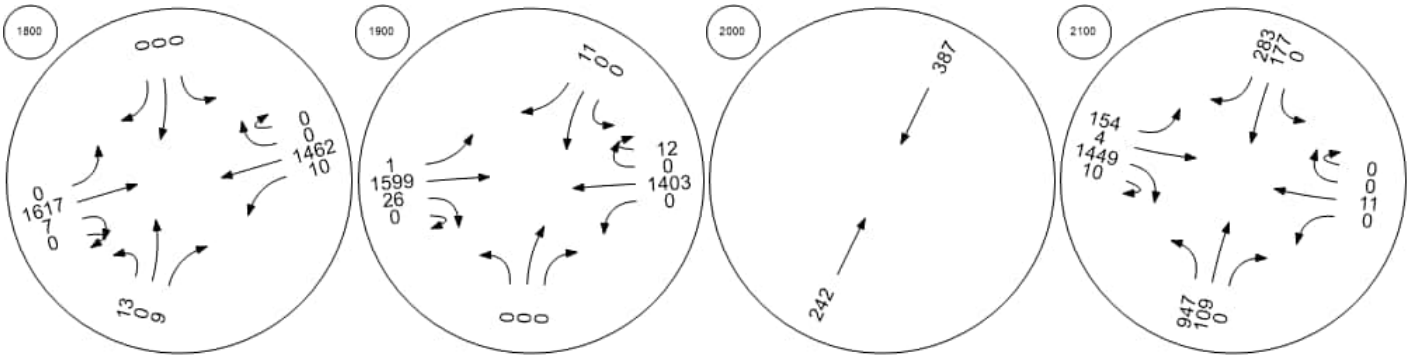


Traffic Volume - Base Volume

East-West Arterial at Will T C East-West Arterial at Will T C East-West Arterial at Northwa East-West Arterial at Lookout



East-West Arterial at Longfell East West Arterial Frank Sound Road at East-W Frank Sound Road at East-W



Intersection Level Of Service Report
Intersection 101: East-West Arterial Road at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	25.8
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes		

Intersection Setup

Name									East-West Arterial				East-West Arterial				
Approach	Northbound				Southbound				Eastbound				Westbound				
Lane Configuration																	
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	U-tu	Left	Thru	Thru	Righ	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00				30.00				25.00				25.00				
Grade [%]	0.00				0.00				0.00				0.00				
Crosswalk	Yes				Yes				Yes				Yes				

Volumes

Name									East-West Arterial				East-West Arterial				
Base Volume Input [veh/h]	74	0	253	256	143	337	0	453	316	44	99	3	184	0	0	152	0
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	74	0	253	256	143	337	0	453	316	44	99	3	184	0	0	152	0
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	19	0	63	64	36	84	0	113	79	11	25	1	46	0	0	38	0
Total Analysis Volume [veh/h]	74	0	253	256	143	337	0	453	316	44	99	3	184	0	0	152	0
Pedestrian Volume [ped/h]	0				0				0				0				

Intersection Settings

Number of Conflicting Circulating Lanes	1				3				1				1					
Circulating Flow Rate [veh/h]	608				402				661				892					
Exiting Flow Rate [veh/h]	620				721				530				443					
Demand Flow Rate [veh/h]	74	0	253	256	143	337	0	453	316	44	99	3	184	0	0	152	0	
Adjusted Demand Flow Rate [veh/h]	74	0	253	256	143	337	0	453	316	44	99	3	184	0	0	152	0	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1420.00	1380.00	1380.00
B (coefficient)	0.00102	0.00085	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	583	933	462	336
Capacity of Entry and Bypass Lanes [veh/h]	743	1009	704	556
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	743	1009	704	556
X, volume / capacity	0.79	0.92	0.66	0.60

Movement, Approach, & Intersection Results

Lane LOS	C	D	C	C
95th-Percentile Queue Length [veh]	7.87	14.55	4.94	4.01
95th-Percentile Queue Length [ft]	196.77	363.72	123.45	100.15
Approach Delay [s/veh]	24.10	33.34	17.66	18.92
Approach LOS	C	D	C	C
Intersection Delay [s/veh]	25.79			
Intersection LOS	D			

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	875.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.845

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	81	597	0	0	987	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	81	597	0	0	987	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	22	160	0	0	265	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	87	642	0	0	1061	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance		No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.32	2.85	0.00	0.00	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	24.09	875.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS				C	F			A				
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	1.32	56.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	32.96	1408.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			773.70			0.00			0.00		
Approach LOS	A			F			A			A		
d_I, Intersection Delay [s/veh]	315.10											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.279

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	341	0	0	0	72	525	0	0	0	14	833	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	341	0	0	0	72	525	0	0	0	14	833	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	92	0	0	0	19	141	0	0	0	4	224	0
Total Analysis Volume [veh/h]	367	0	0	0	77	565	0	0	0	15	896	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	1.08	0.00	0.00	0.00	0.28	0.00	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	109.10	0.00	0.00	0.00	10000.0	10000.0	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	F				F	F				A	A	
95th-Percentile Queue Length [veh/ln]	13.65	0.00	0.00	0.00	83.15	83.15	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	341.24	0.00	0.00	0.00	2078.64	2078.64	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	109.10			10000.00			0.00			0.00		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	3364.60											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 203: Shamrock Road atHirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	48.9
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.374

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	45	1432	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	45	1432	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	12	385	0	0	0
Total Analysis Volume [veh/h]	0	48	1540	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.37	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	48.89	0.00	0.00	0.00	0.00
Movement LOS		E	A			
95th-Percentile Queue Length [veh/ln]	0.00	1.55	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	38.79	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	48.89		0.00		0.00	
Approach LOS	E		A		A	
d_I, Intersection Delay [s/veh]	1.48					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	121.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.712

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	11	0	4	6	0	54	25	698	26	8	838	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	0	4	6	0	54	25	698	26	8	838	0
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	1	2	0	14	6	175	7	2	210	0
Total Analysis Volume [veh/h]	11	0	4	6	0	56	26	698	27	8	838	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.05	0.01	0.00	0.71	0.00	0.01	0.03	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	16.46	43.30	51.52	84.21	112.14	121.76	0.00	0.00	9.66	0.00	0.00	9.05
Movement LOS	C	E	F	F	F	F	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.26	0.26	0.26	3.58	3.58	3.58	0.10	0.10	0.10	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	6.43	6.43	6.43	89.43	89.43	89.43	2.62	2.62	2.62	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	25.81			118.12			0.35			0.00		
Approach LOS	D			F			A			A		
d_I, Intersection Delay [s/veh]	4.76											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive

Control Type:	Roundabout	Delay (sec / veh):	11.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	2	2	1	229	26	92	40	664	4	8	752	78
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	2	1	229	26	92	40	664	4	8	752	78
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	0	57	7	23	10	166	1	2	188	20
Total Analysis Volume [veh/h]	2	2	1	229	26	92	40	664	4	9	752	78
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	922			669			81			122		
Exiting Flow Rate [veh/h]	39			120			846			894		
Demand Flow Rate [veh/h]	2	2	1	229	26	92	40	664	4	8	752	78
Adjusted Demand Flow Rate [veh/h]	2	2	1	229	26	92	40	664	4	9	752	78

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	5	347	708	839
Capacity of Entry and Bypass Lanes [veh/h]	539	698	1271	1219
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	539	698	1271	1219
X, volume / capacity	0.01	0.50	0.56	0.69

Movement, Approach, & Intersection Results

Lane LOS	A	B	A	B
95th-Percentile Queue Length [veh]	0.03	2.79	3.59	5.90
95th-Percentile Queue Length [ft]	0.70	69.81	89.80	147.46
Approach Delay [s/veh]	6.79	12.65	9.12	12.65
Approach LOS	A	B	A	B
Intersection Delay [s/veh]	11.32			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	46.9
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.034

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	5	0	1	0	0	3	15	718	29	47	667	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	0	1	0	0	3	15	718	29	47	667	25
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	0	0	1	4	180	7	12	167	6
Total Analysis Volume [veh/h]	5	0	1	0	0	3	15	718	29	47	667	25
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.01	0.00	0.00	0.03	0.00	0.01	0.03	0.00	0.01	0.03
d_M, Delay for Movement [s/veh]	13.33	39.21	45.22	14.82	41.08	46.94	0.00	0.00	9.15	0.00	0.00	9.21
Movement LOS	B	E	E	B	E	E	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.07	0.07	0.07	0.10	0.10	0.10	0.10	0.10	0.10	0.09	0.09	0.09
95th-Percentile Queue Length [ft/ln]	1.70	1.70	1.70	2.60	2.60	2.60	2.51	2.51	2.51	2.19	2.19	2.19
d_A, Approach Delay [s/veh]	18.65			46.94			0.35			0.31		
Approach LOS	C			E			A			A		
d_I, Intersection Delay [s/veh]	0.50											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	129.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.737

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	26	51	602	116	25	713
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	51	602	116	25	713
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	14	165	32	7	196
Total Analysis Volume [veh/h]	29	56	662	127	27	784
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop		Free		Free	
Flared Lane	No					
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance	No					
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.74	0.01	0.15	0.00	0.01
d_M, Delay for Movement [s/veh]	91.69	129.84	0.00	10.16	0.00	0.00
Movement LOS	F	F	A	B	A	A
95th-Percentile Queue Length [veh/ln]	4.55	4.55	0.54	0.54	0.00	0.00
95th-Percentile Queue Length [ft/ln]	113.66	113.66	13.58	13.58	0.00	0.00
d_A, Approach Delay [s/veh]	116.82		1.64		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	6.66					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	32.9
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.202

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	12	31	12	550	741	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	31	12	550	741	16
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	8	3	142	191	4
Total Analysis Volume [veh/h]	12	32	12	567	764	16
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop		Free		Free	
Flared Lane	No					
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance	No					
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.20	0.00	0.01	0.01	0.02
d_M, Delay for Movement [s/veh]	17.13	32.93	0.00	0.00	0.00	8.64
Movement LOS	C	D	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.83	0.83	0.00	0.00	0.05	0.05
95th-Percentile Queue Length [ft/ln]	20.82	20.82	0.00	0.00	1.21	1.21
d_A, Approach Delay [s/veh]	28.62		0.00		0.18	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	1.00					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	24.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.450

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	1	0	0	4	0	149	164	254	2	0	375	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	0	4	0	149	164	254	2	0	375	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	1	0	37	41	64	1	0	94	3
Total Analysis Volume [veh/h]	1	0	0	4	0	149	164	254	2	0	375	12
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.45	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	10.33	16.74	15.95	18.74	24.19	24.55	0.00	0.00	8.02	0.00	0.00	8.16
Movement LOS	B	C	C	C	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	2.28	2.28	2.28	0.01	0.01	0.01	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	0.11	0.11	0.11	57.09	57.09	57.09	0.13	0.13	0.13	0.79	0.79	0.79
d_A, Approach Delay [s/veh]	10.33			24.39			0.04			0.25		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	4.01											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 902: Bodden Town Road at Bodden Town Bypass

Control Type:	Two-way stop	Delay (sec / veh):	26.8
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.224

Intersection Setup

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	75	43	28	207	314	216
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	75	43	28	207	314	216
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	11	7	55	84	57
Total Analysis Volume [veh/h]	80	46	30	220	334	230
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop		Free		Free	
Flared Lane	No					
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance	No					
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.22	0.00	0.00	0.00	0.17
d_M, Delay for Movement [s/veh]	13.78	26.83	0.00	0.00	0.00	8.28
Movement LOS	B	D	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.37	1.37	0.00	0.00	0.63	0.63
95th-Percentile Queue Length [ft/ln]	34.29	34.29	0.00	0.00	15.65	15.65
d_A, Approach Delay [s/veh]	18.54		0.00		3.38	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	4.51					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Two-way stop	Delay (sec / veh):	15.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.014

Intersection Setup

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	0	5	3	215	498	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	5	3	215	498	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	1	59	137	0
Total Analysis Volume [veh/h]	0	5	3	236	547	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	9.60	15.01	0.00	0.00	0.00	7.69
Movement LOS	A	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.04	0.04	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.04	1.04	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	15.01		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.09					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1100: Frank Sound Road at Bodden Town Road

Control Type:	Roundabout	Delay (sec / veh):	15.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	1049	93	81	134	406	675
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1049	93	81	134	406	675
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	282	25	22	36	109	181
Total Analysis Volume [veh/h]	1128	100	87	144	437	726
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Number of Conflicting Circulating Lanes	1		1		1	
Circulating Flow Rate [veh/h]	144		726		100	
Exiting Flow Rate [veh/h]	813		537		1272	
Demand Flow Rate [veh/h]	1049	93	81	134	406	675
Adjusted Demand Flow Rate [veh/h]	1128	100	87	144	437	726

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00091	0.00091	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	1128	100	87	144	437	726
Capacity of Entry and Bypass Lanes [veh/h]	1246	1246	734	734	1297	1297
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1246	1246	734	734	1297	1297
X, volume / capacity	0.91	0.08	0.12	0.20	0.34	0.56

Movement, Approach, & Intersection Results

Lane LOS	D	A	A	A	A	A
95th-Percentile Queue Length [veh]	14.49	0.26	0.40	0.73	1.50	3.63
95th-Percentile Queue Length [ft]	362.27	6.53	10.04	18.14	37.61	90.82
Approach Delay [s/veh]	24.66		6.74		7.85	
Approach LOS	C		A		A	
Intersection Delay [s/veh]	15.63					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Roundabout	Delay (sec / veh):	15.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter HS	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	1	0	1	0	0	0
Exit Pocket Length [ft]	100.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	50.00		50.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter HS	
Base Volume Input [veh/h]	231	1047	1047	421	319	320
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	231	1047	1047	421	319	320
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	58	262	262	105	80	80
Total Analysis Volume [veh/h]	231	1047	1047	421	319	320
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Number of Conflicting Circulating Lanes	2		2		2	
Circulating Flow Rate [veh/h]	421		320		1047	
Exiting Flow Rate [veh/h]	1367		1366		652	
Demand Flow Rate [veh/h]	231	1047	1047	421	319	320
Adjusted Demand Flow Rate [veh/h]	231	1047	1047	421	319	320

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1350.00	1420.00	1350.00	1420.00	1350.00
B (coefficient)	0.00085	0.00092	0.00085	0.00092	0.00085	0.00092
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	678	601	779	690	319	320
Capacity of Entry and Bypass Lanes [veh/h]	993	917	1082	1006	584	516
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	993	917	1082	1006	584	516
X, volume / capacity	0.68	0.66	0.72	0.69	0.55	0.62

Movement, Approach, & Intersection Results

Lane LOS	B	B	B	B	C	C
95th-Percentile Queue Length [veh]	5.64	5.06	6.55	5.72	3.29	4.20
95th-Percentile Queue Length [ft]	140.89	126.44	163.81	143.12	82.35	104.90
Approach Delay [s/veh]	14.40		14.70		18.49	
Approach LOS	B		B		C	
Intersection Delay [s/veh]	15.30					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	16.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.066

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	314	49	31	233	86	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	314	49	31	233	86	21
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	88	14	9	65	24	6
Total Analysis Volume [veh/h]	353	55	35	262	97	24
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.00	0.00	0.13	0.07
d_M, Delay for Movement [s/veh]	0.00	7.95	0.00	0.00	11.07	16.22
Movement LOS	A	A	A	A	B	C
95th-Percentile Queue Length [veh/ln]	0.14	0.14	0.00	0.00	0.71	0.71
95th-Percentile Queue Length [ft/ln]	3.38	3.38	0.00	0.00	17.70	17.70
d_A, Approach Delay [s/veh]	1.07		0.00		12.10	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.30					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	6.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.0	100.0	100.0	100.0
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			25.00			25.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	Yes			Yes			Yes			Yes			

Volumes

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Base Volume Input [veh/h]	72	20	10	51	103	5	0	201	380	44	0	47	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	72	20	10	51	103	5	0	201	380	44	0	47	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	18	5	3	13	26	1	0	50	95	11	0	12	1
Total Analysis Volume [veh/h]	72	20	10	51	103	5	0	201	380	44	0	47	5
Pedestrian Volume [ped/h]	0			0			0			0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1			
Circulating Flow Rate [veh/h]	57			596			82			488			
Exiting Flow Rate [veh/h]	527			67			77			267			
Demand Flow Rate [veh/h]	72	20	10	51	103	5	0	201	380	44	0	47	5
Adjusted Demand Flow Rate [veh/h]	72	20	10	51	103	5	0	201	380	44	0	47	5

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	102	159	581	96
Capacity of Entry and Bypass Lanes [veh/h]	1303	752	1270	839
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1303	752	1270	839
X, volume / capacity	0.08	0.21	0.46	0.11

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.25	0.80	2.46	0.39
95th-Percentile Queue Length [ft]	6.36	19.92	61.55	9.65
Approach Delay [s/veh]	3.39	7.13	7.50	5.42
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	6.78			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 1501: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	16.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes		

Intersection Setup

Name							East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			30.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name							East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	13	0	10	0	0	0	0	2084	244	0	29	1514	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	0	10	0	0	0	0	2084	244	0	29	1514	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	3	0	3	0	0	0	0	521	61	0	7	379	0	0
Total Analysis Volume [veh/h]	13	0	10	0	0	0	0	2084	244	0	29	1514	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1				1			
Circulating Flow Rate [veh/h]	1514			2338			10				244			
Exiting Flow Rate [veh/h]	273			0			1527				2094			
Demand Flow Rate [veh/h]	13	0	10	0	0	0	0	2084	244	0	29	1514	0	0
Adjusted Demand Flow Rate [veh/h]	13	0	10	0	0	0	0	2084	244	0	29	1514	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1350.00	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00092	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	13	11	0	1234	1095	818	726
Capacity of Entry and Bypass Lanes [veh/h]	393	336	195	1408	1408	1138	1138
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	393	336	195	1408	1408	1138	1138
X, volume / capacity	0.03	0.03	0.00	0.88	0.78	0.72	0.64

Movement, Approach, & Intersection Results

Lane LOS	A	B	C	C	B	B	B
95th-Percentile Queue Length [veh]	0.10	0.10	0.00	13.25	8.60	6.59	4.83
95th-Percentile Queue Length [ft]	2.40	2.49	0.00	331.30	214.96	164.79	120.69
Approach Delay [s/veh]	10.39		18.50	18.25		13.15	
Approach LOS	B		C	C		B	
Intersection Delay [s/veh]	16.18						
Intersection LOS	C						

Intersection Level Of Service Report
Intersection 1502: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	12.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name			East-West Arterial			East-West Arterial		
Approach	Northbound		Eastbound			Westbound		
Lane Configuration								
Turning Movement	Left	Right	Thru	Right	U-turn	Left	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00			50.00		
Grade [%]	0.00		0.00			0.00		
Crosswalk	Yes		Yes			Yes		

Volumes

Name			East-West Arterial			East-West Arterial		
Base Volume Input [veh/h]	19	1	2059	35	0	2	1523	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	1	2059	35	0	2	1523	37
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	0	515	9	0	1	381	9
Total Analysis Volume [veh/h]	19	1	2059	35	0	2	1523	37
Pedestrian Volume [ped/h]	0		0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	2		1			1		
Circulating Flow Rate [veh/h]	1560		38			35		
Exiting Flow Rate [veh/h]	37		1542			2097		
Demand Flow Rate [veh/h]	19	1	2059	35	0	2	1523	37
Adjusted Demand Flow Rate [veh/h]	19	1	2059	35	0	2	1523	37

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1350.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00092	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	11	10	1110	985	828	735
Capacity of Entry and Bypass Lanes [veh/h]	378	322	1372	1372	1376	1376
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	378	322	1372	1372	1376	1376
X, volume / capacity	0.03	0.03	0.81	0.72	0.60	0.53

Movement, Approach, & Intersection Results

Lane LOS	A	B	C	B	A	A
95th-Percentile Queue Length [veh]	0.09	0.09	9.79	6.69	4.27	3.30
95th-Percentile Queue Length [ft]	2.17	2.25	244.66	167.34	106.72	82.46
Approach Delay [s/veh]	10.77		14.72		8.91	
Approach LOS	B		B		A	
Intersection Delay [s/veh]	12.23					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1600: East-West Arterial at Northward Rd

Control Type:	Two-way stop	Delay (sec / veh):	16.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.044

Intersection Setup

Name	Northward Rd		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	15	0	2097	0	15	1546
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	0	2097	0	15	1546
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	0	524	0	4	387
Total Analysis Volume [veh/h]	15	0	2097	0	15	1546
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.00	0.02	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	16.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	C		A		A	A
95th-Percentile Queue Length [veh/ln]	0.14	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.43	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	16.00		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.07					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1700: East-West Arterial at Lookout Rd

Control Type:	Roundabout	Delay (sec / veh):	13.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Lookout Rd			Lookout Rd			East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Lookout Rd			Lookout Rd			East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	45	0	14	0	0	0	0	1796	172	129	21	1456	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	45	0	14	0	0	0	0	1796	172	129	21	1456	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	11	0	4	0	0	0	0	449	43	32	5	364	0	0
Total Analysis Volume [veh/h]	45	0	14	0	0	0	0	1796	172	129	21	1456	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1				1			
Circulating Flow Rate [veh/h]	1585			2111			14				301			
Exiting Flow Rate [veh/h]	193			0			1630				1810			
Demand Flow Rate [veh/h]	45	0	14	0	0	0	0	1796	172	129	21	1456	0	0
Adjusted Demand Flow Rate [veh/h]	45	0	14	0	0	0	0	1796	172	129	21	1456	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	59	0	1112	986	783	695
Capacity of Entry and Bypass Lanes [veh/h]	370	237	1403	1403	1080	1080
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	370	237	1403	1403	1080	1080
X, volume / capacity	0.16	0.00	0.79	0.70	0.72	0.64

Movement, Approach, & Intersection Results

Lane LOS	B	C	C	B	C	B
95th-Percentile Queue Length [veh]	0.56	0.00	9.16	6.33	6.70	4.90
95th-Percentile Queue Length [ft]	14.06	0.00	229.05	158.26	167.48	122.56
Approach Delay [s/veh]	12.40	15.25	13.81		13.86	
Approach LOS	B	C	B		B	
Intersection Delay [s/veh]	13.80					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1800: East-West Arterial at Longfellow Rd

Control Type:	Roundabout	Delay (sec / veh):	9.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Longfellow Rd			Longfellow Rd			East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Longfellow Rd			Longfellow Rd			East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	11	0	4	0	0	0	0	1750	60	0	10	1417	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	0	4	0	0	0	0	1750	60	0	10	1417	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	3	0	1	0	0	0	0	438	15	0	3	354	0	0
Total Analysis Volume [veh/h]	11	0	4	0	0	0	0	1750	60	0	10	1417	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1				1				
Circulating Flow Rate [veh/h]	1417			1814			4				60				
Exiting Flow Rate [veh/h]	70			0			1428				1754				
Demand Flow Rate [veh/h]	11	0	4	0	0	0	0	1750	60	0	10	1417	0	0	
Adjusted Demand Flow Rate [veh/h]	11	0	4	0	0	0	0	1750	60	0	10	1417	0	0	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	15	0	960	851	757	671
Capacity of Entry and Bypass Lanes [veh/h]	426	304	1415	1415	1345	1345
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	426	304	1415	1415	1345	1345
X, volume / capacity	0.04	0.00	0.68	0.60	0.56	0.50

Movement, Approach, & Intersection Results

Lane LOS	A	B	B	A	A	A
95th-Percentile Queue Length [veh]	0.11	0.00	5.74	4.27	3.67	2.89
95th-Percentile Queue Length [ft]	2.73	0.00	143.48	106.65	91.84	72.17
Approach Delay [s/veh]	8.94	11.85	10.26		8.37	
Approach LOS	A	B	B		A	
Intersection Delay [s/veh]	9.43					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1900: East West Arterial

Control Type:	Roundabout	Delay (sec / veh):	9.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name							East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			50.00				40.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name							East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	0	0	1	0	0	2	8	1669	75	0	0	1373	4	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	1	0	0	2	8	1669	75	0	0	1373	4	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	1	2	417	19	0	0	343	1	0
Total Analysis Volume [veh/h]	0	0	1	0	0	2	8	1669	75	0	0	1373	4	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1				1			
Circulating Flow Rate [veh/h]	1379			1745			5				77			
Exiting Flow Rate [veh/h]	75			12			1375				1670			
Demand Flow Rate [veh/h]	0	0	1	0	0	2	8	1669	75	0	0	1373	4	0
Adjusted Demand Flow Rate [veh/h]	0	0	1	0	0	2	8	1669	75	0	0	1373	4	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	1	2	929	824	730	648
Capacity of Entry and Bypass Lanes [veh/h]	440	323	1414	1414	1324	1324
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	440	323	1414	1414	1324	1324
X, volume / capacity	0.00	0.01	0.66	0.58	0.55	0.49

Movement, Approach, & Intersection Results

Lane LOS	A	B	B	A	A	A
95th-Percentile Queue Length [veh]	0.01	0.02	5.28	3.97	3.52	2.78
95th-Percentile Queue Length [ft]	0.17	0.47	132.08	99.31	87.96	69.45
Approach Delay [s/veh]	8.22	11.27	9.80		8.28	
Approach LOS	A	B	A		A	
Intersection Delay [s/veh]	9.13					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 2100: Frank Sound Road at East-West Arterial

Control Type:	Roundabout	Delay (sec / veh):	14.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd			Frank Sound Rd			East-West Arterial							
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
No. of Lanes in Exit Pocket	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			40.00				40.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Frank Sound Rd			Frank Sound Rd			East-West Arterial							
Base Volume Input [veh/h]	1169	197	0	0	187	202	268	0	1281	122	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1169	197	0	0	187	202	268	0	1281	122	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	292	49	0	0	47	51	67	0	320	31	0	0	0	0
Total Analysis Volume [veh/h]	1169	197	0	0	187	202	268	0	1281	122	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1				2			
Circulating Flow Rate [veh/h]	324			1403			197				1792			
Exiting Flow Rate [veh/h]	1468			465			1493				0			
Demand Flow Rate [veh/h]	1169	197	0	0	187	202	268	0	1281	122	0	0	0	0
Adjusted Demand Flow Rate [veh/h]	1169	197	0	0	187	202	268	0	1281	122	0	0	0	0

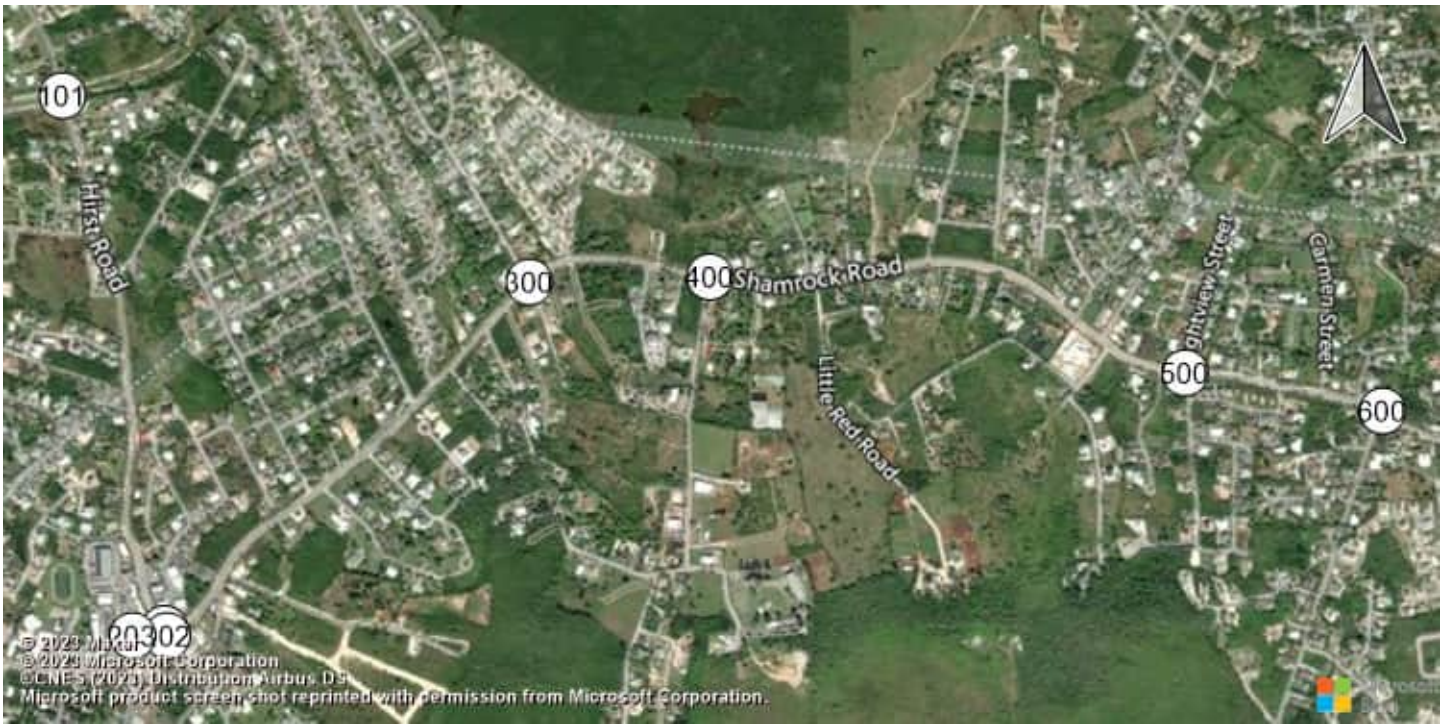
Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1350.00	1420.00	1350.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00092	0.00085	0.00092	0.00091	0.00091	0.00085
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	724	643	187	202	786	886	0
Capacity of Entry and Bypass Lanes [veh/h]	1079	1003	431	372	1187	1187	310
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1079	1003	431	372	1187	1187	310
X, volume / capacity	0.67	0.64	0.43	0.54	0.66	0.75	0.00

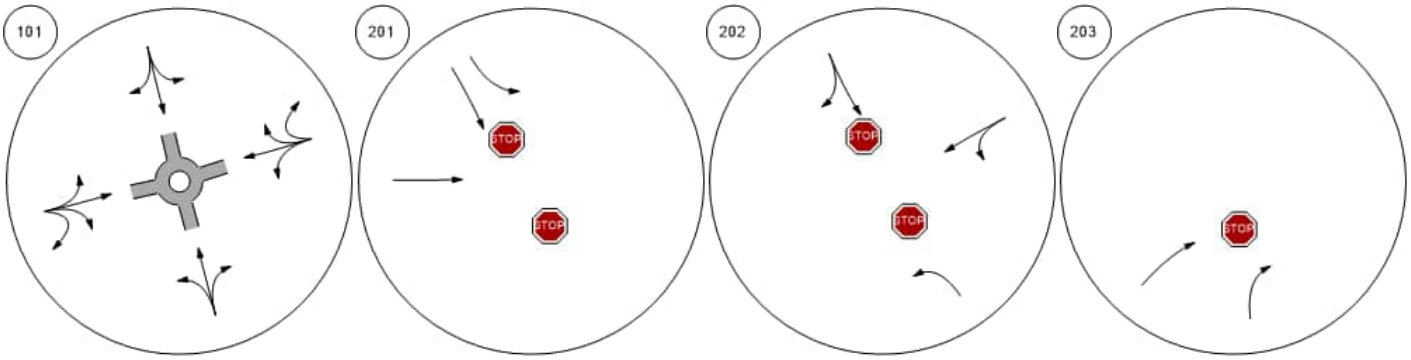
Movement, Approach, & Intersection Results

Lane LOS	B	B	C	C	B	C	B
95th-Percentile Queue Length [veh]	5.46	4.83	2.15	3.12	5.31	7.37	0.00
95th-Percentile Queue Length [ft]	136.48	120.78	53.72	77.98	132.66	184.35	0.00
Approach Delay [s/veh]	13.11		20.21		13.66		11.63
Approach LOS	B		C		B		B
Intersection Delay [s/veh]	14.18						
Intersection LOS	B						

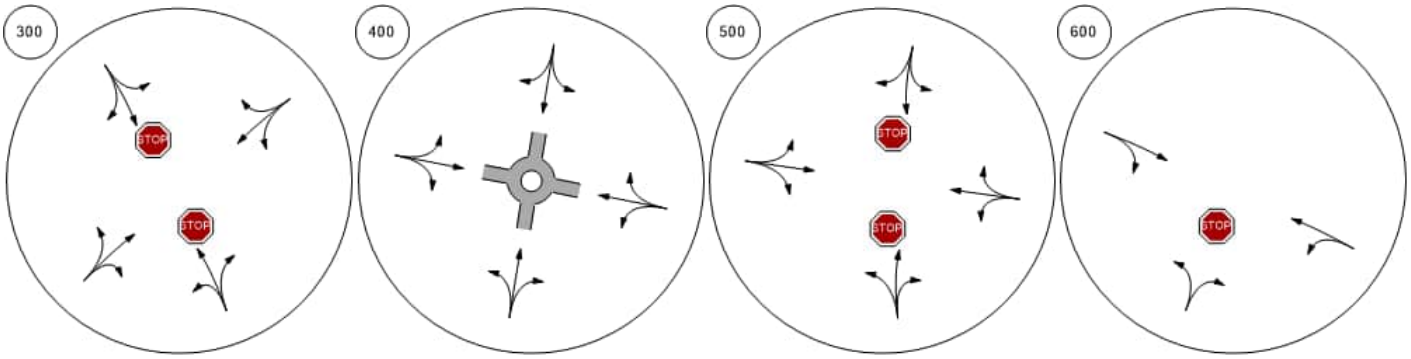
Lane Configuration and Traffic Control



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

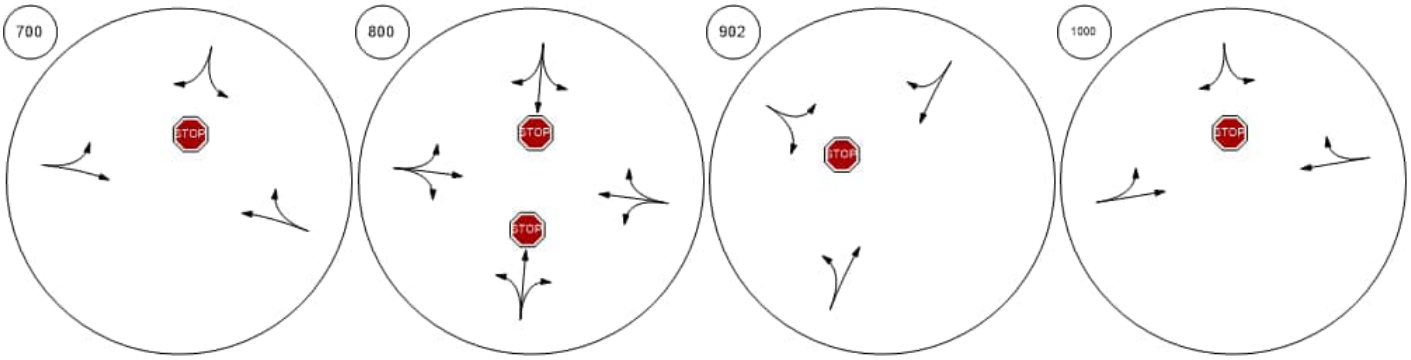


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

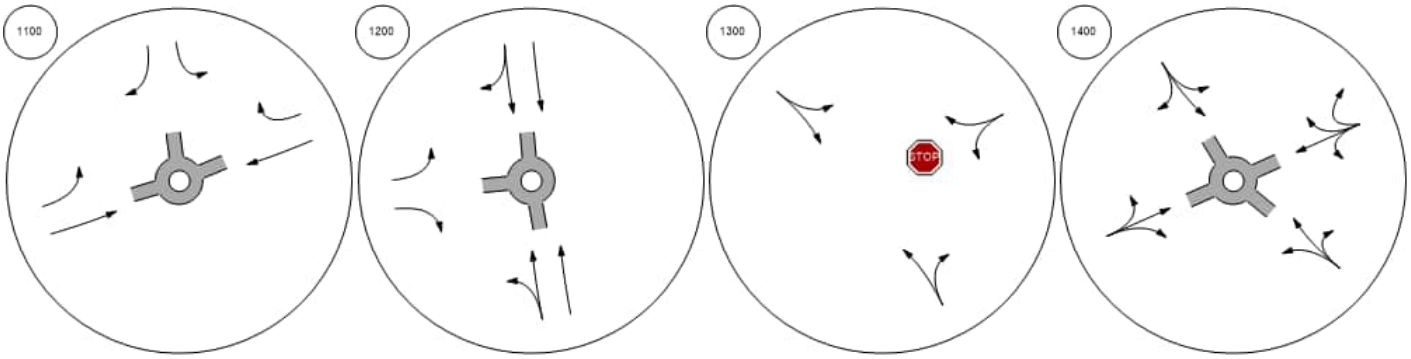


Lane Configuration and Traffic Control

Shamrock Road at Northward | Shamrock Road at Condor R | Bodden Town Road at Bodde | Bodden Town Road at Long

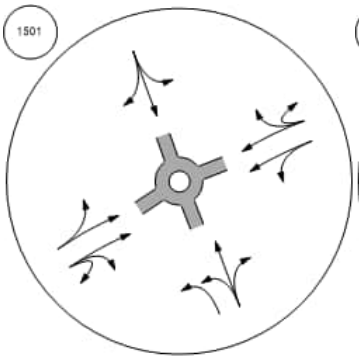


Frank Sound Road at Bodde | Frank Sound Road at Clifton | Frank Sound Road at North S | East-West Arterial at Agricola

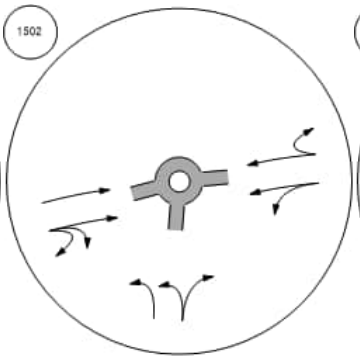


Lane Configuration and Traffic Control

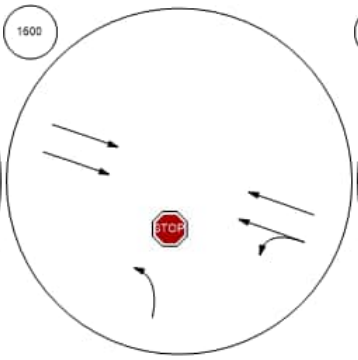
East-West Arterial at Will T C



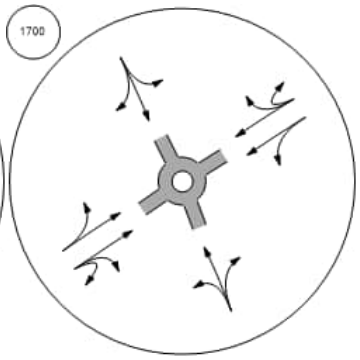
East-West Arterial at Will T C



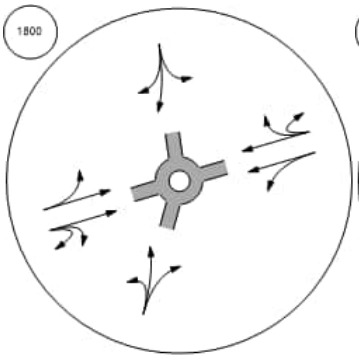
East-West Arterial at Northwa



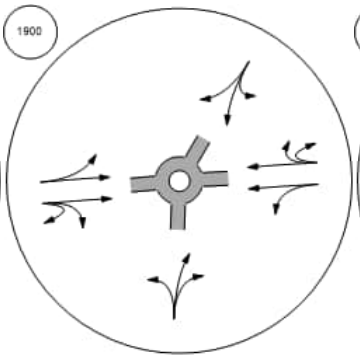
East-West Arterial at Lookout



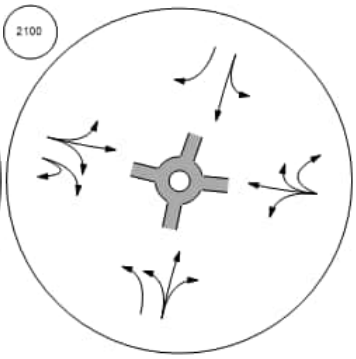
East-West Arterial at Longfell



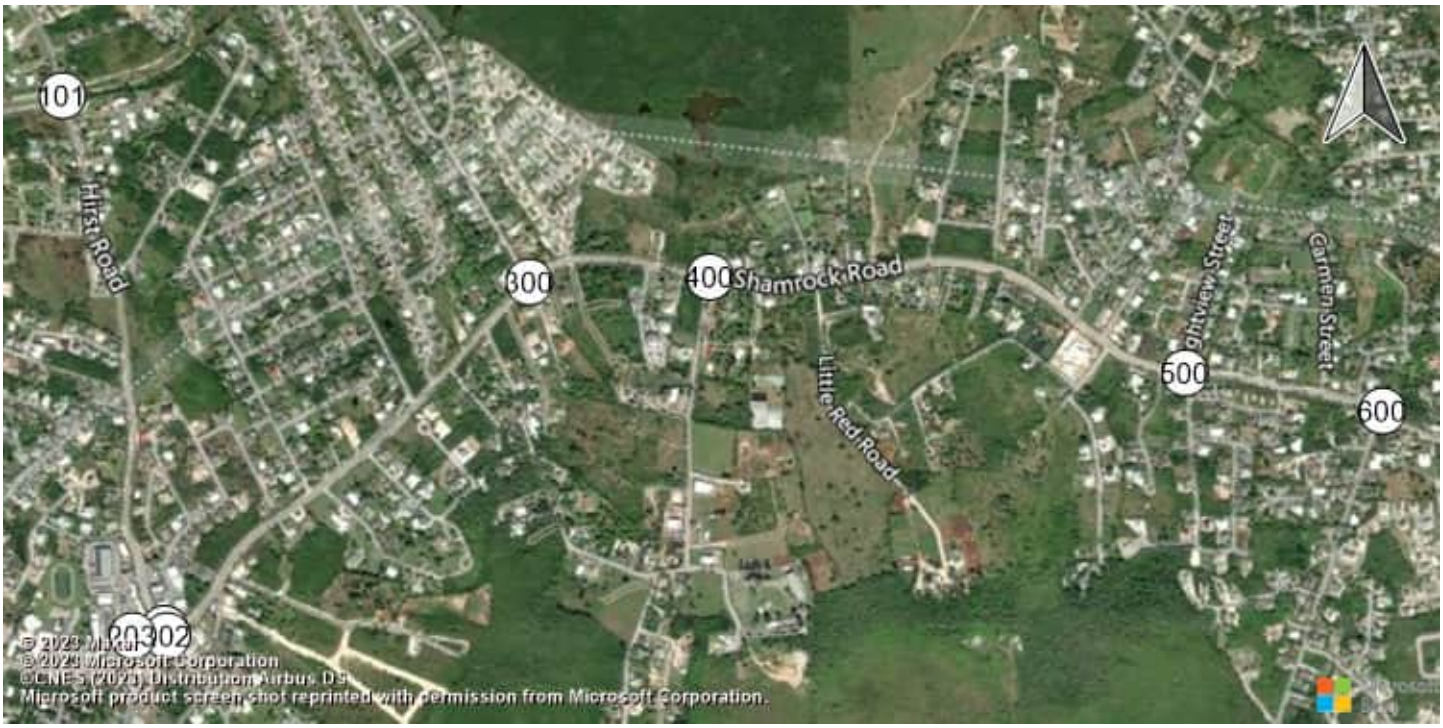
East West Arterial



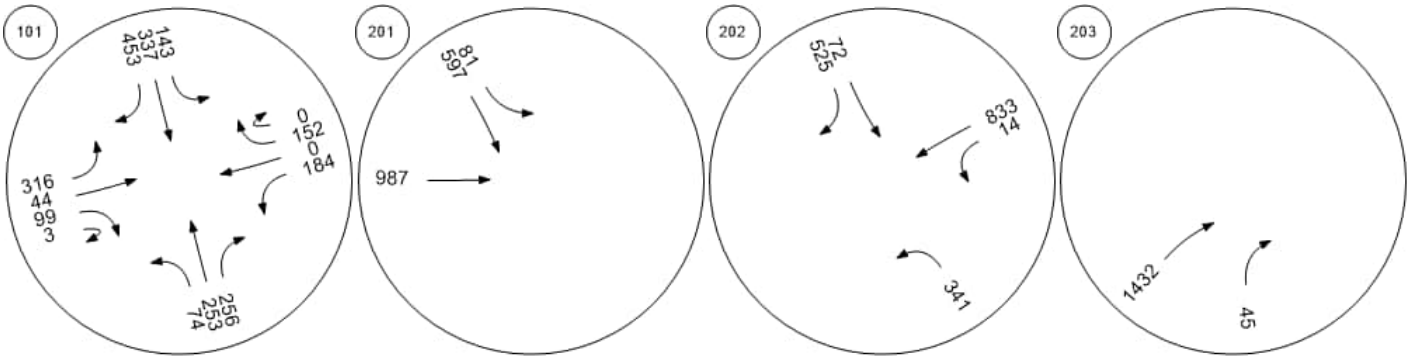
Frank Sound Road at East-W



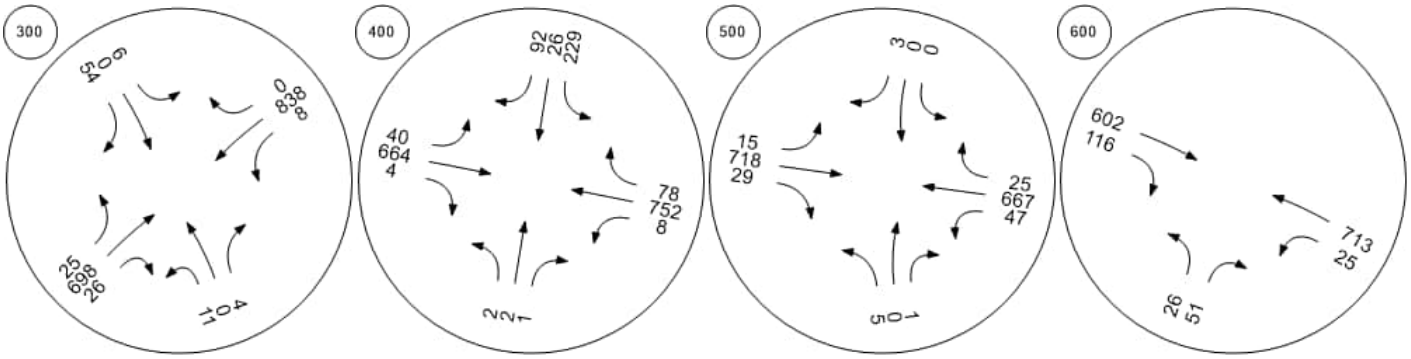
Traffic Volume - Base Volume



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

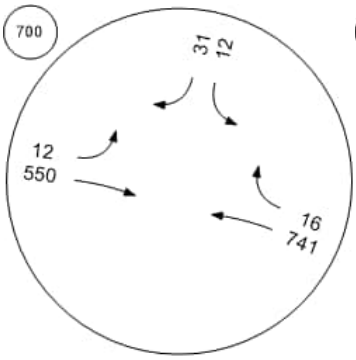


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

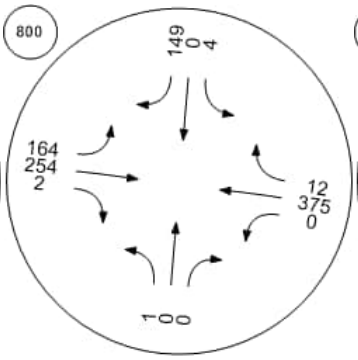


Traffic Volume - Base Volume

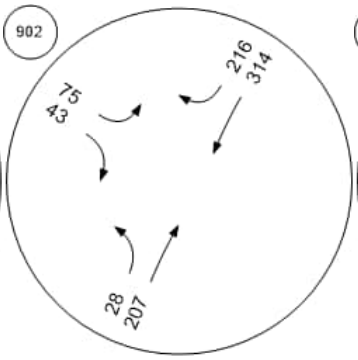
Shamrock Road at Northward



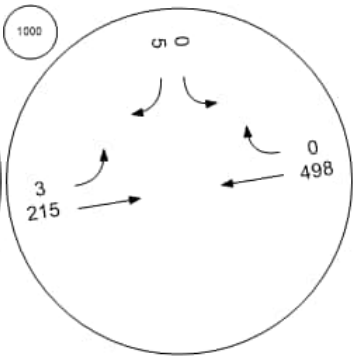
Shamrock Road at Condor R



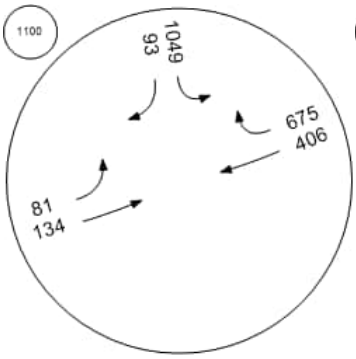
Bodden Town Road at Bodde



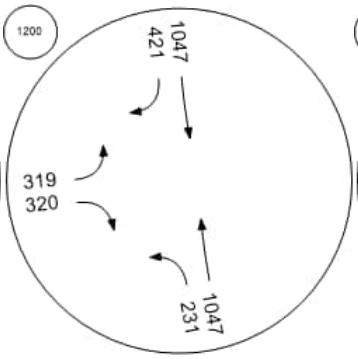
Bodden Town Road at Long



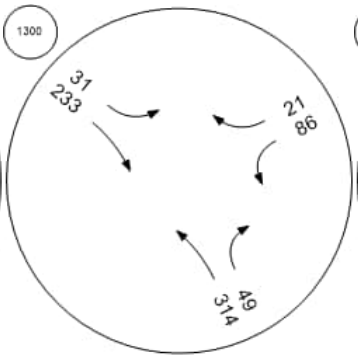
Frank Sound Road at Bodde



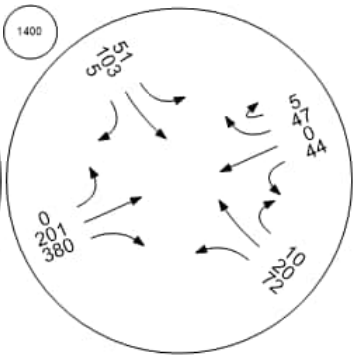
Frank Sound Road at Clifton



Frank Sound Road at North S

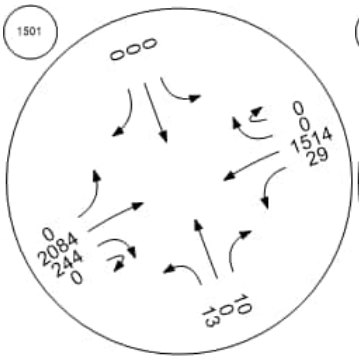


East-West Arterial at Agricola

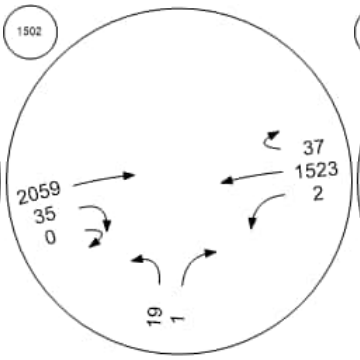


Traffic Volume - Base Volume

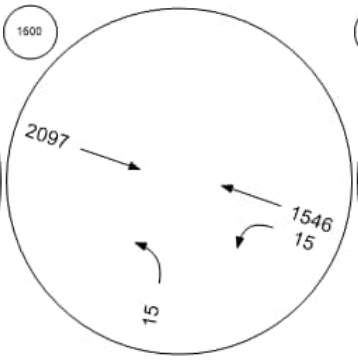
East-West Arterial at Will T C



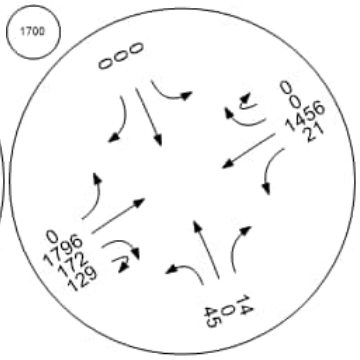
East-West Arterial at Will T C



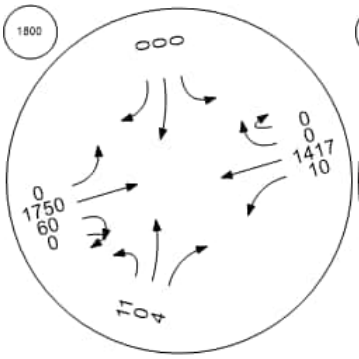
East-West Arterial at Northwa



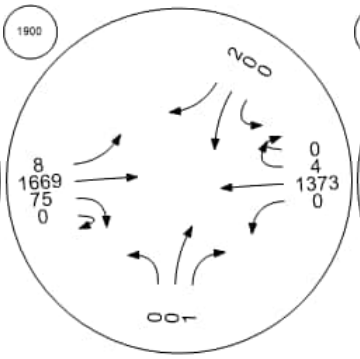
East-West Arterial at Lookout



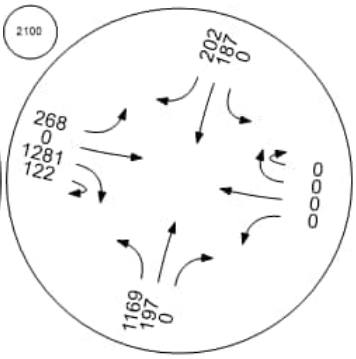
East-West Arterial at Longfell



East West Arterial



Frank Sound Road at East-W



Intersection Level Of Service Report
Intersection 101: East-West Arterial Road at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	15.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes		

Intersection Setup

Name									East-West Arterial				East-West Arterial				
Approach	Northbound				Southbound				Eastbound				Westbound				
Lane Configuration																	
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	U-tu	Left	Thr	Thr	Rig	U-t
Lane Width [ft]	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.	12.	12.	12.	12.
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100	100	100	100	100
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Speed [mph]	30.00				30.00				25.00				25.00				
Grade [%]	0.00				0.00				0.00				0.00				
Crosswalk	Yes				Yes				Yes				Yes				

Volumes

Name									East-West Arterial				East-West Arterial				
Base Volume Input [veh/h]	1	0	140	150	48	231	0	187	623	0	17	16	274	0	0	258	0
Base Volume Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	140	150	48	231	0	187	623	0	17	16	274	0	0	258	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Other Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Total 15-Minute Volume [veh/h]	0	0	35	38	12	58	0	47	156	0	4	4	69	0	0	65	0
Total Analysis Volume [veh/h]	1	0	140	150	48	231	0	187	623	0	17	16	274	0	0	258	0
Pedestrian Volume [ped/h]	0				0				0				0				

Intersection Settings

Number of Conflicting Circulating Lanes	1				1				1				1				
Circulating Flow Rate [veh/h]	461				183				548				451				
Exiting Flow Rate [veh/h]	522				1021				204				198				
Demand Flow Rate [veh/h]	1	0	140	150	48	231	0	187	623	0	17	16	274	0	0	258	0
Adjusted Demand Flow Rate [veh/h]	1	0	140	150	48	231	0	187	623	0	17	16	274	0	0	258	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	291	466	656	532
Capacity of Entry and Bypass Lanes [veh/h]	863	1146	790	872
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	863	1146	790	872
X, volume / capacity	0.34	0.41	0.83	0.61

Movement, Approach, & Intersection Results

Lane LOS	A	A	D	B
95th-Percentile Queue Length [veh]	1.50	2.01	9.44	4.27
95th-Percentile Queue Length [ft]	37.42	50.28	235.89	106.87
Approach Delay [s/veh]	7.97	7.32	26.87	13.44
Approach LOS	A	A	D	B
Intersection Delay [s/veh]	15.69			
Intersection LOS	C			

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	147.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.245

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	46	660	0	0	335	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	46	660	0	0	335	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	12	177	0	0	90	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	49	710	0	0	360	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance		No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.07	1.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	10.62	147.73	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS				B	F			A				
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.23	27.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	5.73	681.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			138.88			0.00			0.00		
Approach LOS	A			F			A			A		
d_I, Intersection Delay [s/veh]	94.20											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.087

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	581	0	0	0	8	652	0	0	0	0	1513	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	581	0	0	0	8	652	0	0	0	0	1513	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	156	0	0	0	2	175	0	0	0	0	407	0
Total Analysis Volume [veh/h]	625	0	0	0	9	701	0	0	0	0	1627	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	4.91	0.00	0.00	0.00	0.09	0.00	0.00	0.00	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	1825.5	0.00	0.00	0.00	10000.	10000.	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	F				F	F				A	A	
95th-Percentile Queue Length [veh/ln]	65.76	0.00	0.00	0.00	91.65	91.65	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1644.0	0.00	0.00	0.00	2291.3	2291.3	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	1825.52			10000.00			0.00			0.00		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	2782.23											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 203: Shamrock Road atHirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	12.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.087

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	42	491	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	42	491	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	11	132	0	0	0
Total Analysis Volume [veh/h]	0	45	528	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.09	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	12.67	0.00	0.00	0.00	0.00
Movement LOS		B	A			
95th-Percentile Queue Length [veh/ln]	0.00	0.29	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	7.16	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.67		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.99					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	235.9
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.998

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	33	0	12	0	0	55	10	246	6	2	1428	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	0	12	0	0	55	10	246	6	2	1428	0
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	0	3	0	0	14	3	62	2	1	357	0
Total Analysis Volume [veh/h]	34	0	12	0	0	57	10	246	6	2	1428	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.20	0.00	0.16	0.00	0.00	1.00	0.00	0.00	0.01	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	42.27	59.82	69.56	177.40	211.74	235.89	0.00	0.00	12.57	0.00	0.00	7.73
Movement LOS	E	F	F	F	F	F	A	A	B	A	A	A
95th-Percentile Queue Length [veh/ln]	1.51	1.51	1.51	4.62	4.62	4.62	0.04	0.04	0.04	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	37.66	37.66	37.66	115.42	115.42	115.42	0.95	0.95	0.95	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	49.39			235.89			0.29			0.00		
Approach LOS	E			F			A			A		
d_I, Intersection Delay [s/veh]	8.80											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive

Control Type:	Roundabout	Delay (sec / veh):	68.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	4	7	2	367	19	106	30	228	0	3	1320	100
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	7	2	367	19	106	30	228	0	3	1320	100
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	1	92	5	27	8	57	0	1	330	25
Total Analysis Volume [veh/h]	4	7	2	367	19	106	30	228	0	3	1320	100
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	1526			230			109			125		
Exiting Flow Rate [veh/h]	22			137			1430			597		
Demand Flow Rate [veh/h]	4	7	2	367	19	106	30	228	0	3	1320	100
Adjusted Demand Flow Rate [veh/h]	4	7	2	367	19	106	30	228	0	3	1320	100

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	13	492	258	1423
Capacity of Entry and Bypass Lanes [veh/h]	291	1092	1235	1215
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	291	1092	1235	1215
X, volume / capacity	0.04	0.45	0.21	1.17

Movement, Approach, & Intersection Results

Lane LOS	B	A	A	F
95th-Percentile Queue Length [veh]	0.14	2.39	0.79	39.53
95th-Percentile Queue Length [ft]	3.49	59.66	19.68	988.13
Approach Delay [s/veh]	13.17	8.23	4.73	101.74
Approach LOS	B	A	A	F
Intersection Delay [s/veh]	68.72			
Intersection LOS	F			

Intersection Level Of Service Report

Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	61.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.126

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	16	0	5	3	0	9	1	593	2	0	1075	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	16	0	5	3	0	9	1	593	2	0	1075	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	0	1	1	0	2	0	148	1	0	269	0
Total Analysis Volume [veh/h]	16	0	5	3	0	9	1	593	2	0	1075	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.00	0.07	0.01	0.00	0.13	0.00	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	21.41	45.47	55.41	18.04	48.36	61.56	0.00	0.00	10.50	0.00	0.00	8.63
Movement LOS	C	E	F	C	E	F	A	A	B	A	A	A
95th-Percentile Queue Length [veh/ln]	0.42	0.42	0.42	0.44	0.44	0.44	0.01	0.01	0.01	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	10.49	10.49	10.49	10.95	10.95	10.95	0.23	0.23	0.23	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	29.51			50.68			0.04			0.00		
Approach LOS	D			F			A			A		
d_I, Intersection Delay [s/veh]	0.73											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	504.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.285

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	34	27	354	247	58	1041
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	27	354	247	58	1041
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	7	97	68	16	286
Total Analysis Volume [veh/h]	37	30	389	271	64	1144
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.16	1.29	0.00	0.46	0.00	0.01
d_M, Delay for Movement [s/veh]	365.22	504.12	0.00	16.37	0.00	0.00
Movement LOS	F	F	A	C	A	A
95th-Percentile Queue Length [veh/ln]	6.46	6.46	2.44	2.44	0.00	0.00
95th-Percentile Queue Length [ft/ln]	161.47	161.47	61.01	61.01	0.00	0.00
d_A, Approach Delay [s/veh]	427.41		6.72		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	17.09					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	34.9
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.056

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	8	7	12	377	1051	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	7	12	377	1051	21
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	2	3	97	271	5
Total Analysis Volume [veh/h]	8	7	12	389	1084	22
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.06	0.00	0.00	0.01	0.02
d_M, Delay for Movement [s/veh]	11.65	34.93	0.00	0.00	0.00	8.14
Movement LOS	B	D	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.22	0.22	0.00	0.00	0.06	0.06
95th-Percentile Queue Length [ft/ln]	5.43	5.43	0.00	0.00	1.44	1.44
d_A, Approach Delay [s/veh]	22.51		0.00		0.16	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.34					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	37.7
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.693

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	5	1	0	1	0	226	148	221	0	0	438	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	1	0	1	0	226	148	221	0	0	438	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	0	0	57	37	55	0	0	110	2
Total Analysis Volume [veh/h]	5	1	0	1	0	226	148	221	0	0	438	6
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.69	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.86	16.68	15.98	31.46	37.16	37.69	0.00	0.00	8.18	0.00	0.00	8.01
Movement LOS	B	C	C	D	E	E	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.03	0.03	0.03	4.90	4.90	4.90	0.00	0.00	0.00	0.02	0.02	0.02
95th-Percentile Queue Length [ft/ln]	0.85	0.85	0.85	122.50	122.50	122.50	0.00	0.00	0.00	0.38	0.38	0.38
d_A, Approach Delay [s/veh]	11.83			37.67			0.00			0.11		
Approach LOS	B			E			A			A		
d_I, Intersection Delay [s/veh]	8.29											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 902: Bodden Town Road at Bodden Town Bypass

Control Type:	Two-way stop	Delay (sec / veh):	29.6
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.123

Intersection Setup

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	92	19	12	225	381	242
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	92	19	12	225	381	242
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	5	3	60	101	64
Total Analysis Volume [veh/h]	98	20	13	239	405	257
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.12	0.00	0.00	0.00	0.19
d_M, Delay for Movement [s/veh]	11.94	29.58	0.00	0.00	0.00	8.37
Movement LOS	B	D	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.96	0.96	0.00	0.00	0.72	0.72
95th-Percentile Queue Length [ft/ln]	23.94	23.94	0.00	0.00	17.95	17.95
d_A, Approach Delay [s/veh]	14.93		0.00		3.25	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	3.79					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Two-way stop	Delay (sec / veh):	16.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	0	1	0	246	591	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1	0	246	591	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	68	162	0
Total Analysis Volume [veh/h]	0	1	0	270	649	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	9.69	16.90	0.00	0.00	0.00	7.76
Movement LOS	A	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.25	0.25	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	16.90		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.02					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1100: Frank Sound Road at Bodden Town Road

Control Type:	Roundabout	Delay (sec / veh):	10.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	908	57	124	127	530	694
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	908	57	124	127	530	694
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	244	15	33	34	142	187
Total Analysis Volume [veh/h]	976	61	133	137	570	746
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Number of Conflicting Circulating Lanes	1		1		1	
Circulating Flow Rate [veh/h]	137		746		61	
Exiting Flow Rate [veh/h]	879		631		1113	
Demand Flow Rate [veh/h]	908	57	124	127	530	694
Adjusted Demand Flow Rate [veh/h]	976	61	133	137	570	746

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00091	0.00091	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	976	61	133	137	570	746
Capacity of Entry and Bypass Lanes [veh/h]	1254	1254	721	721	1344	1344
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1254	1254	721	721	1344	1344
X, volume / capacity	0.78	0.05	0.18	0.19	0.42	0.56

Movement, Approach, & Intersection Results

Lane LOS	C	A	A	A	A	A
95th-Percentile Queue Length [veh]	8.48	0.15	0.67	0.70	2.16	3.58
95th-Percentile Queue Length [ft]	211.94	3.83	16.83	17.45	54.07	89.39
Approach Delay [s/veh]	15.26		7.09		7.89	
Approach LOS	C		A		A	
Intersection Delay [s/veh]	10.72					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Roundabout	Delay (sec / veh):	12.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	1	0	0	0	0	0
Exit Pocket Length [ft]	100.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		20.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	371	573	1291	317	449	250
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	371	573	1291	317	449	250
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	93	143	323	79	112	63
Total Analysis Volume [veh/h]	371	573	1291	317	449	250
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Number of Conflicting Circulating Lanes	2		2		2	
Circulating Flow Rate [veh/h]	317		250		573	
Exiting Flow Rate [veh/h]	1541		1022		688	
Demand Flow Rate [veh/h]	371	573	1291	317	449	250
Adjusted Demand Flow Rate [veh/h]	371	573	1291	317	449	250

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1350.00	1420.00	1350.00	1420.00	1350.00
B (coefficient)	0.00085	0.00092	0.00085	0.00092	0.00085	0.00092
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	371	573	853	756	449	250
Capacity of Entry and Bypass Lanes [veh/h]	1085	1009	1149	1073	873	797
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1085	1009	1149	1073	873	797
X, volume / capacity	0.34	0.57	0.74	0.70	0.51	0.31

Movement, Approach, & Intersection Results

Lane LOS	A	B	C	B	B	A
95th-Percentile Queue Length [veh]	1.53	3.70	7.23	6.19	3.01	1.34
95th-Percentile Queue Length [ft]	38.33	92.41	180.69	154.71	75.24	33.62
Approach Delay [s/veh]	9.33		14.88		9.97	
Approach LOS	A		B		A	
Intersection Delay [s/veh]	12.21					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	14.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	184	46	8	296	56	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	184	46	8	296	56	1
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	52	13	2	83	16	0
Total Analysis Volume [veh/h]	207	52	9	333	63	1
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.00	0.00	0.09	0.00
d_M, Delay for Movement [s/veh]	0.00	8.06	0.00	0.00	10.59	14.15
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.13	0.13	0.00	0.00	0.30	0.30
95th-Percentile Queue Length [ft/ln]	3.31	3.31	0.00	0.00	7.50	7.50
d_A, Approach Delay [s/veh]	1.62		0.00		10.65	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	1.65					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	5.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			25.00			25.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	Yes			Yes			Yes			Yes			

Volumes

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Base Volume Input [veh/h]	242	18	28	31	84	37	2	0	391	13	0	23	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	242	18	28	31	84	37	2	0	391	13	0	23	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	61	5	7	8	21	9	1	0	98	3	0	6	0
Total Analysis Volume [veh/h]	242	18	28	31	84	37	2	0	391	13	0	23	0
Pedestrian Volume [ped/h]	0			0			0			0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1			
Circulating Flow Rate [veh/h]	60			419			69			512			
Exiting Flow Rate [veh/h]	488			43			279			59			
Demand Flow Rate [veh/h]	242	18	28	31	84	37	2	0	391	13	0	23	0
Adjusted Demand Flow Rate [veh/h]	242	18	28	31	84	37	2	0	391	13	0	23	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	288	152	393	36
Capacity of Entry and Bypass Lanes [veh/h]	1299	901	1287	819
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1299	901	1287	819
X, volume / capacity	0.22	0.17	0.31	0.04

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.85	0.61	1.30	0.14
95th-Percentile Queue Length [ft]	21.24	15.14	32.62	3.45
Approach Delay [s/veh]	4.67	5.66	5.55	4.82
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	5.25			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 1501: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	11.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name							East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			30.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name							East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	64	0	34	0	0	0	0	1632	19	0	1	1933	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	64	0	34	0	0	0	0	1632	19	0	1	1933	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	16	0	9	0	0	0	0	408	5	0	0	483	0	0
Total Analysis Volume [veh/h]	64	0	34	0	0	0	0	1632	19	0	1	1933	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1				1			
Circulating Flow Rate [veh/h]	1933			1685			34				19			
Exiting Flow Rate [veh/h]	20			0			1997				1666			
Demand Flow Rate [veh/h]	64	0	34	0	0	0	0	1632	19	0	1	1933	0	0
Adjusted Demand Flow Rate [veh/h]	64	0	34	0	0	0	0	1632	19	0	1	1933	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1350.00	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00092	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	52	47	0	876	776	1026	909
Capacity of Entry and Bypass Lanes [veh/h]	275	229	340	1377	1377	1396	1396
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	275	229	340	1377	1377	1396	1396
X, volume / capacity	0.19	0.20	0.00	0.64	0.56	0.73	0.65

Movement, Approach, & Intersection Results

Lane LOS	C	C	B	B	A	B	B
95th-Percentile Queue Length [veh]	0.68	0.74	0.00	4.86	3.69	7.18	5.16
95th-Percentile Queue Length [ft]	17.08	18.39	0.00	121.41	92.33	179.57	129.12
Approach Delay [s/veh]	18.81		10.62	9.54		11.83	
Approach LOS	C		B	A		B	
Intersection Delay [s/veh]	10.99						
Intersection LOS	B						

Intersection Level Of Service Report
Intersection 1502: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	10.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name			East-West Arterial			East-West Arterial		
Approach	Northbound		Eastbound			Westbound		
Lane Configuration								
Turning Movement	Left	Right	Thru	Right	U-turn	Left	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00			50.00		
Grade [%]	0.00		0.00			0.00		
Crosswalk	Yes		Yes			Yes		

Volumes

Name			East-West Arterial			East-West Arterial		
Base Volume Input [veh/h]	234	4	1662	4	0	1	1700	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	234	4	1662	4	0	1	1700	15
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	1	416	1	0	0	425	4
Total Analysis Volume [veh/h]	234	4	1662	4	0	1	1700	15
Pedestrian Volume [ped/h]	0		0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	2		1			1		
Circulating Flow Rate [veh/h]	1715		19			4		
Exiting Flow Rate [veh/h]	5		1934			1681		
Demand Flow Rate [veh/h]	234	4	1662	4	0	1	1700	15
Adjusted Demand Flow Rate [veh/h]	234	4	1662	4	0	1	1700	15

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1350.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00092	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	127	112	883	784	910	807
Capacity of Entry and Bypass Lanes [veh/h]	331	279	1396	1396	1415	1415
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	331	279	1396	1396	1415	1415
X, volume / capacity	0.38	0.40	0.63	0.56	0.64	0.57

Movement, Approach, & Intersection Results

Lane LOS	C	C	B	A	B	A
95th-Percentile Queue Length [veh]	1.73	1.85	4.81	3.66	5.00	3.79
95th-Percentile Queue Length [ft]	43.35	46.20	120.16	91.49	125.07	94.72
Approach Delay [s/veh]	21.23		9.39		9.51	
Approach LOS	C		A		A	
Intersection Delay [s/veh]	10.23					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1600: East-West Arterial at Northward Rd

Control Type:	Two-way stop	Delay (sec / veh):	20.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.278

Intersection Setup

Name	Northward Rd		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	90	0	1681	0	7	1626
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	90	0	1681	0	7	1626
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	0	420	0	2	407
Total Analysis Volume [veh/h]	90	0	1681	0	7	1626
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.28	0.00	0.02	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	20.33	0.00	0.00	0.00	0.00	0.00
Movement LOS	C		A		A	A
95th-Percentile Queue Length [veh/ln]	1.11	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	27.79	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	20.33		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.54					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1700: East-West Arterial at Lookout Rd

Control Type:	Roundabout	Delay (sec / veh):	9.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Lookout Rd			Lookout Rd			East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Lookout Rd			Lookout Rd			East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	115	0	7	0	0	0	0	1585	35	61	6	1502	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	115	0	7	0	0	0	0	1585	35	61	6	1502	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	29	0	2	0	0	0	0	396	9	15	2	376	0	0
Total Analysis Volume [veh/h]	115	0	7	0	0	0	0	1585	35	61	6	1502	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1				1				
Circulating Flow Rate [veh/h]	1563			1688			7				96				
Exiting Flow Rate [veh/h]	41			0			1678				1592				
Demand Flow Rate [veh/h]	115	0	7	0	0	0	0	1585	35	61	6	1502	0	0	
Adjusted Demand Flow Rate [veh/h]	115	0	7	0	0	0	0	1585	35	61	6	1502	0	0	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	122	0	891	791	800	709
Capacity of Entry and Bypass Lanes [veh/h]	377	339	1411	1411	1302	1302
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	377	339	1411	1411	1302	1302
X, volume / capacity	0.32	0.00	0.63	0.56	0.61	0.54

Movement, Approach, & Intersection Results

Lane LOS	C	B	A	A	B	A
95th-Percentile Queue Length [veh]	1.38	0.00	4.79	3.65	4.46	3.43
95th-Percentile Queue Length [ft]	34.51	0.00	119.67	91.15	111.49	85.75
Approach Delay [s/veh]	15.72	10.64	9.30		9.48	
Approach LOS	C	B	A		A	
Intersection Delay [s/veh]	9.62					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1800: East-West Arterial at Longfellow Rd

Control Type:	Roundabout	Delay (sec / veh):	8.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Longfellow Rd			Longfellow Rd			East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Longfellow Rd			Longfellow Rd			East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	12	0	0	0	0	0	0	1585	0	6	0	1408	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	0	0	0	0	0	0	1585	0	6	0	1408	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	3	0	0	0	0	0	0	396	0	2	0	352	0	0
Total Analysis Volume [veh/h]	12	0	0	0	0	0	0	1585	0	6	0	1408	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1				1					
Circulating Flow Rate [veh/h]	1414			1591			0				6					
Exiting Flow Rate [veh/h]	0			0			1426				1585					
Demand Flow Rate [veh/h]	12	0	0	0	0	0	0	1585	0	6	0	1408	0	0		
Adjusted Demand Flow Rate [veh/h]	12	0	0	0	0	0	0	1585	0	6	0	1408	0	0		

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	12	0	844	748	747	662
Capacity of Entry and Bypass Lanes [veh/h]	427	368	1420	1420	1413	1413
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	427	368	1420	1420	1413	1413
X, volume / capacity	0.03	0.00	0.59	0.53	0.53	0.47

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.09	0.00	4.15	3.21	3.24	2.57
95th-Percentile Queue Length [ft]	2.17	0.00	103.68	80.35	80.89	64.36
Approach Delay [s/veh]	8.82	9.80	8.58		7.59	
Approach LOS	A	A	A		A	
Intersection Delay [s/veh]	8.12					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1900: East West Arterial

Control Type:	Roundabout	Delay (sec / veh):	8.3
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name							East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			50.00				40.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name							East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	53	0	0	0	0	11	1	1559	25	0	0	1344	1	14
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	53	0	0	0	0	11	1	1559	25	0	0	1344	1	14
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	13	0	0	0	0	3	0	390	6	0	0	336	0	4
Total Analysis Volume [veh/h]	53	0	0	0	0	11	1	1559	25	0	0	1344	1	14
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1				1				
Circulating Flow Rate [veh/h]	1370			1598			15				36				
Exiting Flow Rate [veh/h]	25			2			1408				1573				
Demand Flow Rate [veh/h]	53	0	0	0	0	11	1	1559	25	0	0	1344	1	14	
Adjusted Demand Flow Rate [veh/h]	53	0	0	0	0	11	1	1559	25	0	0	1344	1	14	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	53	11	841	745	721	639
Capacity of Entry and Bypass Lanes [veh/h]	444	366	1401	1401	1375	1375
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	444	366	1401	1401	1375	1375
X, volume / capacity	0.12	0.03	0.60	0.53	0.52	0.46

Movement, Approach, & Intersection Results

Lane LOS	A	B	A	A	A	A
95th-Percentile Queue Length [veh]	0.40	0.09	4.24	3.28	3.18	2.54
95th-Percentile Queue Length [ft]	10.10	2.33	105.96	81.92	79.51	63.38
Approach Delay [s/veh]	9.82	10.32	8.76		7.67	
Approach LOS	A	B	A		A	
Intersection Delay [s/veh]	8.29					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 2000: Frank Sound Road at East-West Arterial

Control Type:	Unknown	Delay (sec / veh):	?
Analysis Method:	?	Level Of Service:	?
Analysis Period:	15 minutes	Volume to Capacity (v/c):	?

Intersection Setup

Name	Frank Sound Rd	Frank Sound Rd
Approach	Northeastbound	Southwestbound
Lane Configuration		
Turning Movement	Thru	Thru
Crosswalk	Yes	Yes

Volumes

Name	Frank Sound Rd	Frank Sound Rd
Base Volume Input [veh/h]	241	386
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Left-Turn on Red Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	241	386
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	60	97
Total Analysis Volume [veh/h]	241	386
Presence of On-Street Parking	No	No
On-Street Parking Maneuver Rate [/h]	0	0
Local Bus Stopping Rate [/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Level Of Service Report
Intersection 2100: Frank Sound Road at East-West Arterial

Control Type:	Roundabout	Delay (sec / veh):	12.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd			Frank Sound Rd			East-West Arterial							
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00				40.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Frank Sound Rd			Frank Sound Rd			East-West Arterial							
Base Volume Input [veh/h]	906	117	0	0	190	271	146	4	1418	11	0	8	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	906	117	0	0	190	271	146	4	1418	11	0	8	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	227	29	0	0	48	68	37	1	355	3	0	2	0	0
Total Analysis Volume [veh/h]	906	117	0	0	190	271	146	4	1418	11	0	8	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1				2			
Circulating Flow Rate [veh/h]	290			1433			117				1890			
Exiting Flow Rate [veh/h]	1608			263			1196				4			
Demand Flow Rate [veh/h]	906	117	0	0	190	271	146	4	1418	11	0	8	0	0
Adjusted Demand Flow Rate [veh/h]	906	117	0	0	190	271	146	4	1418	11	0	8	0	0

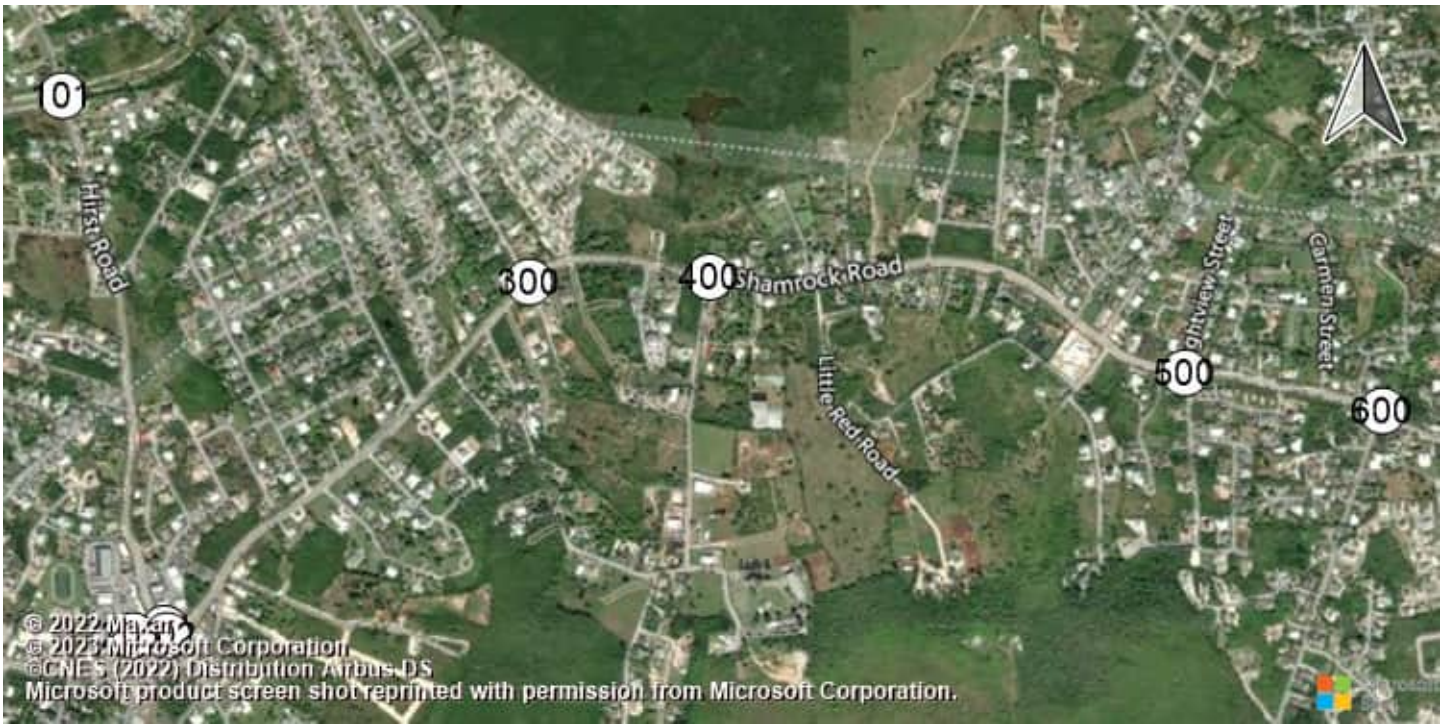
Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1350.00	1420.00	1350.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00092	0.00085	0.00092	0.00091	0.00091	0.00085
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	543	481	190	271	743	837	8
Capacity of Entry and Bypass Lanes [veh/h]	1110	1034	421	362	1277	1277	285
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1110	1034	421	362	1277	1277	285
X, volume / capacity	0.49	0.47	0.45	0.75	0.58	0.66	0.03

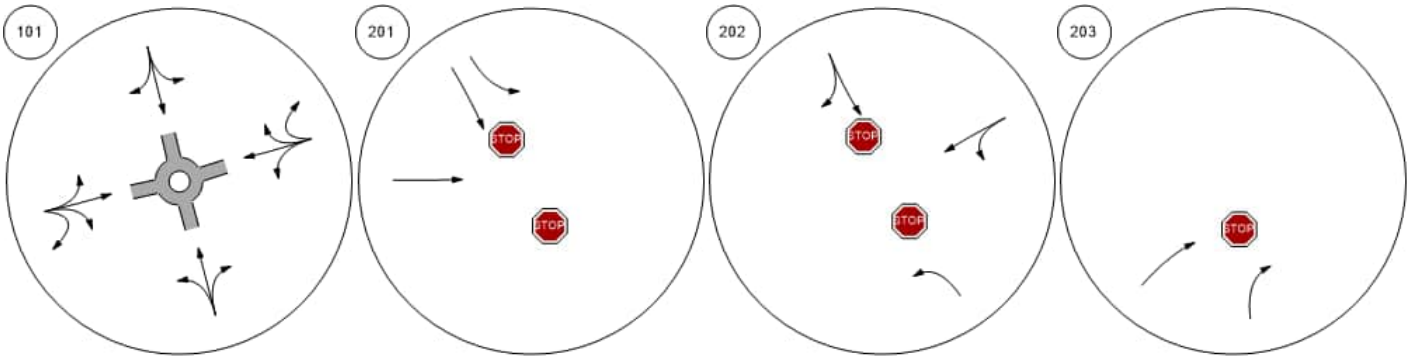
Movement, Approach, & Intersection Results

Lane LOS	A	A	C	E	A	B	B
95th-Percentile Queue Length [veh]	2.76	2.52	2.29	5.91	3.93	5.21	0.09
95th-Percentile Queue Length [ft]	68.96	62.91	57.37	147.80	98.35	130.37	2.16
Approach Delay [s/veh]	8.77		29.81		10.48		13.14
Approach LOS	A		D		B		B
Intersection Delay [s/veh]	12.82						
Intersection LOS	B						

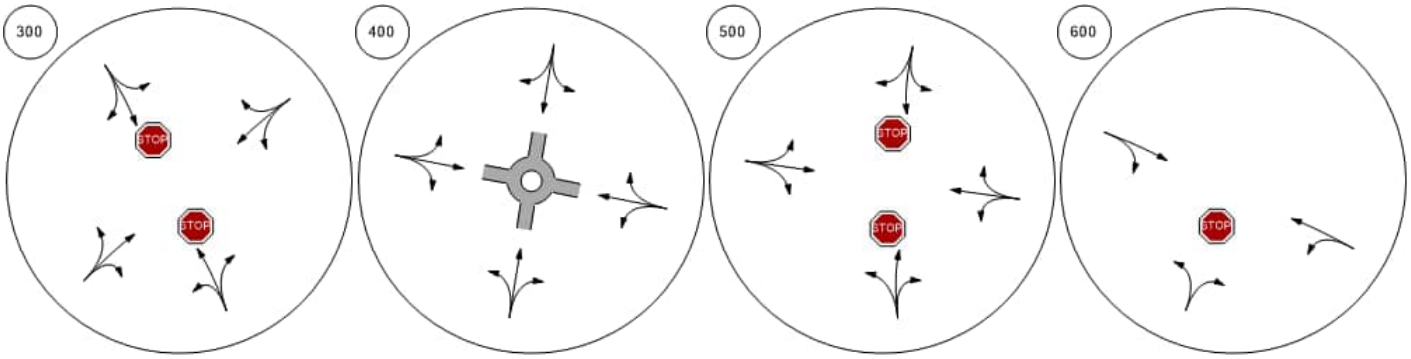
Lane Configuration and Traffic Control



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

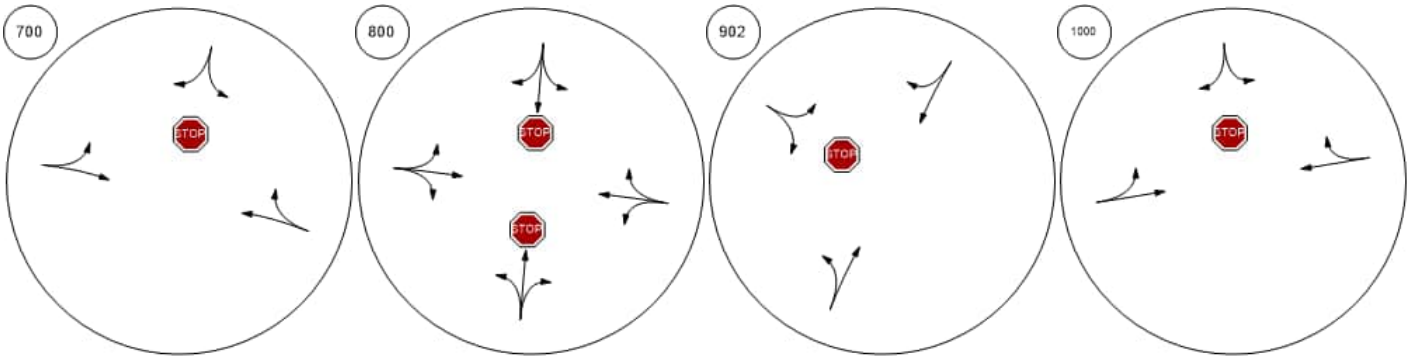


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

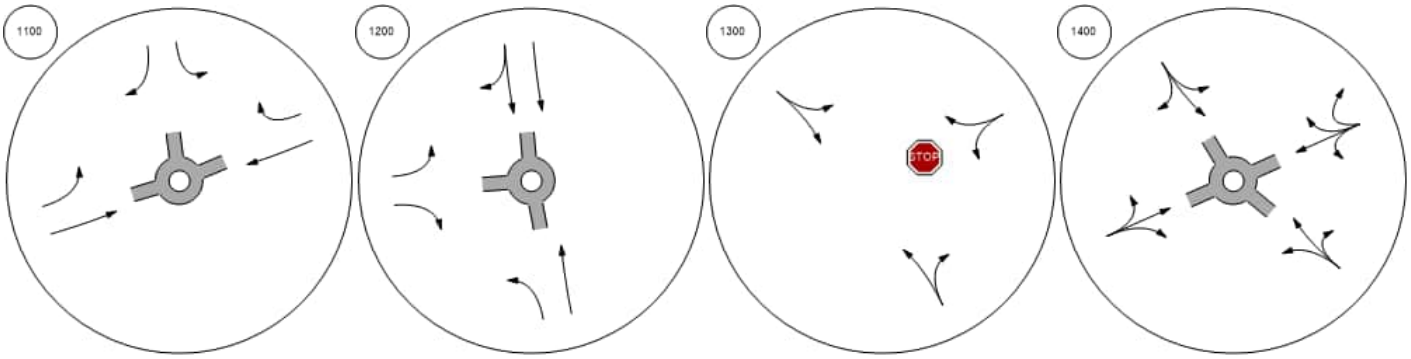


Lane Configuration and Traffic Control

Shamrock Road at Northward | Shamrock Road at Condor R | Bodden Town Road at Bodde | Bodden Town Road at Long

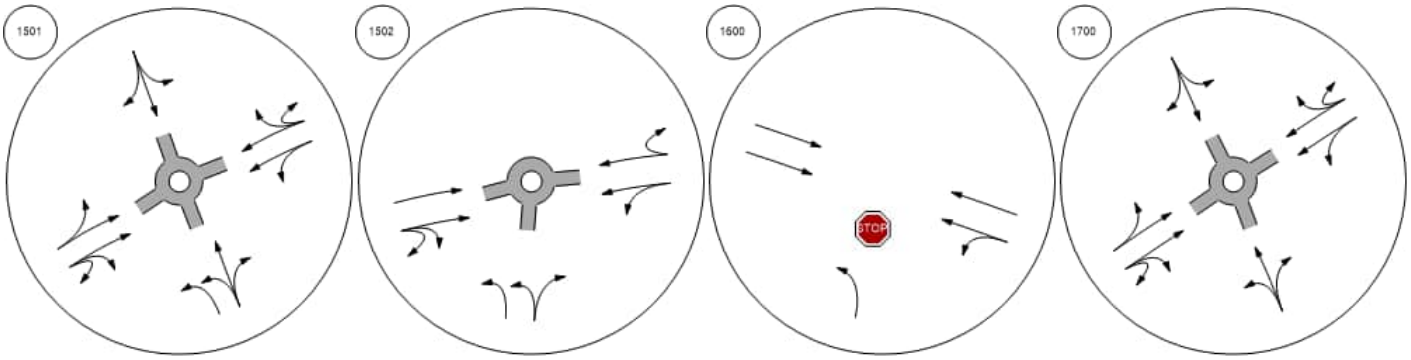


Frank Sound Road at Bodde | Frank Sound Road at Clifton | Frank Sound Road at North S | East-West Arterial at Agricola

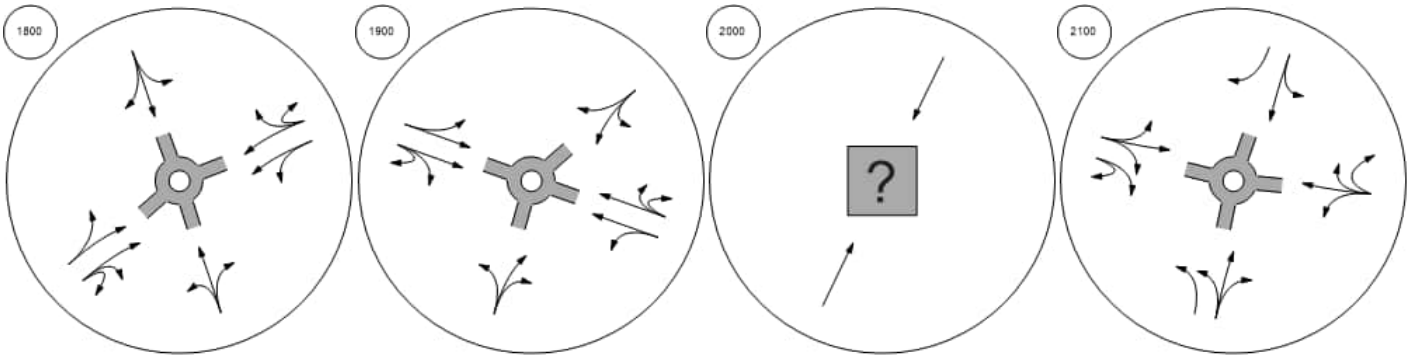


Lane Configuration and Traffic Control

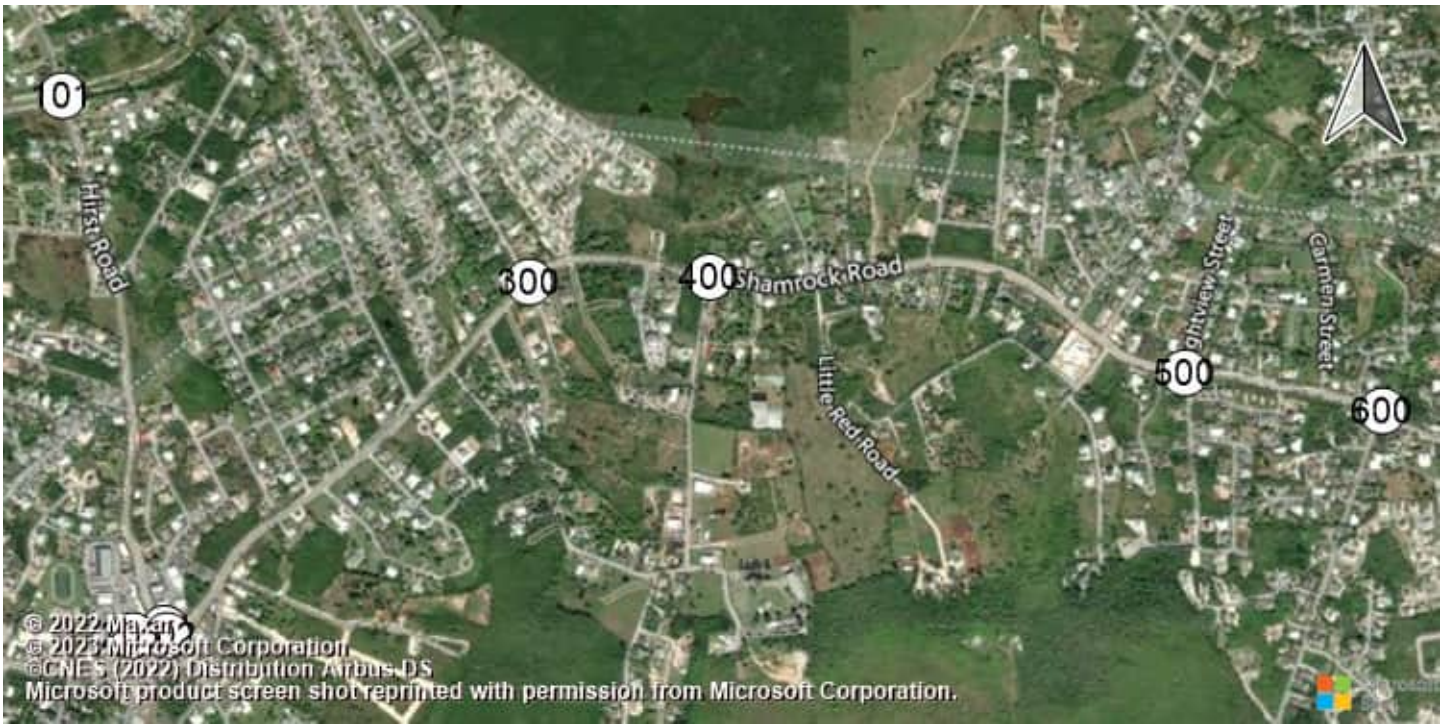
East-West Arterial at Will T C East-West Arterial at Will T C East-West Arterial at Northwa East-West Arterial at Lookout



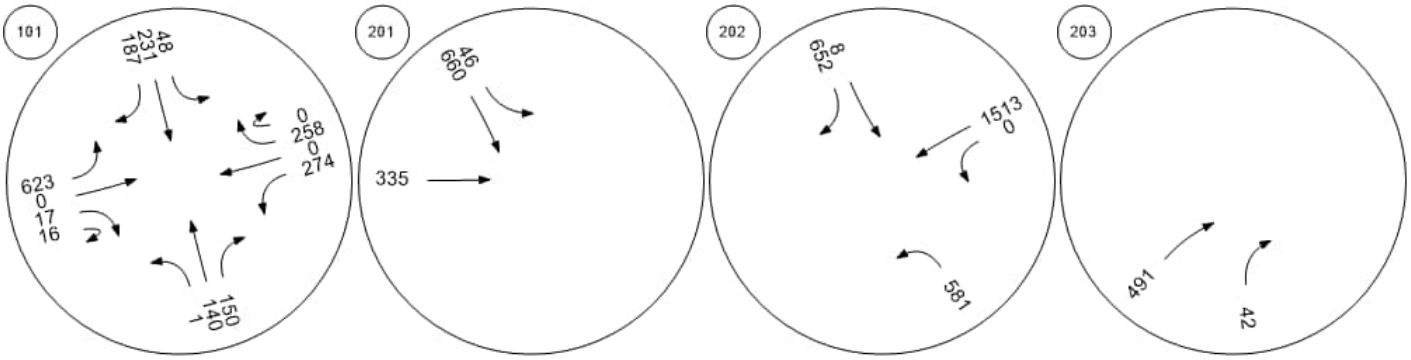
East-West Arterial at Longfell East West Arterial Frank Sound Road at East-W Frank Sound Road at East-W



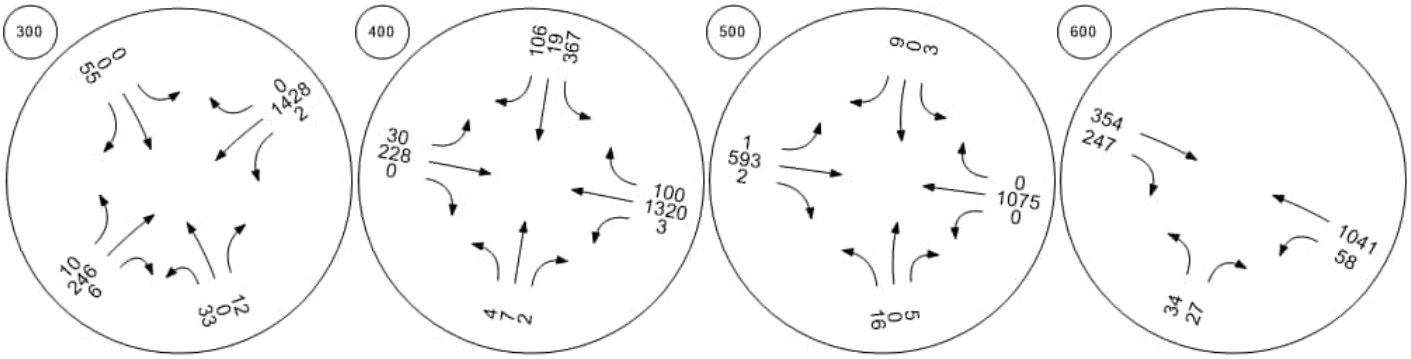
Traffic Volume - Base Volume



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

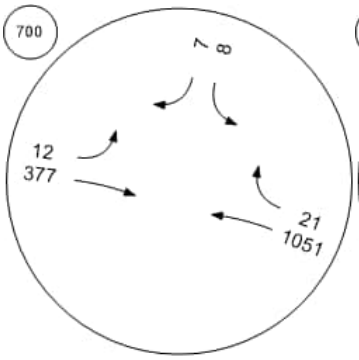


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

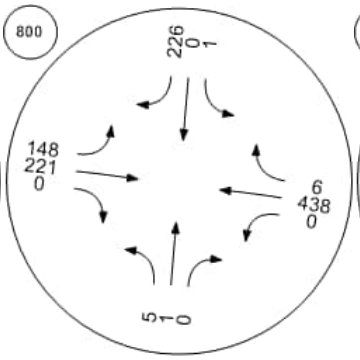


Traffic Volume - Base Volume

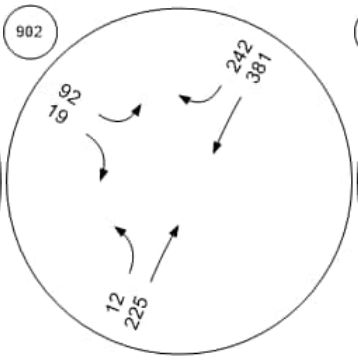
Shamrock Road at Northward



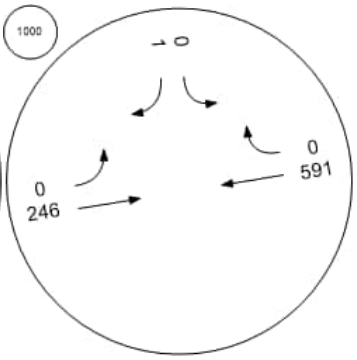
Shamrock Road at Condor R



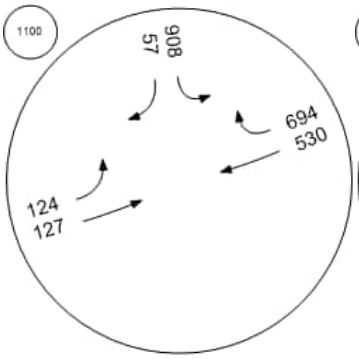
Bodden Town Road at Bodde



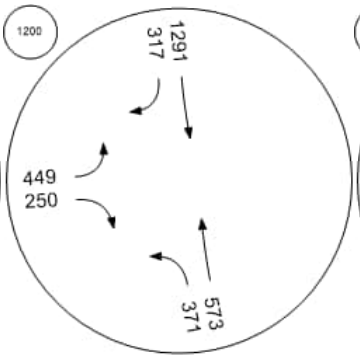
Bodden Town Road at Long



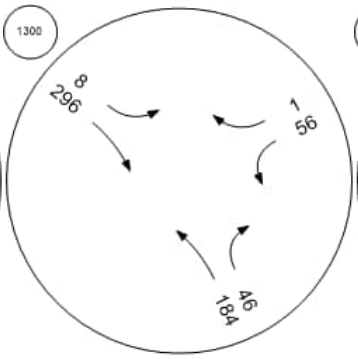
Frank Sound Road at Bodde



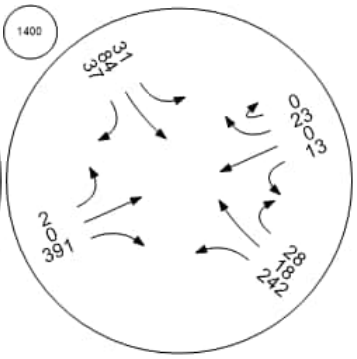
Frank Sound Road at Clifton



Frank Sound Road at North S

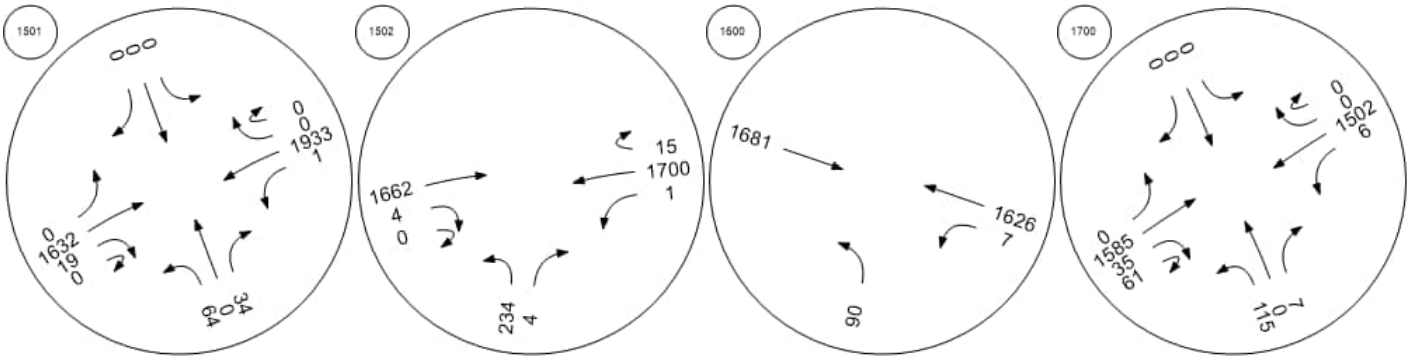


East-West Arterial at Agricola

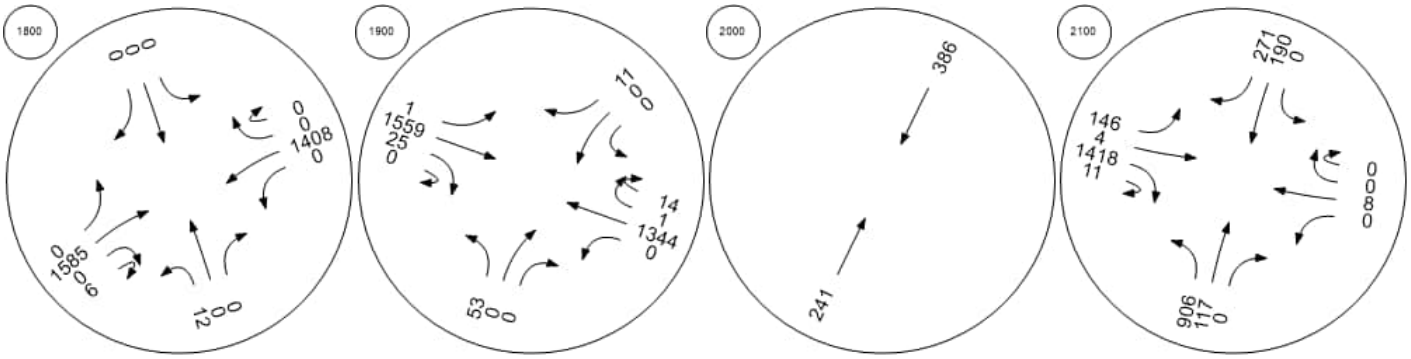


Traffic Volume - Base Volume

East-West Arterial at Will T C East-West Arterial at Will T C East-West Arterial at Northwa East-West Arterial at Lookout



East-West Arterial at Longfell East West Arterial Frank Sound Road at East-W Frank Sound Road at East-W



Intersection Level Of Service Report
Intersection 101: East-West Arterial Road at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	20.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes		

Intersection Setup

Name									East-West Arterial				East-West Arterial				
Approach	Northbound				Southbound				Eastbound				Westbound				
Lane Configuration																	
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	U-tu	Left	Thr	Thr	Rig	U-t
Lane Width [ft]	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.	12.	12.	12.	12.
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100	100	100	100	100
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Speed [mph]	30.00				30.00				25.00				25.00				
Grade [%]	0.00				0.00				0.00				0.00				
Crosswalk	Yes				Yes				Yes				Yes				

Volumes

Name									East-West Arterial				East-West Arterial				
Base Volume Input [veh/h]	78	0	253	215	42	294	0	445	314	56	91	2	146	0	0	193	0
Base Volume Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	78	0	253	215	42	294	0	445	314	56	91	2	146	0	0	193	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Other Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Total 15-Minute Volume [veh/h]	20	0	63	54	11	74	0	111	79	14	23	1	37	0	0	48	0
Total Analysis Volume [veh/h]	78	0	253	215	42	294	0	445	314	56	91	2	146	0	0	193	0
Pedestrian Volume [ped/h]	0				0				0				0				

Intersection Settings

Number of Conflicting Circulating Lanes	1				1				1				1					
Circulating Flow Rate [veh/h]	640				364				661				832					
Exiting Flow Rate [veh/h]	531				760				525				313					
Demand Flow Rate [veh/h]	78	0	253	215	42	294	0	445	314	56	91	2	146	0	0	193	0	
Adjusted Demand Flow Rate [veh/h]	78	0	253	215	42	294	0	445	314	56	91	2	146	0	0	193	0	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	546	781	463	339
Capacity of Entry and Bypass Lanes [veh/h]	719	952	704	591
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	719	952	704	591
X, volume / capacity	0.76	0.82	0.66	0.57

Movement, Approach, & Intersection Results

Lane LOS	C	C	C	C
95th-Percentile Queue Length [veh]	7.14	9.49	4.96	3.62
95th-Percentile Queue Length [ft]	178.43	237.23	124.07	90.60
Approach Delay [s/veh]	22.85	22.51	17.72	16.85
Approach LOS	C	C	C	C
Intersection Delay [s/veh]	20.65			
Intersection LOS	C			

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	693.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.437

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	106	516	0	0	980	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	106	516	0	0	980	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	28	139	0	0	263	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	114	555	0	0	1054	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop			Stop			Free			Free			
Flared Lane													
Storage Area [veh]	0			0			0			0			
Two-Stage Gap Acceptance				No									
Number of Storage Spaces in Median	0			0			0			0			

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.41	2.44	0.00	0.00	0.01	0.00	0.00	0.00	0.00	
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	26.79	693.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Movement LOS				D	F			A					
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	1.92	45.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	47.94	1136.9	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
d_A, Approach Delay [s/veh]	0.00			579.50			0.00			0.00			
Approach LOS	A			F			A			A			
d_I, Intersection Delay [s/veh]	225.01												
Intersection LOS	F												

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.296

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	342	0	0	0	73	444	0	0	0	13	867	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	342	0	0	0	73	444	0	0	0	13	867	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	92	0	0	0	20	119	0	0	0	3	233	0
Total Analysis Volume [veh/h]	368	0	0	0	78	477	0	0	0	14	932	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	1.14	0.00	0.00	0.00	0.30	0.00	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	129.48	0.00	0.00	0.00	10000.	10000.	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	F				F	F				A	A	
95th-Percentile Queue Length [veh/ln]	14.90	0.00	0.00	0.00	72.26	72.26	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	372.52	0.00	0.00	0.00	1806.3	1806.3	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	129.48			10000.00			0.00			0.00		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	2995.00											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 203: Shamrock Road atHirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	49.5
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.392

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	47	1424	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	47	1424	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	13	383	0	0	0
Total Analysis Volume [veh/h]	0	51	1531	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.39	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	49.52	0.00	0.00	0.00	0.00
Movement LOS		E	A			
95th-Percentile Queue Length [veh/ln]	0.00	1.66	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	41.45	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	49.52		0.00		0.00	
Approach LOS	E		A		A	
d_I, Intersection Delay [s/veh]	1.60					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	160.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.821

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	11	0	4	6	0	54	26	732	26	8	888	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	0	4	6	0	54	26	732	26	8	888	0
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	1	2	0	14	7	183	7	2	222	0
Total Analysis Volume [veh/h]	11	0	4	6	0	56	27	732	27	8	888	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.06	0.01	0.00	0.82	0.00	0.01	0.04	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	17.57	48.61	58.72	116.63	148.96	160.77	0.00	0.00	9.87	0.00	0.00	9.18
Movement LOS	C	E	F	F	F	F	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.29	0.29	0.29	4.12	4.12	4.12	0.11	0.11	0.11	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	7.25	7.25	7.25	102.96	102.96	102.96	2.74	2.74	2.74	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	28.54			156.50			0.34			0.00		
Approach LOS	D			F			A			A		
d_I, Intersection Delay [s/veh]	5.91											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive

Control Type:	Roundabout	Delay (sec / veh):	12.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	2	2	1	236	26	101	54	685	4	8	792	79
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	2	1	236	26	101	54	685	4	8	792	79
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	0	59	7	25	14	171	1	2	198	20
Total Analysis Volume [veh/h]	2	2	1	236	26	101	54	685	4	9	792	79
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1			
Circulating Flow Rate [veh/h]	972			690			82			131			
Exiting Flow Rate [veh/h]	39			135			895			922			
Demand Flow Rate [veh/h]	2	2	1	236	26	101	54	685	4	8	792	79	
Adjusted Demand Flow Rate [veh/h]	2	2	1	236	26	101	54	685	4	9	792	79	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	5	363	743	880
Capacity of Entry and Bypass Lanes [veh/h]	513	683	1270	1208
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	513	683	1270	1208
X, volume / capacity	0.01	0.53	0.59	0.73

Movement, Approach, & Intersection Results

Lane LOS	A	B	A	B
95th-Percentile Queue Length [veh]	0.03	3.16	3.99	6.90
95th-Percentile Queue Length [ft]	0.74	78.93	99.83	172.51
Approach Delay [s/veh]	7.15	13.76	9.69	14.17
Approach LOS	A	B	A	B
Intersection Delay [s/veh]	12.41			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	53.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.039

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	5	0	1	0	0	3	15	747	29	47	722	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	0	1	0	0	3	15	747	29	47	722	25
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	0	0	1	4	187	7	12	181	6
Total Analysis Volume [veh/h]	5	0	1	0	0	3	15	747	29	47	722	25
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.01	0.00	0.00	0.04	0.00	0.01	0.03	0.00	0.01	0.03
d_M, Delay for Movement [s/veh]	14.01	43.85	51.35	15.62	46.23	53.60	0.00	0.00	9.36	0.00	0.00	9.31
Movement LOS	B	E	F	C	E	F	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.08	0.08	0.08	0.12	0.12	0.12	0.11	0.11	0.11	0.09	0.09	0.09
95th-Percentile Queue Length [ft/ln]	1.90	1.90	1.90	3.00	3.00	3.00	2.63	2.63	2.63	2.25	2.25	2.25
d_A, Approach Delay [s/veh]	20.23			53.60			0.34			0.29		
Approach LOS	C			F			A			A		
d_I, Intersection Delay [s/veh]	0.49											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	182.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.871

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	26	51	631	117	24	768
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	51	631	117	24	768
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	14	173	32	7	211
Total Analysis Volume [veh/h]	29	56	693	129	26	844
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.87	0.01	0.16	0.00	0.01
d_M, Delay for Movement [s/veh]	135.96	181.96	0.00	10.50	0.00	0.00
Movement LOS	F	F	A	B	A	A
95th-Percentile Queue Length [veh/ln]	5.38	5.38	0.59	0.59	0.00	0.00
95th-Percentile Queue Length [ft/ln]	134.56	134.56	14.68	14.68	0.00	0.00
d_A, Approach Delay [s/veh]	166.27		1.65		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	8.72					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	37.4
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.228

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	13	31	12	579	795	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	31	12	579	795	16
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	8	3	149	205	4
Total Analysis Volume [veh/h]	13	32	12	597	820	16
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.23	0.00	0.01	0.01	0.02
d_M, Delay for Movement [s/veh]	18.94	37.43	0.00	0.00	0.00	8.74
Movement LOS	C	E	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.96	0.96	0.00	0.00	0.05	0.05
95th-Percentile Queue Length [ft/ln]	24.11	24.11	0.00	0.00	1.25	1.25
d_A, Approach Delay [s/veh]	32.08		0.00		0.17	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	1.06					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	26.7
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.477

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	1	0	0	4	0	149	164	282	2	0	384	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	0	4	0	149	164	282	2	0	384	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	1	0	37	41	71	1	0	96	3
Total Analysis Volume [veh/h]	1	0	0	4	0	149	164	282	2	0	384	12
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.48	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	10.40	17.34	16.60	20.40	26.21	26.67	0.00	0.00	8.04	0.00	0.00	8.23
Movement LOS	B	C	C	C	D	D	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	2.49	2.49	2.49	0.01	0.01	0.01	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	0.11	0.11	0.11	62.37	62.37	62.37	0.13	0.13	0.13	0.81	0.81	0.81
d_A, Approach Delay [s/veh]	10.40			26.50			0.04			0.25		
Approach LOS	B			D			A			A		
d_I, Intersection Delay [s/veh]	4.19											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 902: Bodden Town Road at Bodden Town Bypass

Control Type:	Two-way stop	Delay (sec / veh):	34.5
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.288

Intersection Setup

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	76	43	28	235	325	259
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	76	43	28	235	325	259
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	11	7	63	86	69
Total Analysis Volume [veh/h]	81	46	30	250	346	276
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.29	0.00	0.00	0.00	0.21
d_M, Delay for Movement [s/veh]	16.60	34.49	0.00	0.00	0.00	8.53
Movement LOS	C	D	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.80	1.80	0.00	0.00	0.81	0.81
95th-Percentile Queue Length [ft/ln]	45.02	45.02	0.00	0.00	20.20	20.20
d_A, Approach Delay [s/veh]	23.08		0.00		3.79	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	5.14					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Two-way stop	Delay (sec / veh):	16.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.009

Intersection Setup

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	0	3	4	245	558	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	3	4	245	558	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	1	67	153	0
Total Analysis Volume [veh/h]	0	3	4	269	613	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	9.77	16.41	0.00	0.00	0.00	7.77
Movement LOS	A	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.03	0.03	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.71	0.71	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	16.41		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.06					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1100: Frank Sound Road at Bodden Town Road

Control Type:	Roundabout	Delay (sec / veh):	15.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	1022	92	83	162	462	623
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1022	92	83	162	462	623
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	275	25	22	44	124	167
Total Analysis Volume [veh/h]	1099	99	89	174	497	670
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Number of Conflicting Circulating Lanes	1		1		1	
Circulating Flow Rate [veh/h]	174		670		99	
Exiting Flow Rate [veh/h]	759		596		1273	
Demand Flow Rate [veh/h]	1022	92	83	162	462	623
Adjusted Demand Flow Rate [veh/h]	1099	99	89	174	497	670

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00091	0.00091	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	1099	99	89	174	497	670
Capacity of Entry and Bypass Lanes [veh/h]	1213	1213	772	772	1298	1298
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1213	1213	772	772	1298	1298
X, volume / capacity	0.91	0.08	0.12	0.23	0.38	0.52

Movement, Approach, & Intersection Results

Lane LOS	D	A	A	A	A	A
95th-Percentile Queue Length [veh]	14.43	0.27	0.39	0.86	1.83	3.08
95th-Percentile Queue Length [ft]	360.74	6.66	9.73	21.58	45.72	77.03
Approach Delay [s/veh]	25.22		6.71		7.48	
Approach LOS	D		A		A	
Intersection Delay [s/veh]	15.49					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Roundabout	Delay (sec / veh):	14.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	1	0	1	0	0	0
Exit Pocket Length [ft]	100.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	50.00		50.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	232	1002	1026	418	327	310
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	232	1002	1026	418	327	310
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	58	251	257	105	82	78
Total Analysis Volume [veh/h]	232	1002	1026	418	327	310
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Number of Conflicting Circulating Lanes	2		2		2	
Circulating Flow Rate [veh/h]	418		310		1002	
Exiting Flow Rate [veh/h]	1336		1329		650	
Demand Flow Rate [veh/h]	232	1002	1026	418	327	310
Adjusted Demand Flow Rate [veh/h]	232	1002	1026	418	327	310

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1350.00	1420.00	1350.00	1420.00	1350.00
B (coefficient)	0.00085	0.00092	0.00085	0.00092	0.00085	0.00092
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	655	580	766	679	327	310
Capacity of Entry and Bypass Lanes [veh/h]	996	920	1092	1016	606	538
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	996	920	1092	1016	606	538
X, volume / capacity	0.66	0.63	0.70	0.67	0.54	0.58

Movement, Approach, & Intersection Results

Lane LOS	B	B	B	B	C	C
95th-Percentile Queue Length [veh]	5.13	4.63	6.13	5.37	3.22	3.63
95th-Percentile Queue Length [ft]	128.27	115.67	153.16	134.20	80.50	90.80
Approach Delay [s/veh]	13.54		13.96		16.82	
Approach LOS	B		B		C	
Intersection Delay [s/veh]	14.35					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	16.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.066

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	316	50	31	235	87	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	316	50	31	235	87	21
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	89	14	9	66	24	6
Total Analysis Volume [veh/h]	355	56	35	264	98	24
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.00	0.00	0.13	0.07
d_M, Delay for Movement [s/veh]	0.00	7.96	0.00	0.00	11.11	16.34
Movement LOS	A	A	A	A	B	C
95th-Percentile Queue Length [veh/ln]	0.14	0.14	0.00	0.00	0.72	0.72
95th-Percentile Queue Length [ft/ln]	3.45	3.45	0.00	0.00	17.95	17.95
d_A, Approach Delay [s/veh]	1.08		0.00		12.14	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.32					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	6.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			25.00			25.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	Yes			Yes			Yes			Yes			

Volumes

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Base Volume Input [veh/h]	75	20	10	146	115	5	0	99	373	44	0	6	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	75	20	10	146	115	5	0	99	373	44	0	6	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	19	5	3	37	29	1	0	25	93	11	0	2	1
Total Analysis Volume [veh/h]	75	20	10	146	115	5	0	99	373	44	0	6	5
Pedestrian Volume [ped/h]	0			0			0			0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1			
Circulating Flow Rate [veh/h]	16			487			41			493			
Exiting Flow Rate [veh/h]	532			26			80			260			
Demand Flow Rate [veh/h]	75	20	10	146	115	5	0	99	373	44	0	6	5
Adjusted Demand Flow Rate [veh/h]	75	20	10	146	115	5	0	99	373	44	0	6	5

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	105	266	472	55
Capacity of Entry and Bypass Lanes [veh/h]	1358	840	1324	835
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1358	840	1324	835
X, volume / capacity	0.08	0.32	0.36	0.07

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.25	1.36	1.64	0.21
95th-Percentile Queue Length [ft]	6.28	34.12	40.94	5.28
Approach Delay [s/veh]	3.26	7.85	6.00	4.95
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	6.16			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 1501: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	15.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes		

Intersection Setup

Name							East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			30.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name							East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	13	0	9	0	0	0	0	2047	245	0	28	1465	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	0	9	0	0	0	0	2047	245	0	28	1465	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	3	0	2	0	0	0	0	512	61	0	7	366	0	0
Total Analysis Volume [veh/h]	13	0	9	0	0	0	0	2047	245	0	28	1465	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1				1			
Circulating Flow Rate [veh/h]	1465			2301			9				245			
Exiting Flow Rate [veh/h]	273			0			1478				2056			
Demand Flow Rate [veh/h]	13	0	9	0	0	0	0	2047	245	0	28	1465	0	0
Adjusted Demand Flow Rate [veh/h]	13	0	9	0	0	0	0	2047	245	0	28	1465	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1350.00	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00092	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	12	11	0	1215	1078	792	702
Capacity of Entry and Bypass Lanes [veh/h]	409	351	201	1409	1409	1137	1137
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	409	351	201	1409	1409	1137	1137
X, volume / capacity	0.03	0.03	0.00	0.86	0.76	0.70	0.62

Movement, Approach, & Intersection Results

Lane LOS	A	B	C	C	B	B	B
95th-Percentile Queue Length [veh]	0.09	0.09	0.00	12.43	8.15	6.04	4.48
95th-Percentile Queue Length [ft]	2.20	2.27	0.00	310.82	203.82	150.92	111.90
Approach Delay [s/veh]	9.92		17.92	17.28		12.47	
Approach LOS	A		C	C		B	
Intersection Delay [s/veh]	15.35						
Intersection LOS	C						

Intersection Level Of Service Report
Intersection 1502: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	11.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name			East-West Arterial			East-West Arterial		
Approach	Northbound		Eastbound			Westbound		
Lane Configuration								
Turning Movement	Left	Right	Thru	Right	U-turn	Left	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00			50.00		
Grade [%]	0.00		0.00			0.00		
Crosswalk	Yes		Yes			Yes		

Volumes

Name			East-West Arterial			East-West Arterial		
Base Volume Input [veh/h]	19	1	2021	35	0	2	1475	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	1	2021	35	0	2	1475	36
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	0	505	9	0	1	369	9
Total Analysis Volume [veh/h]	19	1	2021	35	0	2	1475	36
Pedestrian Volume [ped/h]	0		0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	2		1			1		
Circulating Flow Rate [veh/h]	1511		37			35		
Exiting Flow Rate [veh/h]	37		1494			2058		
Demand Flow Rate [veh/h]	19	1	2021	35	0	2	1475	36
Adjusted Demand Flow Rate [veh/h]	19	1	2021	35	0	2	1475	36

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1350.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00092	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	11	10	1090	967	802	712
Capacity of Entry and Bypass Lanes [veh/h]	394	337	1373	1373	1376	1376
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	394	337	1373	1373	1376	1376
X, volume / capacity	0.03	0.03	0.79	0.70	0.58	0.52

Movement, Approach, & Intersection Results

Lane LOS	A	B	C	B	A	A
95th-Percentile Queue Length [veh]	0.08	0.09	9.17	6.34	3.97	3.10
95th-Percentile Queue Length [ft]	2.07	2.15	229.16	158.46	99.34	77.39
Approach Delay [s/veh]	10.30		14.05		8.58	
Approach LOS	B		B		A	
Intersection Delay [s/veh]	11.72					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1600: East-West Arterial at Northward Rd

Control Type:	Two-way stop	Delay (sec / veh):	15.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.053

Intersection Setup

Name	Northward Rd		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	19	0	2058	0	14	1493
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	0	2058	0	14	1493
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	0	515	0	4	373
Total Analysis Volume [veh/h]	19	0	2058	0	14	1493
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.02	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	15.67	0.00	0.00	0.00	0.00	0.00
Movement LOS	C		A		A	A
95th-Percentile Queue Length [veh/ln]	0.17	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.21	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	15.67		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.08					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1700: East-West Arterial at Lookout Rd

Control Type:	Roundabout	Delay (sec / veh):	13.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Lookout Rd			Lookout Rd			East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Lookout Rd			Lookout Rd			East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	45	0	12	0	0	0	0	1758	172	128	21	1394	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	45	0	12	0	0	0	0	1758	172	128	21	1394	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	11	0	3	0	0	0	0	440	43	32	5	349	0	0
Total Analysis Volume [veh/h]	45	0	12	0	0	0	0	1758	172	128	21	1394	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1				1			
Circulating Flow Rate [veh/h]	1522			2070			12				300			
Exiting Flow Rate [veh/h]	193			0			1567				1770			
Demand Flow Rate [veh/h]	45	0	12	0	0	0	0	1758	172	128	21	1394	0	0
Adjusted Demand Flow Rate [veh/h]	45	0	12	0	0	0	0	1758	172	128	21	1394	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	57	0	1091	968	750	666
Capacity of Entry and Bypass Lanes [veh/h]	390	245	1405	1405	1081	1081
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	390	245	1405	1405	1081	1081
X, volume / capacity	0.15	0.00	0.78	0.69	0.69	0.62

Movement, Approach, & Intersection Results

Lane LOS	B	B	B	B	B	B
95th-Percentile Queue Length [veh]	0.51	0.00	8.56	5.98	5.95	4.42
95th-Percentile Queue Length [ft]	12.70	0.00	213.98	149.53	148.65	110.57
Approach Delay [s/veh]	11.55	14.73	13.17		12.85	
Approach LOS	B	B	B		B	
Intersection Delay [s/veh]	13.02					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1800: East-West Arterial at Longfellow Rd

Control Type:	Roundabout	Delay (sec / veh):	9.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Longfellow Rd			Longfellow Rd			East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Longfellow Rd			Longfellow Rd			East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	9	0	0	0	0	0	0	1711	21	38	0	1357	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	0	0	0	0	0	0	1711	21	38	0	1357	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	2	0	0	0	0	0	0	428	5	10	0	339	0	0
Total Analysis Volume [veh/h]	9	0	0	0	0	0	0	1711	21	38	0	1357	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1				1				
Circulating Flow Rate [veh/h]	1395			1770			0				59				
Exiting Flow Rate [veh/h]	21			0			1404				1711				
Demand Flow Rate [veh/h]	9	0	0	0	0	0	0	1711	21	38	0	1357	0	0	
Adjusted Demand Flow Rate [veh/h]	9	0	0	0	0	0	0	1711	21	38	0	1357	0	0	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	9	0	939	832	720	638
Capacity of Entry and Bypass Lanes [veh/h]	434	316	1420	1420	1346	1346
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	434	316	1420	1420	1346	1346
X, volume / capacity	0.02	0.00	0.66	0.59	0.53	0.47

Movement, Approach, & Intersection Results

Lane LOS	A	B	B	A	A	A
95th-Percentile Queue Length [veh]	0.06	0.00	5.36	4.02	3.30	2.62
95th-Percentile Queue Length [ft]	1.59	0.00	134.07	100.59	82.61	65.62
Approach Delay [s/veh]	8.58	11.41	9.85		7.93	
Approach LOS	A	B	A		A	
Intersection Delay [s/veh]	9.02					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1900: East West Arterial

Control Type:	Roundabout	Delay (sec / veh):	8.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name							East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			50.00				40.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name							East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	48	0	1	0	0	2	8	1632	72	0	0	1307	4	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	48	0	1	0	0	2	8	1632	72	0	0	1307	4	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	12	0	0	0	0	1	2	408	18	0	0	327	1	0
Total Analysis Volume [veh/h]	48	0	1	0	0	2	8	1632	72	0	0	1307	4	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1				1			
Circulating Flow Rate [veh/h]	1313			1705			5				74			
Exiting Flow Rate [veh/h]	72			12			1357				1633			
Demand Flow Rate [veh/h]	48	0	1	0	0	2	8	1632	72	0	0	1307	4	0
Adjusted Demand Flow Rate [veh/h]	48	0	1	0	0	2	8	1632	72	0	0	1307	4	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	49	2	908	805	695	617
Capacity of Entry and Bypass Lanes [veh/h]	466	334	1414	1414	1328	1328
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	466	334	1414	1414	1328	1328
X, volume / capacity	0.11	0.01	0.64	0.57	0.52	0.46

Movement, Approach, & Intersection Results

Lane LOS	A	B	B	A	A	A
95th-Percentile Queue Length [veh]	0.35	0.02	4.98	3.78	3.17	2.53
95th-Percentile Queue Length [ft]	8.77	0.45	124.62	94.42	79.19	63.17
Approach Delay [s/veh]	9.18	10.89	9.50		7.84	
Approach LOS	A	B	A		A	
Intersection Delay [s/veh]	8.79					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 2000: Frank Sound Road at East-West Arterial

Control Type:	Unknown	Delay (sec / veh):	?
Analysis Method:	?	Level Of Service:	?
Analysis Period:	15 minutes	Volume to Capacity (v/c):	?

Intersection Setup

Name	Frank Sound Rd	Frank Sound Rd
Approach	Northbound	Southbound
Lane Configuration		
Turning Movement	Thru	Thru
Crosswalk	Yes	Yes

Volumes

Name	Frank Sound Rd	Frank Sound Rd
Base Volume Input [veh/h]	404	349
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Left-Turn on Red Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	404	349
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	101	87
Total Analysis Volume [veh/h]	404	349
Presence of On-Street Parking	No	No
On-Street Parking Maneuver Rate [/h]	0	0
Local Bus Stopping Rate [/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Level Of Service Report
Intersection 2100: Frank Sound Road at East-West Arterial

Control Type:	Roundabout	Delay (sec / veh):	13.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd			Frank Sound Rd			East-West Arterial							
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			40.00				40.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Frank Sound Rd			Frank Sound Rd			East-West Arterial							
Base Volume Input [veh/h]	1123	206	0	0	194	198	262	0	1250	122	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1123	206	0	0	194	198	262	0	1250	122	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	281	52	0	0	49	50	66	0	313	31	0	0	0	0
Total Analysis Volume [veh/h]	1123	206	0	0	194	198	262	0	1250	122	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1				2			
Circulating Flow Rate [veh/h]	320			1372			206				1764			
Exiting Flow Rate [veh/h]	1444			468			1443				0			
Demand Flow Rate [veh/h]	1123	206	0	0	194	198	262	0	1250	122	0	0	0	0
Adjusted Demand Flow Rate [veh/h]	1123	206	0	0	194	198	262	0	1250	122	0	0	0	0

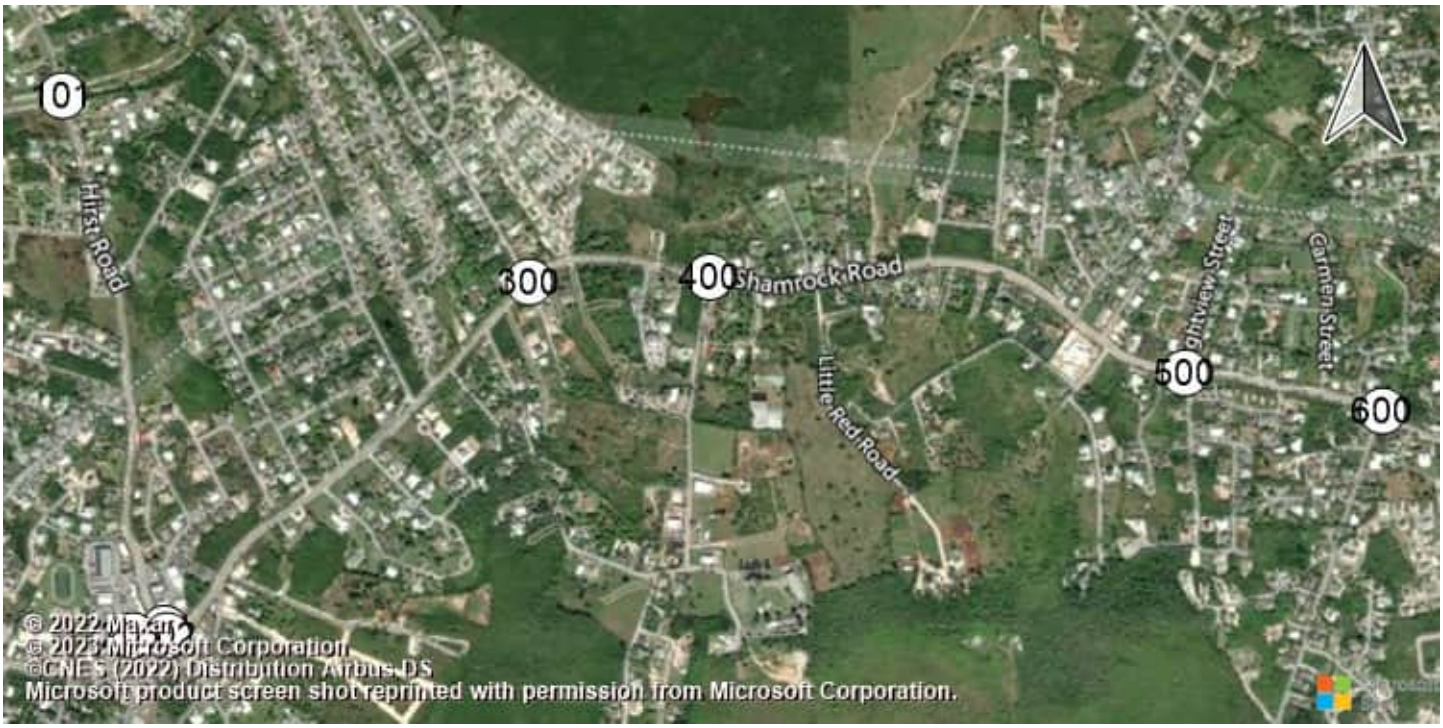
Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1350.00	1420.00	1350.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00092	0.00085	0.00092	0.00091	0.00091	0.00085
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	705	625	194	198	768	867	0
Capacity of Entry and Bypass Lanes [veh/h]	1082	1006	443	383	1178	1178	318
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1082	1006	443	383	1178	1178	318
X, volume / capacity	0.65	0.62	0.44	0.52	0.65	0.74	0.00

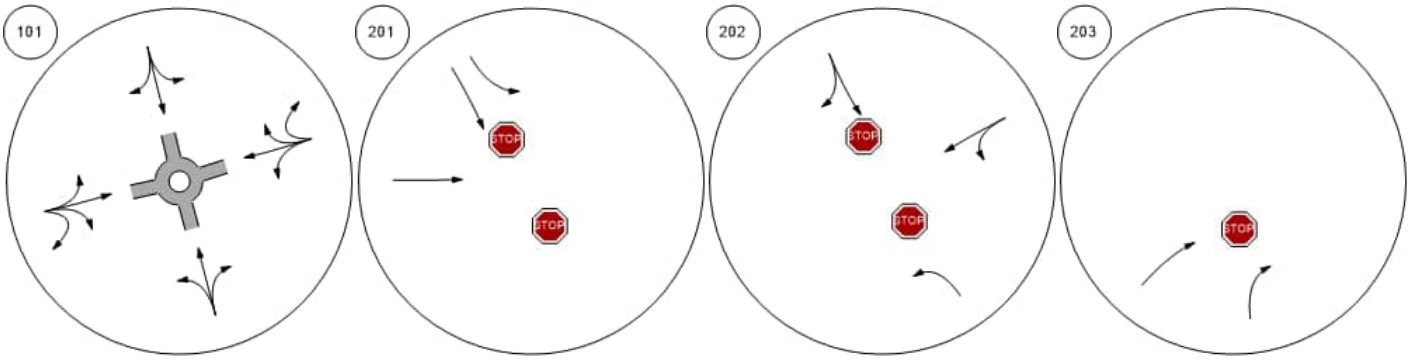
Movement, Approach, & Intersection Results

Lane LOS	B	B	C	C	B	B	B
95th-Percentile Queue Length [veh]	5.06	4.49	2.19	2.87	5.12	7.06	0.00
95th-Percentile Queue Length [ft]	126.41	112.33	54.72	71.73	127.93	176.61	0.00
Approach Delay [s/veh]	12.47		19.15		13.37		11.36
Approach LOS	B		C		B		B
Intersection Delay [s/veh]	13.69						
Intersection LOS	B						

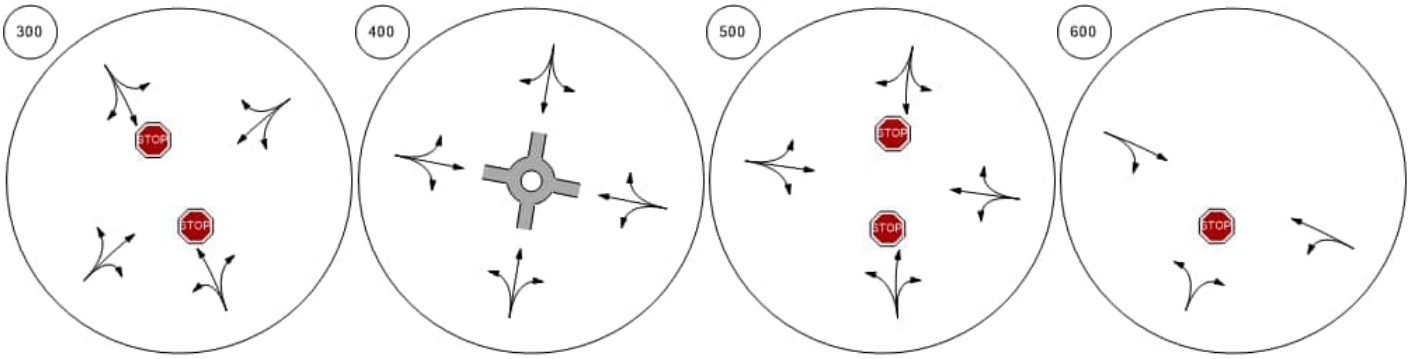
Lane Configuration and Traffic Control



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

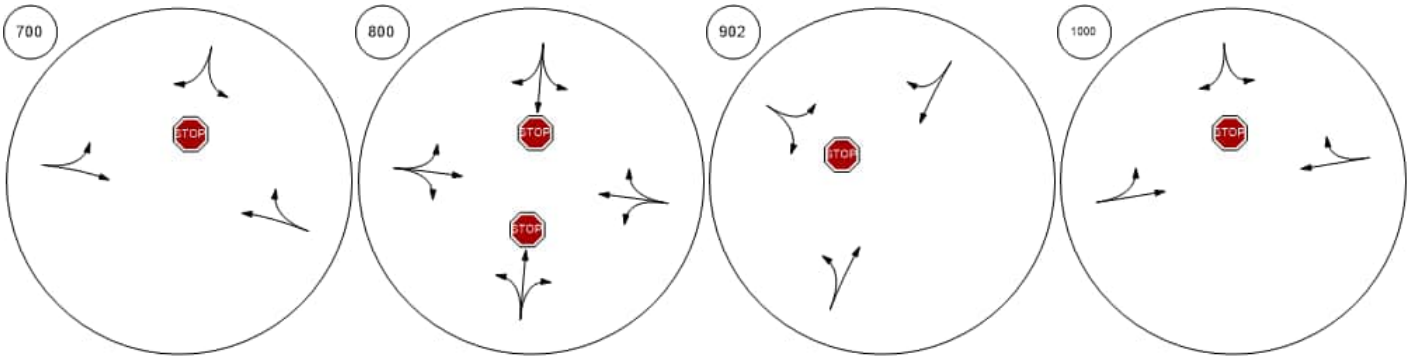


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

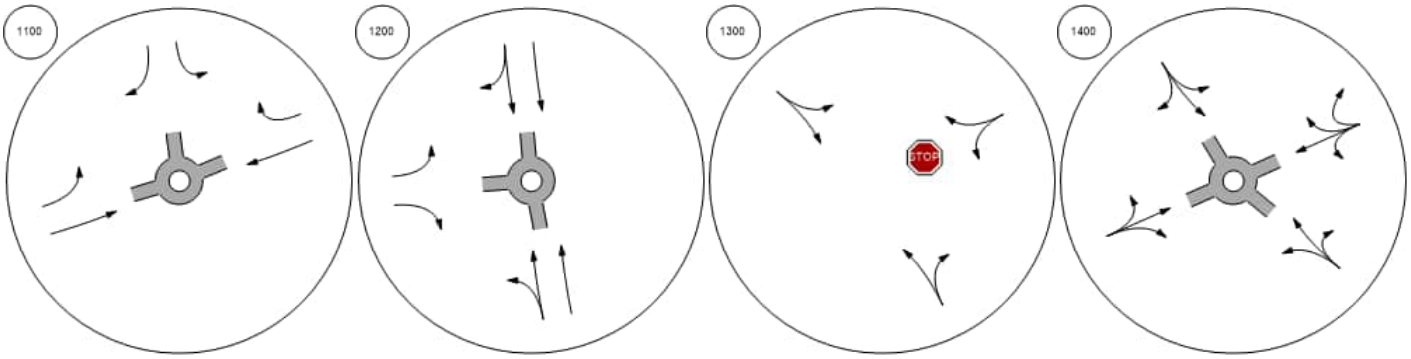


Lane Configuration and Traffic Control

Shamrock Road at Northward | Shamrock Road at Condor R | Bodden Town Road at Bodde | Bodden Town Road at Long

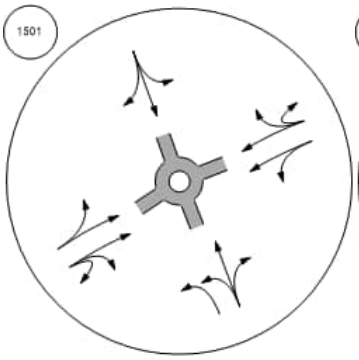


Frank Sound Road at Bodde | Frank Sound Road at Clifton | Frank Sound Road at North S | East-West Arterial at Agricola

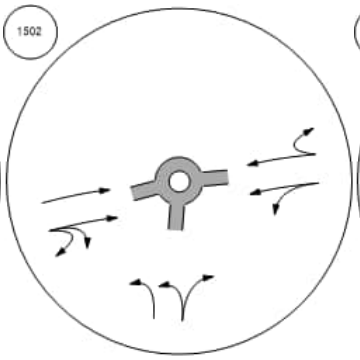


Lane Configuration and Traffic Control

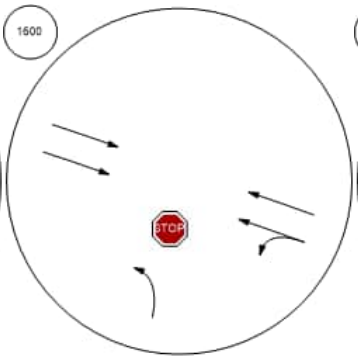
East-West Arterial at Will T C



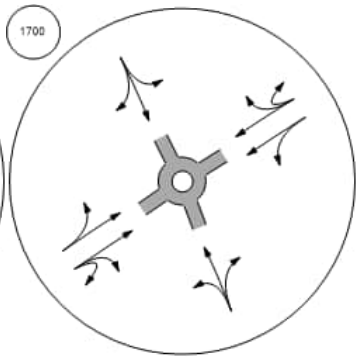
East-West Arterial at Will T C



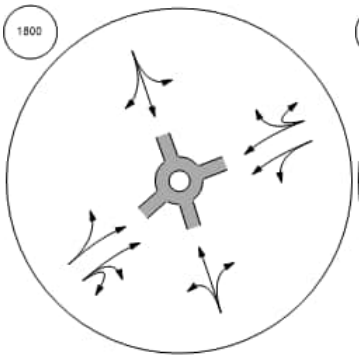
East-West Arterial at Northwa



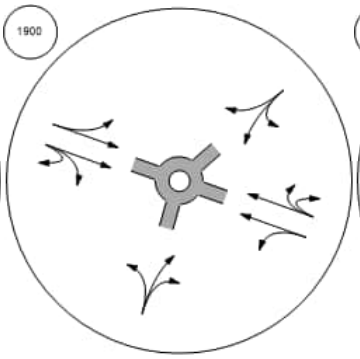
East-West Arterial at Lookout



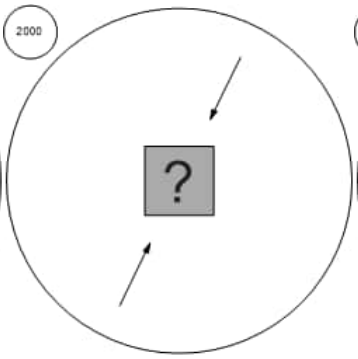
East-West Arterial at Longfell



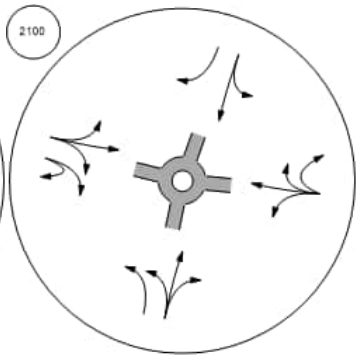
East West Arterial



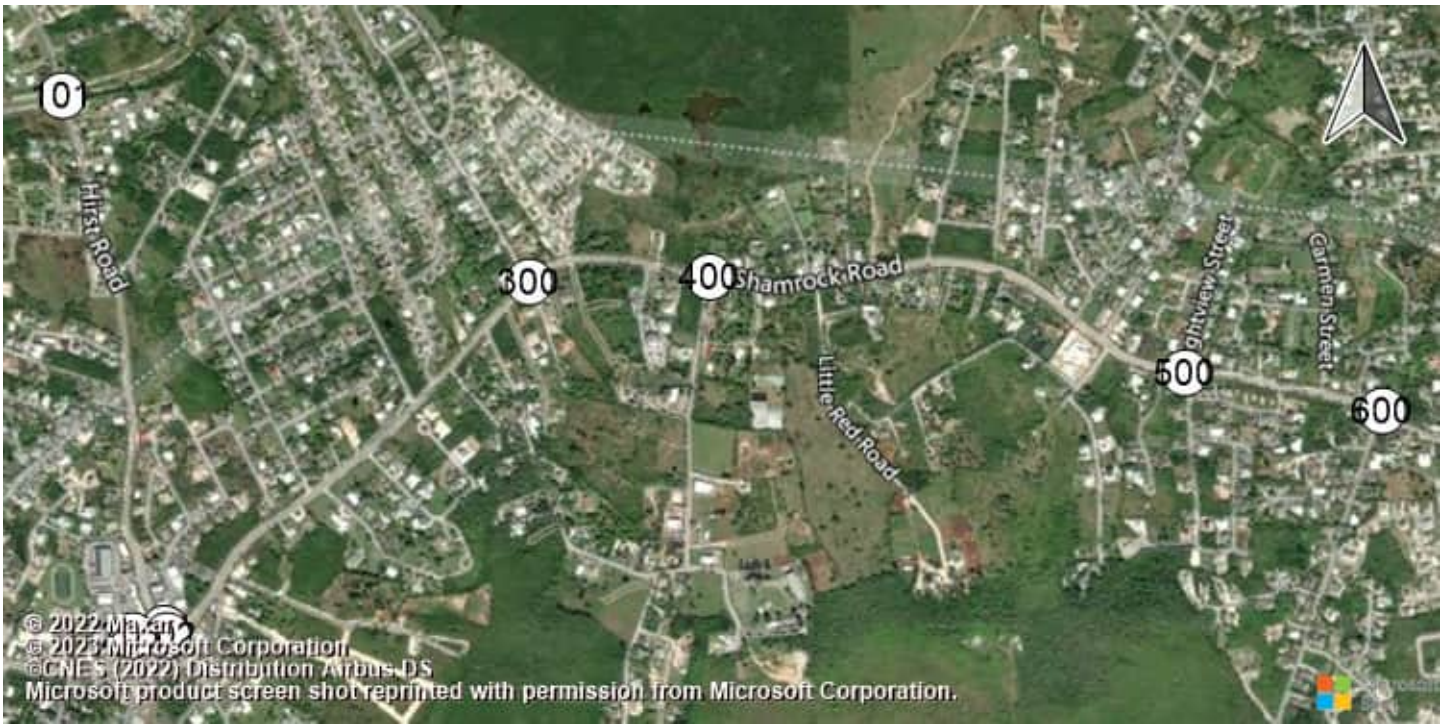
Frank Sound Road at East-W



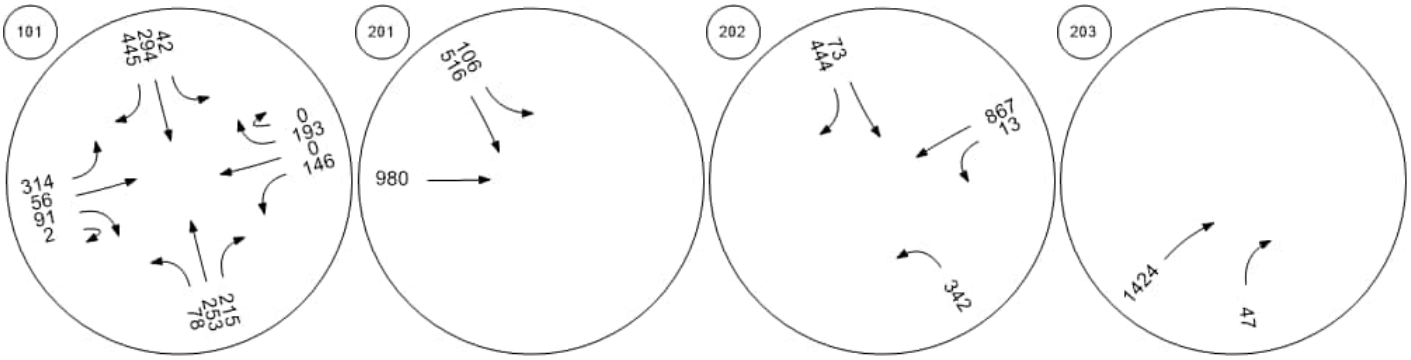
Frank Sound Road at East-W



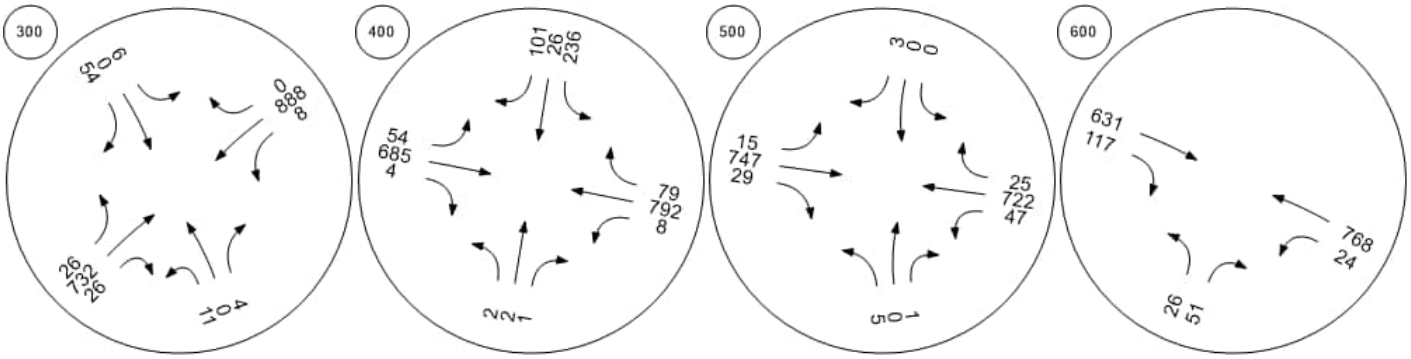
Traffic Volume - Base Volume



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

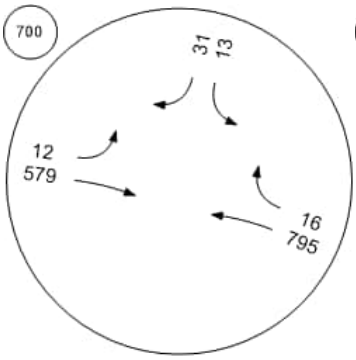


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

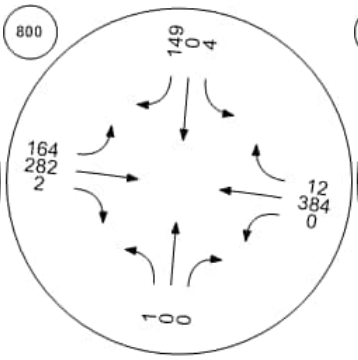


Traffic Volume - Base Volume

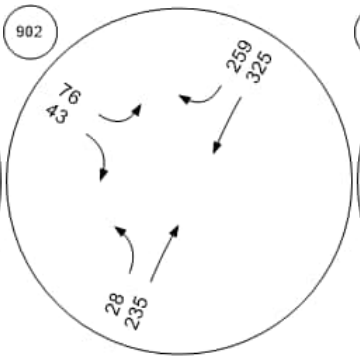
Shamrock Road at Northward



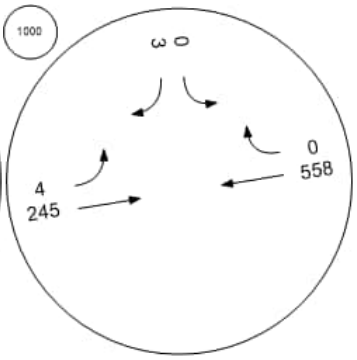
Shamrock Road at Condor R



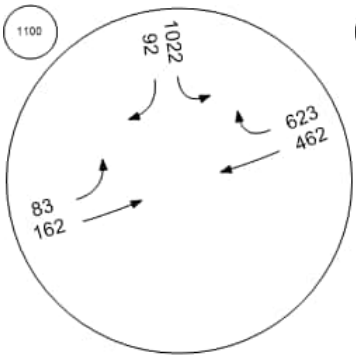
Bodden Town Road at Bodde



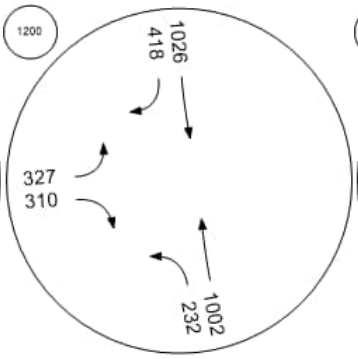
Bodden Town Road at Long



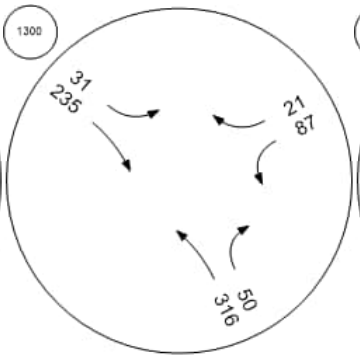
Frank Sound Road at Bodde



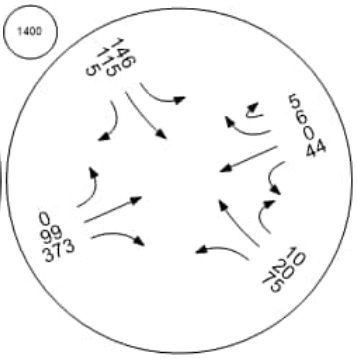
Frank Sound Road at Clifton



Frank Sound Road at North S

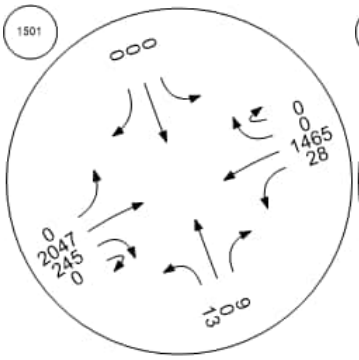


East-West Arterial at Agricola

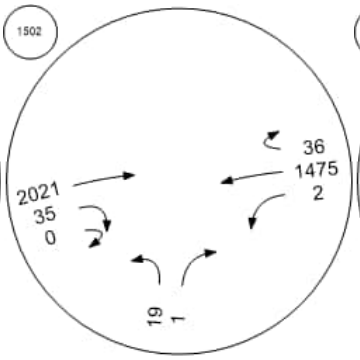


Traffic Volume - Base Volume

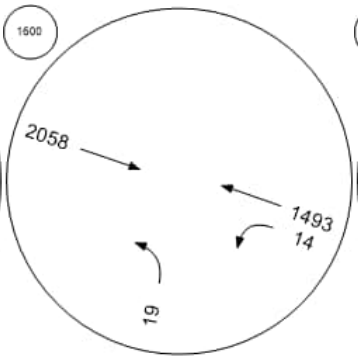
East-West Arterial at Will T C



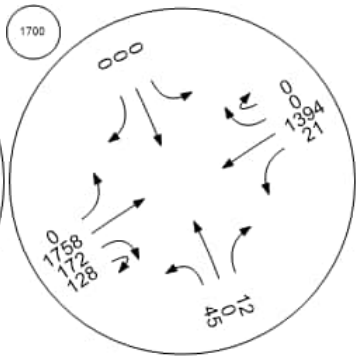
East-West Arterial at Will T C



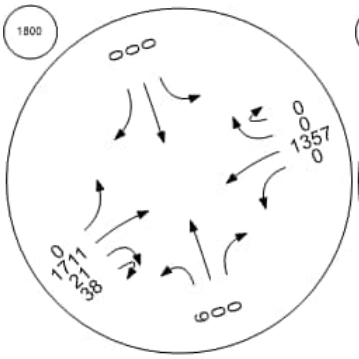
East-West Arterial at Northwa



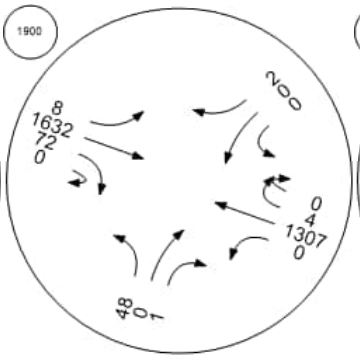
East-West Arterial at Lookout



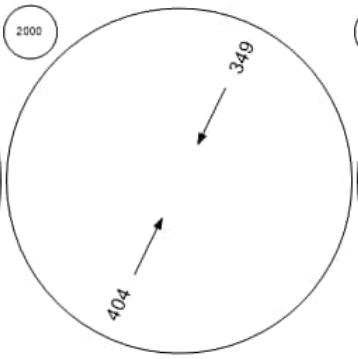
East-West Arterial at Longfell



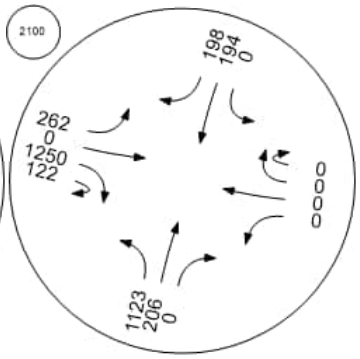
East West Arterial



Frank Sound Road at East-W



Frank Sound Road at East-W



Intersection Level Of Service Report
Intersection 101: East-West Arterial Road at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	15.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes		

Intersection Setup

Name									East-West Arterial				East-West Arterial				
Approach	Northbound				Southbound				Eastbound				Westbound				
Lane Configuration																	
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	U-tu	Left	Thr	Thr	Rig	U-t
Lane Width [ft]	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.	12.	12.	12.	12.
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100	100	100	100	100
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Speed [mph]	30.00				30.00				25.00				25.00				
Grade [%]	0.00				0.00				0.00				0.00				
Crosswalk	Yes				Yes				Yes				Yes				

Volumes

Name									East-West Arterial				East-West Arterial				
Base Volume Input [veh/h]	1	0	141	147	58	231	0	217	618	0	19	15	174	0	0	270	0
Base Volume Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	141	147	58	231	0	217	618	0	19	15	174	0	0	270	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Other Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Total 15-Minute Volume [veh/h]	0	0	35	37	15	58	0	54	155	0	5	4	44	0	0	68	0
Total Analysis Volume [veh/h]	1	0	141	147	58	231	0	217	618	0	19	15	174	0	0	270	0
Pedestrian Volume [ped/h]	0				0				0				0				

Intersection Settings

Number of Conflicting Circulating Lanes	1				1				1				1						
Circulating Flow Rate [veh/h]	502				181				558				482						
Exiting Flow Rate [veh/h]	424				1029				233				205						
Demand Flow Rate [veh/h]	1	0	141	147	58	231	0	217	618	0	19	15	174	0	0	270	0		
Adjusted Demand Flow Rate [veh/h]	1	0	141	147	58	231	0	217	618	0	19	15	174	0	0	270	0		

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	289	506	652	444
Capacity of Entry and Bypass Lanes [veh/h]	827	1148	782	845
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	827	1148	782	845
X, volume / capacity	0.35	0.44	0.83	0.53

Movement, Approach, & Intersection Results

Lane LOS	A	A	D	B
95th-Percentile Queue Length [veh]	1.57	2.30	9.53	3.13
95th-Percentile Queue Length [ft]	39.37	57.52	238.19	78.33
Approach Delay [s/veh]	8.42	7.79	27.40	11.53
Approach LOS	A	A	D	B
Intersection Delay [s/veh]	15.53			
Intersection LOS	C			

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	200.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.358

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	21	575	0	0	497	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	21	575	0	0	497	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	6	155	0	0	134	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	23	618	0	0	534	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance		No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.04	1.36	0.00	0.00	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	11.83	199.99	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS				B	F			A				
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.13	28.51	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	3.27	712.66	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			193.24			0.00			0.00		
Approach LOS	A			F			A			A		
d_I, Intersection Delay [s/veh]	105.42											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.080

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	591	0	0	0	8	567	0	0	0	0	1459	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	591	0	0	0	8	567	0	0	0	0	1459	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	159	0	0	0	2	152	0	0	0	0	392	0
Total Analysis Volume [veh/h]	635	0	0	0	9	610	0	0	0	0	1569	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	4.60	0.00	0.00	0.00	0.08	0.00	0.00	0.00	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	1685.0	0.00	0.00	0.00	10000.	10000.	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	F				F	F				A	A	
95th-Percentile Queue Length [veh/ln]	65.75	0.00	0.00	0.00	80.27	80.27	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1643.7	0.00	0.00	0.00	2006.6	2006.6	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	1685.00			10000.00			0.00			0.00		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	2571.72											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 203: Shamrock Road atHirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	14.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.115

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	46	622	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	46	622	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	12	167	0	0	0
Total Analysis Volume [veh/h]	0	49	669	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.12	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	14.55	0.00	0.00	0.00	0.00
Movement LOS		B	A			
95th-Percentile Queue Length [veh/ln]	0.00	0.39	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	9.67	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.55		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.99					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	292.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.105

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	36	0	9	0	0	53	9	383	6	2	1373	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	36	0	9	0	0	53	9	383	6	2	1373	0
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	0	2	0	0	14	2	96	2	1	343	0
Total Analysis Volume [veh/h]	37	0	9	0	0	55	9	383	6	2	1373	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.21	0.00	0.14	0.00	0.00	1.10	0.00	0.00	0.01	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	38.59	62.48	74.35	225.09	263.35	291.99	0.00	0.00	12.21	0.00	0.00	8.06
Movement LOS	E	F	F	F	F	F	A	A	B	A	A	A
95th-Percentile Queue Length [veh/ln]	1.40	1.40	1.40	4.88	4.88	4.88	0.04	0.04	0.04	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	35.01	35.01	35.01	121.99	121.99	121.99	0.90	0.90	0.90	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	45.59			291.99			0.18			0.00		
Approach LOS	E			F			A			A		
d_I, Intersection Delay [s/veh]	9.73											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive

Control Type:	Roundabout	Delay (sec / veh):	57.9
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	4	7	2	215	20	297	27	364	0	2	1074	74
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	7	2	215	20	297	27	364	0	2	1074	74
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	1	54	5	74	7	91	0	1	269	19
Total Analysis Volume [veh/h]	4	7	2	215	20	297	27	364	0	2	1074	74
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	1445			366			83			317		
Exiting Flow Rate [veh/h]	22			108			1375			581		
Demand Flow Rate [veh/h]	4	7	2	215	20	297	27	364	0	2	1074	74
Adjusted Demand Flow Rate [veh/h]	4	7	2	215	20	297	27	364	0	2	1074	74

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	13	532	391	1150
Capacity of Entry and Bypass Lanes [veh/h]	317	951	1268	999
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	317	951	1268	999
X, volume / capacity	0.04	0.56	0.31	1.15

Movement, Approach, & Intersection Results

Lane LOS	B	B	A	F
95th-Percentile Queue Length [veh]	0.13	3.57	1.32	32.27
95th-Percentile Queue Length [ft]	3.21	89.33	33.04	806.76
Approach Delay [s/veh]	12.08	11.30	5.64	97.71
Approach LOS	B	B	A	F
Intersection Delay [s/veh]	57.88			
Intersection LOS	F			

Intersection Level Of Service Report

Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	44.4
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.091

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	15	0	5	3	0	9	1	608	2	0	865	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	0	5	3	0	9	1	608	2	0	865	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	0	1	1	0	2	0	152	1	0	216	0
Total Analysis Volume [veh/h]	15	0	5	3	0	9	1	608	2	0	865	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.00	0.05	0.01	0.00	0.09	0.00	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	16.71	35.04	41.22	15.29	36.50	44.35	0.00	0.00	9.59	0.00	0.00	8.68
Movement LOS	C	E	E	C	E	E	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.29	0.29	0.29	0.31	0.31	0.31	0.01	0.01	0.01	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	7.35	7.35	7.35	7.85	7.85	7.85	0.19	0.19	0.19	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	22.84			37.09			0.03			0.00		
Approach LOS	C			E			A			A		
d_I, Intersection Delay [s/veh]	0.61											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	212.2
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.789

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	53	30	372	244	62	812
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	53	30	372	244	62	812
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	8	102	67	17	223
Total Analysis Volume [veh/h]	58	33	409	268	68	892
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.18	0.79	0.00	0.37	0.00	0.01
d_M, Delay for Movement [s/veh]	137.14	212.21	0.00	12.85	0.00	0.00
Movement LOS	F	F	A	B	A	A
95th-Percentile Queue Length [veh/ln]	5.64	5.64	1.71	1.71	0.00	0.00
95th-Percentile Queue Length [ft/ln]	141.00	141.00	42.72	42.72	0.00	0.00
d_A, Approach Delay [s/veh]	164.36		5.09		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	10.65					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	26.0
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.023

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	12	4	12	399	831	14
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	4	12	399	831	14
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	1	3	103	214	4
Total Analysis Volume [veh/h]	12	4	12	411	857	14
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.02	0.00	0.00	0.01	0.01
d_M, Delay for Movement [s/veh]	11.03	25.98	0.00	0.00	0.00	8.18
Movement LOS	B	D	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.13	0.13	0.00	0.00	0.04	0.04
95th-Percentile Queue Length [ft/ln]	3.25	3.25	0.00	0.00	0.93	0.93
d_A, Approach Delay [s/veh]	14.77		0.00		0.13	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.27					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	18.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.507

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	5	0	0	1	0	271	140	106	0	0	238	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	0	0	1	0	271	140	106	0	0	238	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	0	0	68	35	27	0	0	60	2
Total Analysis Volume [veh/h]	5	0	0	1	0	271	140	106	0	0	238	6
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.51	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.49	12.60	11.71	15.86	18.65	18.47	0.00	0.00	7.68	0.00	0.00	7.72
Movement LOS	A	B	B	C	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	2.85	2.85	2.85	0.00	0.00	0.00	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.47	0.47	0.47	71.26	71.26	71.26	0.00	0.00	0.00	0.34	0.34	0.34
d_A, Approach Delay [s/veh]	9.49			18.46			0.00			0.19		
Approach LOS	A			C			A			A		
d_I, Intersection Delay [s/veh]	6.67											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 901: Lookout Road at Bodden Town Bypass

Control Type:	Roundabout	Delay (sec / veh):	17.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes		

Intersection Setup

Name				Lookout Rd				An/Bo				An/Bo			
Approach	Northbound			Southbound				Eastbound				Westbound			
Lane Configuration															
Turning Movement	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			35.00				30.00				35.00			
Grade [%]	0.00			0.00				0.00				0.00			
Crosswalk	Yes			Yes				Yes				Yes			

Volumes

Name				Lookout Rd				An/Bo				An/Bo			
Base Volume Input [veh/h]	4	5	4	1478	1	40	118	2	233	1	0	0	259	1619	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	5	4	1478	1	40	118	2	233	1	0	0	259	1619	9
Peak Hour Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	1	1	1	370	0	10	30	1	58	0	0	0	65	405	2
Total Analysis Volume [veh/h]	4	5	4	1478	1	40	118	2	233	1	0	0	259	1619	9
Pedestrian Volume [ped/h]	0			0				0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2				2				2				
Circulating Flow Rate [veh/h]	2045			247				1755				160				
Exiting Flow Rate [veh/h]	2			1744				303				1724				
Demand Flow Rate [veh/h]	4	5	4	1478	1	40	118	2	233	1	0	0	259	1619	9	
Adjusted Demand Flow Rate [veh/h]	4	5	4	1478	1	40	118	2	233	1	0	0	259	1619	9	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1350.00	1420.00	1350.00	1420.00	1350.00
B (coefficient)	0.00085	0.00085	0.00092	0.00085	0.00092	0.00085	0.00092
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	13	868	770	126	111	887	1001
Capacity of Entry and Bypass Lanes [veh/h]	250	1152	1076	320	269	1240	1166
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	250	1152	1076	320	269	1240	1166
X, volume / capacity	0.05	0.75	0.72	0.39	0.41	0.72	0.86

Movement, Approach, & Intersection Results

Lane LOS	C	C	B	C	C	B	C
95th-Percentile Queue Length [veh]	0.16	7.57	6.45	1.80	1.92	6.57	11.62
95th-Percentile Queue Length [ft]	4.10	189.16	161.27	44.93	48.07	164.20	290.62
Approach Delay [s/veh]	15.47	15.33		22.31		18.23	
Approach LOS	C	C		C		C	
Intersection Delay [s/veh]	17.22						
Intersection LOS	C						

Intersection Level Of Service Report
Intersection 902: Bodden Town Road at Bodden Town Bypass

Control Type:	Roundabout	Delay (sec / veh):	17.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes		

Intersection Setup

Name	Bodden Town Bypass			Bodden Town Rd			Bodden Town Rd		
Approach	Southbound			Eastbound			Westbound		
Lane Configuration									
Turning Movement	Left	Right	U-turn	Left	Thru	U-turn	Thru	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			30.00			35.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes		

Volumes

Name	Bodden Town Bypass			Bodden Town Rd			Bodden Town Rd		
Base Volume Input [veh/h]	1732	24	0	21	120	0	229	1866	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1732	24	0	21	120	0	229	1866	6
Peak Hour Factor	0.9400	0.9400	1.0000	0.9400	0.9400	1.0000	0.9400	0.9400	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	461	6	0	6	32	0	61	496	2
Total Analysis Volume [veh/h]	1843	26	0	22	128	0	244	1985	6
Pedestrian Volume [ped/h]	0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			2		
Circulating Flow Rate [veh/h]	134			1991			26		
Exiting Flow Rate [veh/h]	2007			270			1977		
Demand Flow Rate [veh/h]	1732	24	0	21	120	0	229	1866	6
Adjusted Demand Flow Rate [veh/h]	1843	26	0	22	128	0	244	1985	6

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1350.00	1420.00	1350.00	1420.00	1350.00
B (coefficient)	0.00085	0.00092	0.00085	0.00092	0.00085	0.00092
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	991	879	80	71	1051	1185
Capacity of Entry and Bypass Lanes [veh/h]	1268	1194	262	217	1389	1319
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1268	1194	262	217	1389	1319
X, volume / capacity	0.78	0.74	0.30	0.33	0.76	0.90

Movement, Approach, & Intersection Results

Lane LOS	C	B	C	D	B	C
95th-Percentile Queue Length [veh]	8.60	7.09	1.24	1.35	7.85	14.32
95th-Percentile Queue Length [ft]	215.10	177.24	31.08	33.79	196.31	358.06
Approach Delay [s/veh]	15.36		23.52		19.64	
Approach LOS	C		C		C	
Intersection Delay [s/veh]	17.90					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Roundabout	Delay (sec / veh):	14.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Longfellow Dr		Bodden Town Rd			Bodden Town Rd		
Approach	Southbound		Eastbound			Westbound		
Lane Configuration								
Turning Movement	Left	Right	Left	Thru	U-turn	Thru	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00			45.00		
Grade [%]	0.00		0.00			0.00		
Crosswalk	Yes		Yes			Yes		

Volumes

Name	Longfellow Dr		Bodden Town Rd			Bodden Town Rd		
Base Volume Input [veh/h]	0	14	1	1777	0	1967	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	14	1	1777	0	1967	0	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	1.0000	0.9100	0.9100	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	4	0	488	0	540	0	0
Total Analysis Volume [veh/h]	0	15	1	1953	0	2162	0	0
Pedestrian Volume [ped/h]	0		0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	2		2			2		
Circulating Flow Rate [veh/h]	1953		0			15		
Exiting Flow Rate [veh/h]	1		2177			1953		
Demand Flow Rate [veh/h]	0	14	1	1777	0	1967	0	0
Adjusted Demand Flow Rate [veh/h]	0	15	1	1953	0	2162	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1350.00	1420.00	1350.00
B (coefficient)	0.00085	0.00085	0.00092	0.00085	0.00092
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	15	1036	919	1146	1017
Capacity of Entry and Bypass Lanes [veh/h]	270	1420	1350	1403	1332
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	270	1420	1350	1403	1332
X, volume / capacity	0.06	0.73	0.68	0.82	0.76

Movement, Approach, & Intersection Results

Lane LOS	B	B	B	C	B
95th-Percentile Queue Length [veh]	0.18	7.05	5.77	10.18	8.03
95th-Percentile Queue Length [ft]	4.39	176.22	144.17	254.55	200.76
Approach Delay [s/veh]	14.39	12.13		15.81	
Approach LOS	B	B		C	
Intersection Delay [s/veh]	14.07				
Intersection LOS	B				

Intersection Level Of Service Report
Intersection 1100: Frank Sound Road at Bodden Town Road

Control Type:	Roundabout	Delay (sec / veh):	32.5
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	0	0	0	1
Entry Pocket Length [ft]	200.00	200.00	100.00	100.00	100.00	200.00
No. of Lanes in Exit Pocket	1	0	0	0	0	0
Exit Pocket Length [ft]	200.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		45.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	282	1063	986	768	855	392
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	282	1063	986	768	855	392
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	76	286	265	206	230	105
Total Analysis Volume [veh/h]	303	1143	1060	826	919	422
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Number of Conflicting Circulating Lanes	2		1		2	
Circulating Flow Rate [veh/h]	826		422		1143	
Exiting Flow Rate [veh/h]	1482		1143		1129	
Demand Flow Rate [veh/h]	282	1063	986	768	855	392
Adjusted Demand Flow Rate [veh/h]	303	1143	1060	826	919	422

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1350.00	1350.00	1420.00	1420.00	0.00	1420.00
B (coefficient)	0.00085	0.00092	0.00092	0.00091	0.00091	0.00000	0.00085
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	303	572	572	1000	887	0	422
Capacity of Entry and Bypass Lanes [veh/h]	704	632	632	968	968	100000	538
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	704	632	632	968	968	100000	538
X, volume / capacity	0.43	0.91	0.91	1.03	0.92	0.01	0.79

Movement, Approach, & Intersection Results

Lane LOS	B	E	E	F	D	A	D
95th-Percentile Queue Length [veh]	2.17	11.37	11.37	21.49	13.87	0.00	7.29
95th-Percentile Queue Length [ft]	54.36	284.17	284.17	537.27	346.75	0.00	182.15
Approach Delay [s/veh]	35.20			46.52		9.71	
Approach LOS	E			E		A	
Intersection Delay [s/veh]	32.45						
Intersection LOS	D						

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Roundabout	Delay (sec / veh):	12.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd			
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		20.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd			
Base Volume Input [veh/h]	585	208	380	96	47	653
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	585	208	380	96	47	653
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	146	52	95	24	12	163
Total Analysis Volume [veh/h]	585	208	380	96	47	653
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Number of Conflicting Circulating Lanes	1		1		1	
Circulating Flow Rate [veh/h]	96		653		208	
Exiting Flow Rate [veh/h]	1033		255		681	
Demand Flow Rate [veh/h]	585	208	380	96	47	653
Adjusted Demand Flow Rate [veh/h]	585	208	380	96	47	653

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1420.00	1420.00
B (coefficient)	0.00102	0.00102	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	793	476	47	653
Capacity of Entry and Bypass Lanes [veh/h]	1252	709	1176	1176
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1252	709	1176	1176
X, volume / capacity	0.63	0.67	0.04	0.56

Movement, Approach, & Intersection Results

Lane LOS	B	C	A	A
95th-Percentile Queue Length [veh]	4.79	5.20	0.12	3.56
95th-Percentile Queue Length [ft]	119.76	130.03	3.12	88.95
Approach Delay [s/veh]	10.88	18.17	9.19	
Approach LOS	B	C	A	
Intersection Delay [s/veh]	12.04			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	13.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	180	42	9	294	56	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	180	42	9	294	56	1
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	51	12	3	83	16	0
Total Analysis Volume [veh/h]	202	47	10	330	63	1
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.00	0.00	0.09	0.00
d_M, Delay for Movement [s/veh]	0.00	8.04	0.00	0.00	10.57	13.90
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.12	0.12	0.00	0.00	0.30	0.30
95th-Percentile Queue Length [ft/ln]	2.98	2.98	0.00	0.00	7.47	7.47
d_A, Approach Delay [s/veh]	1.52		0.00		10.62	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	1.62					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	4.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			25.00			25.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	Yes			Yes			Yes			Yes			

Volumes

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Base Volume Input [veh/h]	102	17	4	31	70	47	2	0	231	16	0	12	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	102	17	4	31	70	47	2	0	231	16	0	12	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	26	4	1	8	18	12	1	0	58	4	0	3	0
Total Analysis Volume [veh/h]	102	17	4	31	70	47	2	0	231	16	0	12	0
Pedestrian Volume [ped/h]	0			0			0			0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1			
Circulating Flow Rate [veh/h]	59			235			33			348			
Exiting Flow Rate [veh/h]	317			31			149			35			
Demand Flow Rate [veh/h]	102	17	4	31	70	47	2	0	231	16	0	12	0
Adjusted Demand Flow Rate [veh/h]	102	17	4	31	70	47	2	0	231	16	0	12	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	123	148	233	28
Capacity of Entry and Bypass Lanes [veh/h]	1300	1086	1335	968
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1300	1086	1335	968
X, volume / capacity	0.09	0.14	0.17	0.03

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.31	0.47	0.63	0.09
95th-Percentile Queue Length [ft]	7.83	11.79	15.79	2.23
Approach Delay [s/veh]	3.53	4.52	4.14	3.98
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	4.10			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 1501: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	11.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name							East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			30.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name							East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	117	0	2	0	0	0	0	1567	19	0	0	2081	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	117	0	2	0	0	0	0	1567	19	0	0	2081	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	29	0	1	0	0	0	0	392	5	0	0	520	0	0
Total Analysis Volume [veh/h]	117	0	2	0	0	0	0	1567	19	0	0	2081	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1				1				
Circulating Flow Rate [veh/h]	2081			1588			2				19				
Exiting Flow Rate [veh/h]	19			0			2198				1569				
Demand Flow Rate [veh/h]	117	0	2	0	0	0	0	1567	19	0	0	2081	0	0	
Adjusted Demand Flow Rate [veh/h]	117	0	2	0	0	0	0	1567	19	0	0	2081	0	0	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1350.00	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00092	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	64	56	0	841	746	1103	979
Capacity of Entry and Bypass Lanes [veh/h]	243	200	369	1418	1418	1396	1396
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	243	200	369	1418	1418	1396	1396
X, volume / capacity	0.26	0.28	0.00	0.59	0.53	0.79	0.70

Movement, Approach, & Intersection Results

Lane LOS	C	D	A	A	A	C	B
95th-Percentile Queue Length [veh]	1.01	1.10	0.00	4.13	3.21	9.06	6.27
95th-Percentile Queue Length [ft]	25.27	27.61	0.00	103.36	80.14	226.50	156.82
Approach Delay [s/veh]	23.72		9.78	8.58		13.75	
Approach LOS	C		A	A		B	
Intersection Delay [s/veh]	11.90						
Intersection LOS	B						

Intersection Level Of Service Report
Intersection 1502: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	10.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name			East-West Arterial			East-West Arterial		
Approach	Northbound		Eastbound			Westbound		
Lane Configuration								
Turning Movement	Left	Right	Thru	Right	U-turn	Left	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00			50.00		
Grade [%]	0.00		0.00			0.00		
Crosswalk	Yes		Yes			Yes		

Volumes

Name			East-West Arterial			East-West Arterial		
Base Volume Input [veh/h]	240	3	1565	4	0	1	1841	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	240	3	1565	4	0	1	1841	19
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	60	1	391	1	0	0	460	5
Total Analysis Volume [veh/h]	240	3	1565	4	0	1	1841	19
Pedestrian Volume [ped/h]	0		0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	2		1			1		
Circulating Flow Rate [veh/h]	1860		22			4		
Exiting Flow Rate [veh/h]	5		2081			1587		
Demand Flow Rate [veh/h]	240	3	1565	4	0	1	1841	19
Adjusted Demand Flow Rate [veh/h]	240	3	1565	4	0	1	1841	19

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1350.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00092	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	129	115	832	738	987	875
Capacity of Entry and Bypass Lanes [veh/h]	293	244	1392	1392	1415	1415
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	293	244	1392	1392	1415	1415
X, volume / capacity	0.44	0.47	0.60	0.53	0.70	0.62

Movement, Approach, & Intersection Results

Lane LOS	C	D	A	A	B	A
95th-Percentile Queue Length [veh]	2.14	2.31	4.20	3.25	6.19	4.55
95th-Percentile Queue Length [ft]	53.51	57.81	105.02	81.28	154.75	113.78
Approach Delay [s/veh]	26.51		8.76		10.72	
Approach LOS	D		A		B	
Intersection Delay [s/veh]	10.93					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1600: East-West Arterial at Northward Rd

Control Type:	Two-way stop	Delay (sec / veh):	22.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.310

Intersection Setup

Name	Northward Rd		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	90	0	1587	0	5	1771
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	90	0	1587	0	5	1771
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	0	397	0	1	443
Total Analysis Volume [veh/h]	90	0	1587	0	5	1771
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.31	0.00	0.02	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	22.84	0.00	0.00	0.00	0.00	0.00
Movement LOS	C		A		A	A
95th-Percentile Queue Length [veh/ln]	1.28	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	32.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	22.84		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.60					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1700: East-West Arterial at Lookout Rd

Control Type:	Roundabout	Delay (sec / veh):	10.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Lookout Rd		East-West Arterial			Lookout Rd	
Approach	Southbound		Eastbound			Westbound	
Lane Configuration							
Turning Movement	Left	Right	Left	Thru	U-turn	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		35.00			35.00	
Grade [%]	0.00		0.00			0.00	
Crosswalk	Yes		Yes			Yes	

Volumes

Name	Lookout Rd		East-West Arterial			Lookout Rd	
Base Volume Input [veh/h]	0	0	0	1504	83	1763	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1504	83	1763	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	376	21	441	0
Total Analysis Volume [veh/h]	0	0	0	1504	83	1763	0
Pedestrian Volume [ped/h]	0		0			0	

Intersection Settings

Number of Conflicting Circulating Lanes	2		1			1	
Circulating Flow Rate [veh/h]	1587		0			83	
Exiting Flow Rate [veh/h]	0		1846			1504	
Demand Flow Rate [veh/h]	0	0	0	1504	83	1763	0
Adjusted Demand Flow Rate [veh/h]	0	0	0	1504	83	1763	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	0	842	746	935	829
Capacity of Entry and Bypass Lanes [veh/h]	369	1420	1420	1317	1317
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	369	1420	1420	1317	1317
X, volume / capacity	0.00	0.59	0.53	0.71	0.63

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	B	B
95th-Percentile Queue Length [veh]	0.00	4.12	3.20	6.46	4.73
95th-Percentile Queue Length [ft]	0.00	103.10	79.95	161.48	118.17
Approach Delay [s/veh]	9.77	8.56		11.59	
Approach LOS	A	A		B	
Intersection Delay [s/veh]	10.15				
Intersection LOS	B				

Intersection Level Of Service Report
Intersection 2000: Frank Sound Road at East-West Arterial

Control Type:	Unknown	Delay (sec / veh):	?
Analysis Method:	?	Level Of Service:	?
Analysis Period:	15 minutes	Volume to Capacity (v/c):	?

Intersection Setup

Name	Frank Sound Rd	Frank Sound Rd
Approach	Northbound	Southbound
Lane Configuration		
Turning Movement	Thru	Thru
Crosswalk	Yes	Yes

Volumes

Name	Frank Sound Rd	Frank Sound Rd
Base Volume Input [veh/h]	233	384
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Left-Turn on Red Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	233	384
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	58	96
Total Analysis Volume [veh/h]	233	384
Presence of On-Street Parking	No	No
On-Street Parking Maneuver Rate [/h]	0	0
Local Bus Stopping Rate [/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Level Of Service Report
Intersection 2100: Frank Sound Road at East-West Arterial

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd			
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		20.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd			
Base Volume Input [veh/h]	255	0	0	476	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	255	0	0	476	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	64	0	0	119	0	0
Total Analysis Volume [veh/h]	255	0	0	476	0	0
Pedestrian Volume [ped/h]	0		0		0	

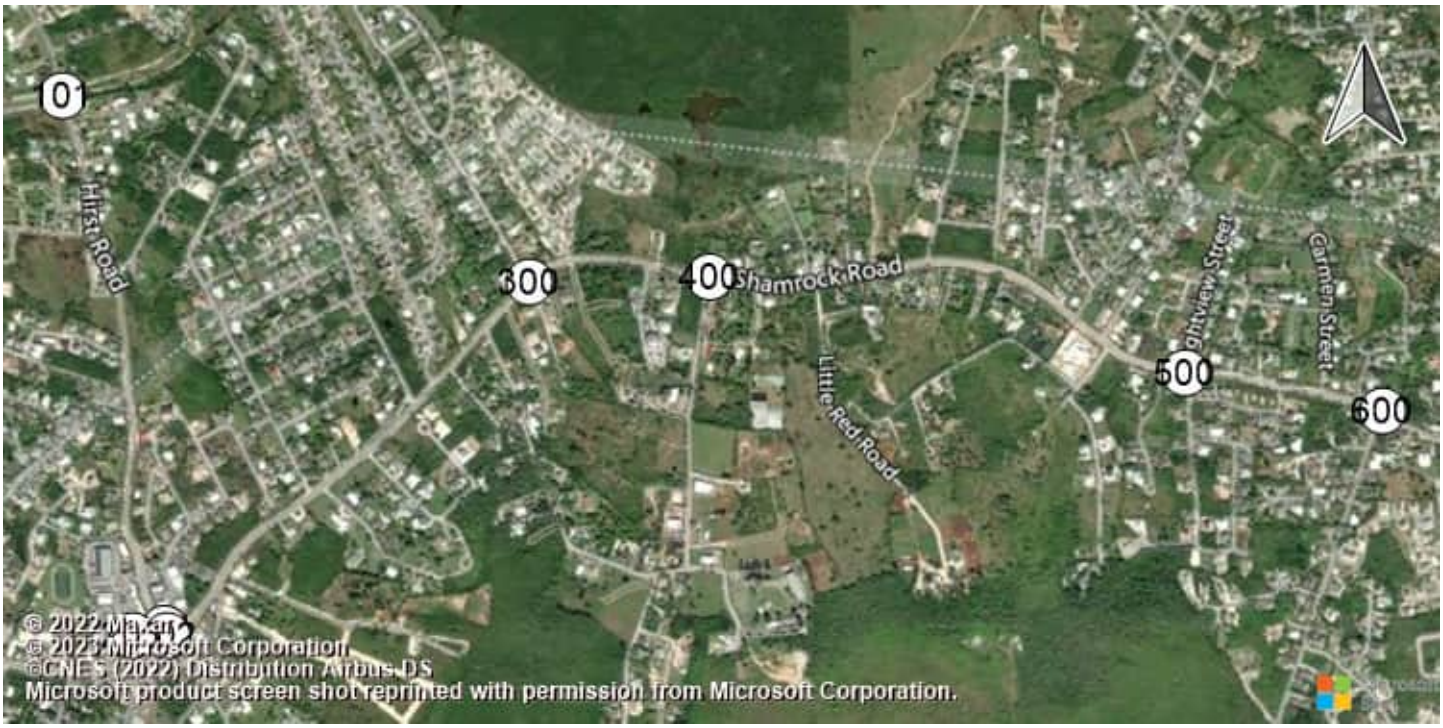
Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

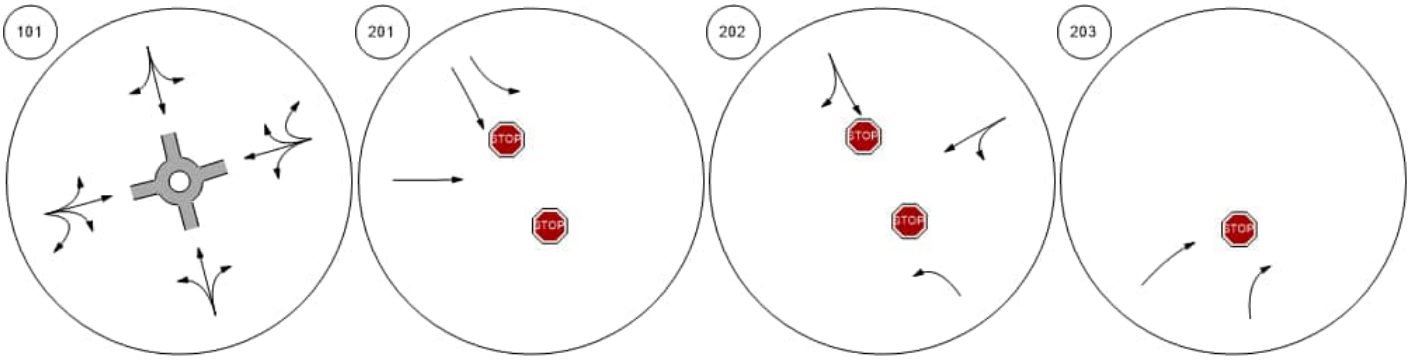
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	8.28	0.00	0.00	11.07	14.19
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		12.63	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

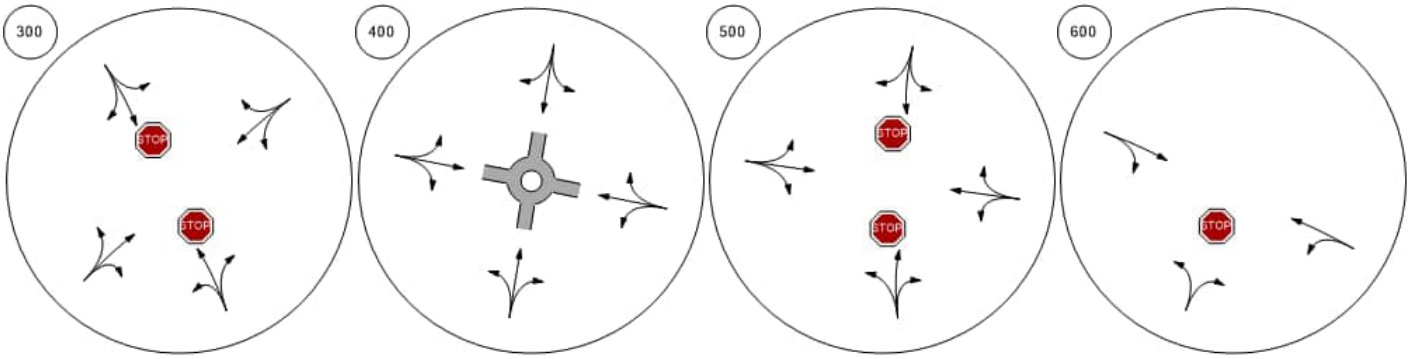
Lane Configuration and Traffic Control



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

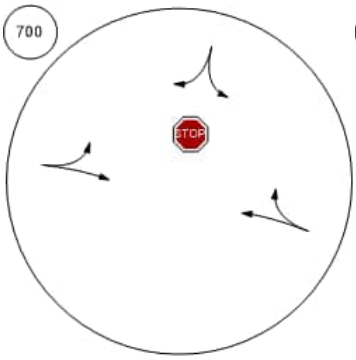


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

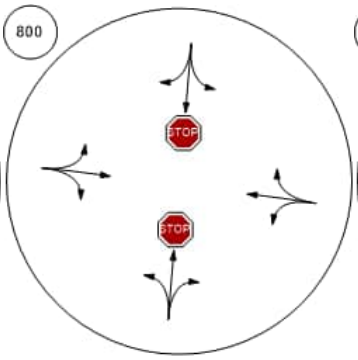


Lane Configuration and Traffic Control

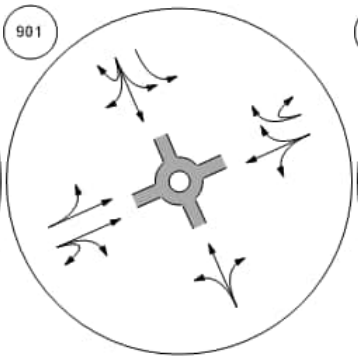
Shamrock Road at Northward



Shamrock Road at Condor R

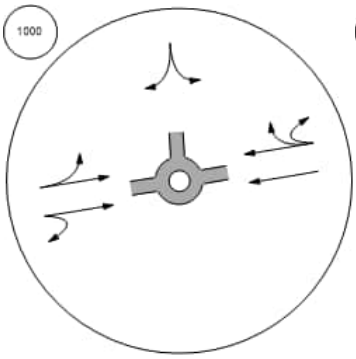


Lookout Road at Bodden To

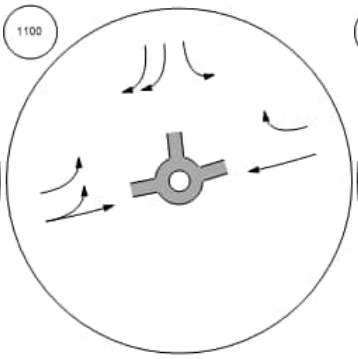


Bodden Town Road at Bodde

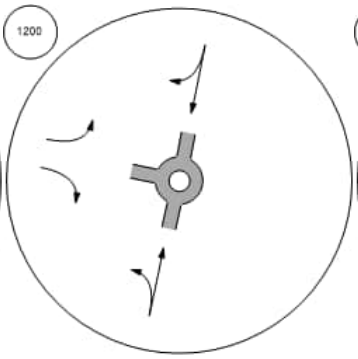
Bodden Town Road at Long



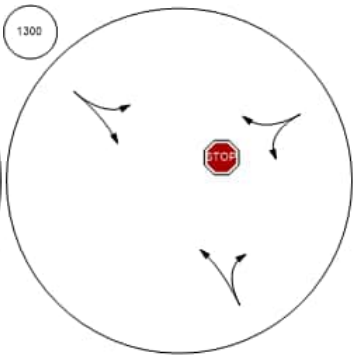
Frank Sound Road at Bodde



Frank Sound Road at Clifton

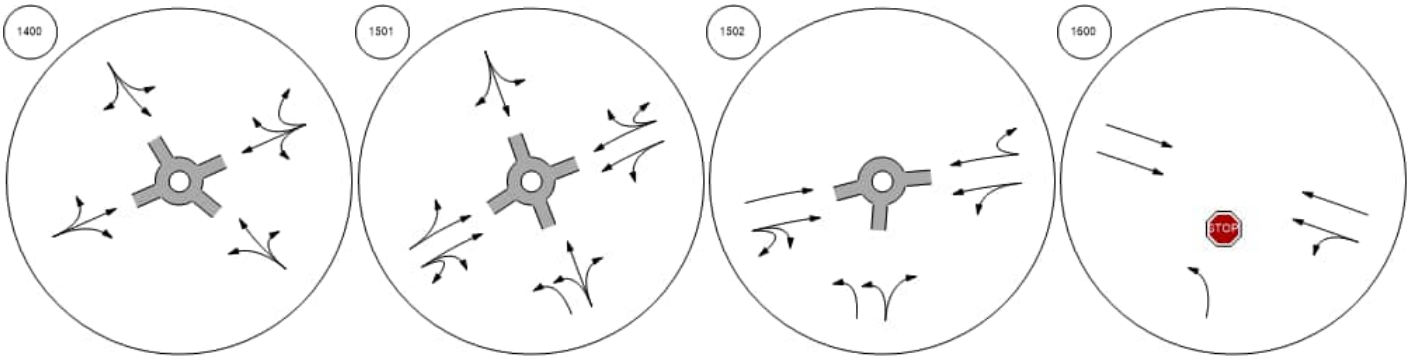


Frank Sound Road at North S

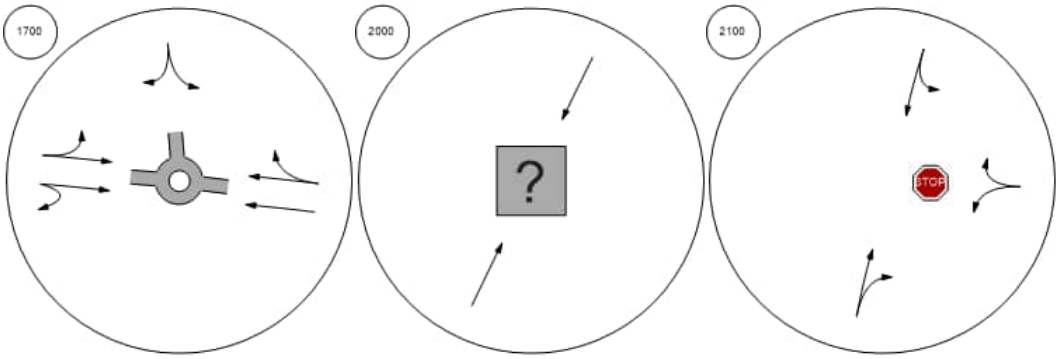


Lane Configuration and Traffic Control

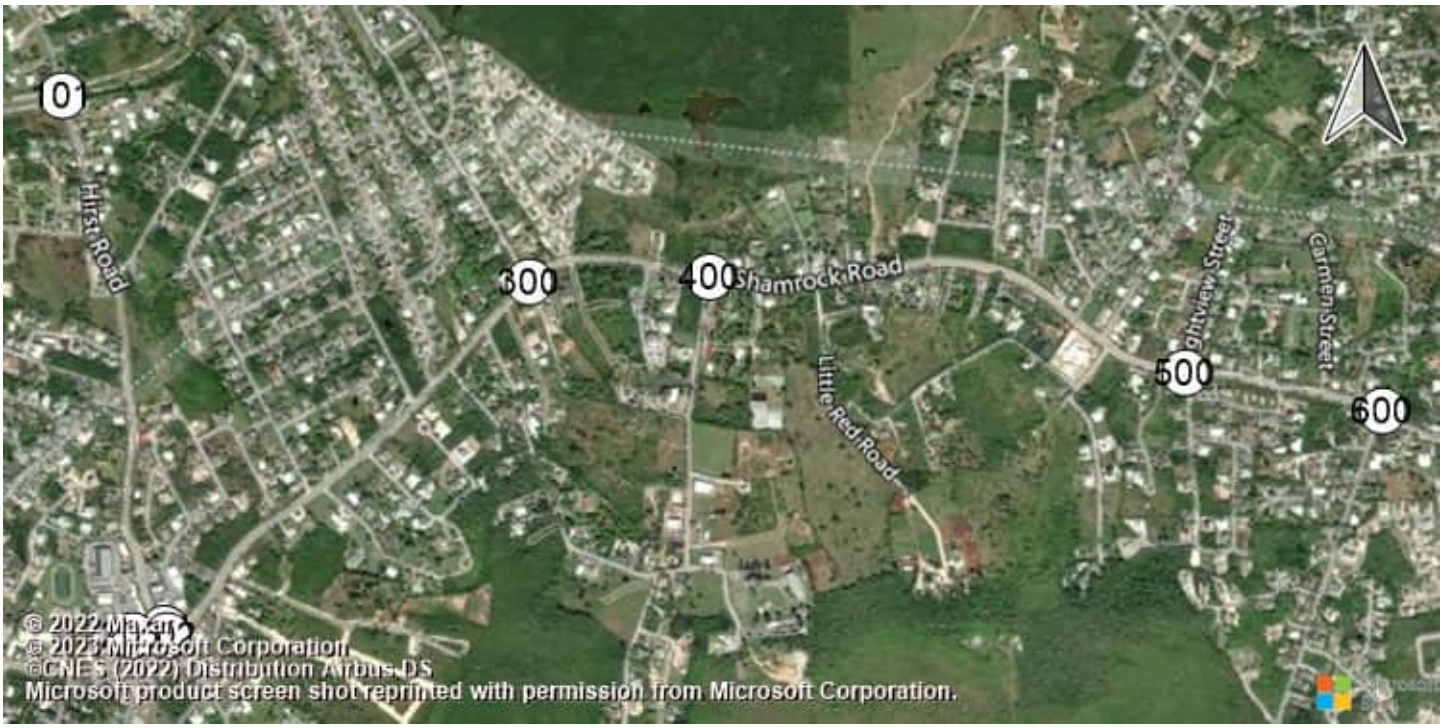
East-West Arterial at Agricola | East-West Arterial at Will T C | East-West Arterial at Will T C | East-West Arterial at Northwa



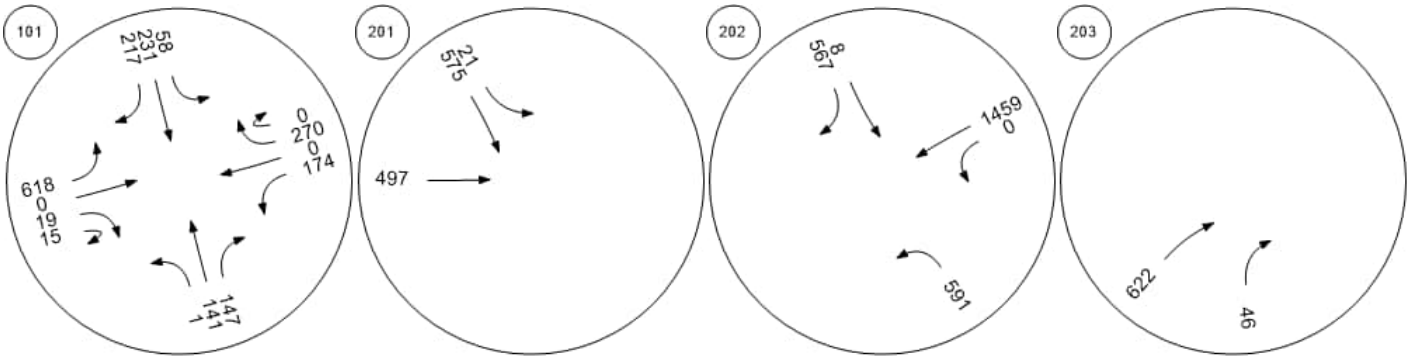
East-West Arterial at Lookout | Frank Sound Road at East-W | Frank Sound Road at East-W



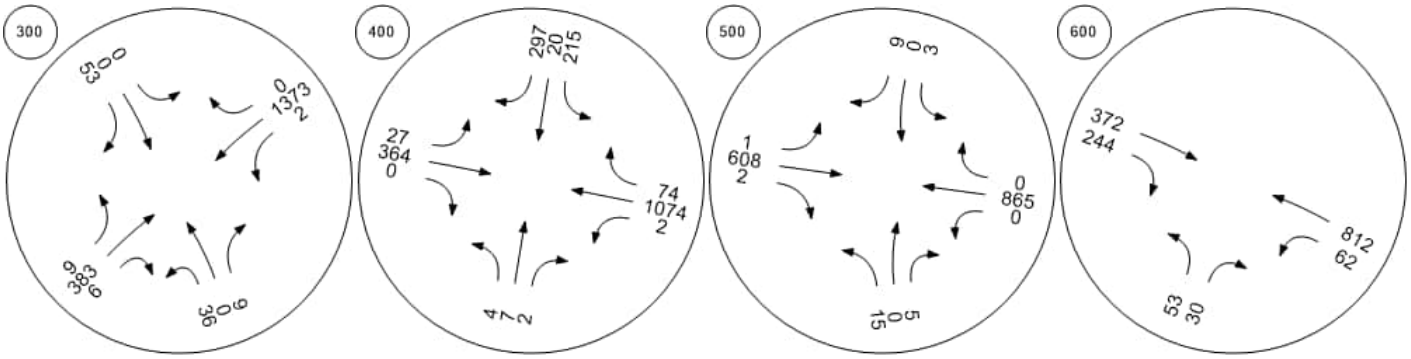
Traffic Volume - Base Volume



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

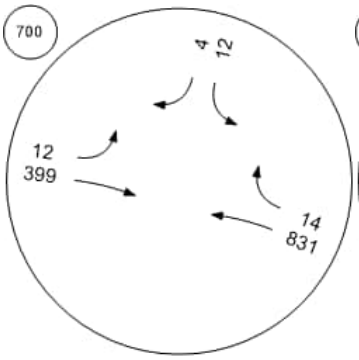


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

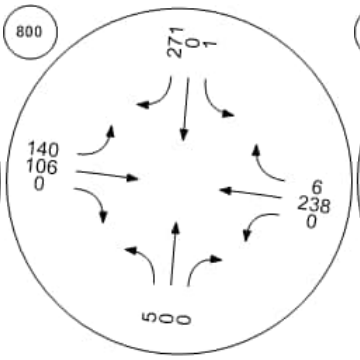


Traffic Volume - Base Volume

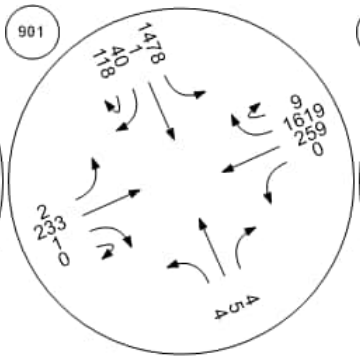
Shamrock Road at Northward



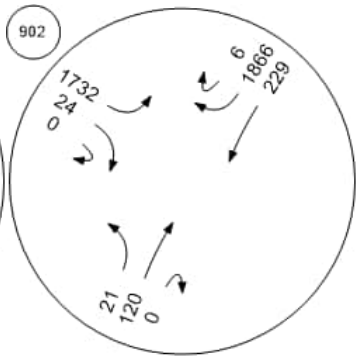
Shamrock Road at Condor R



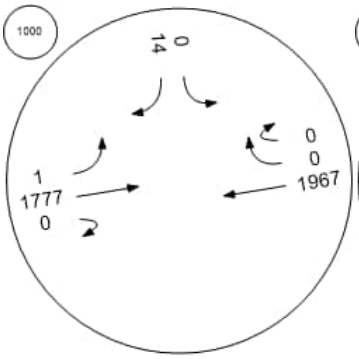
Lookout Road at Bodden To



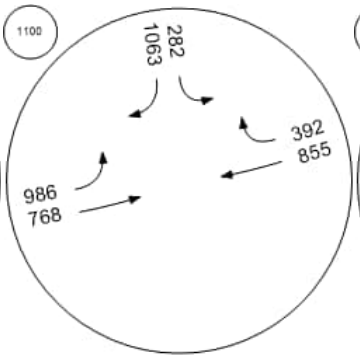
Bodden Town Road at Bodde



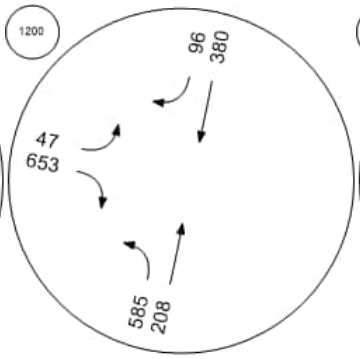
Bodden Town Road at Long



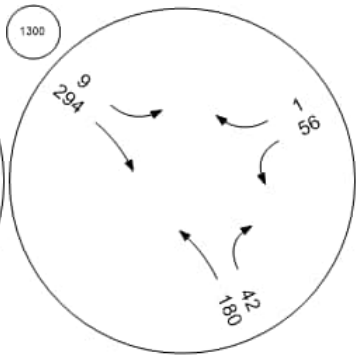
Frank Sound Road at Bodde



Frank Sound Road at Clifton

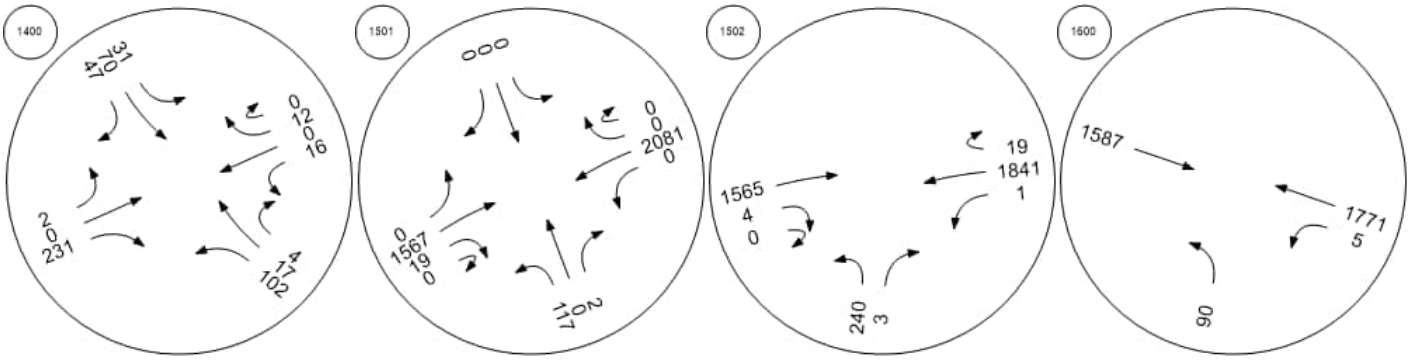


Frank Sound Road at North S

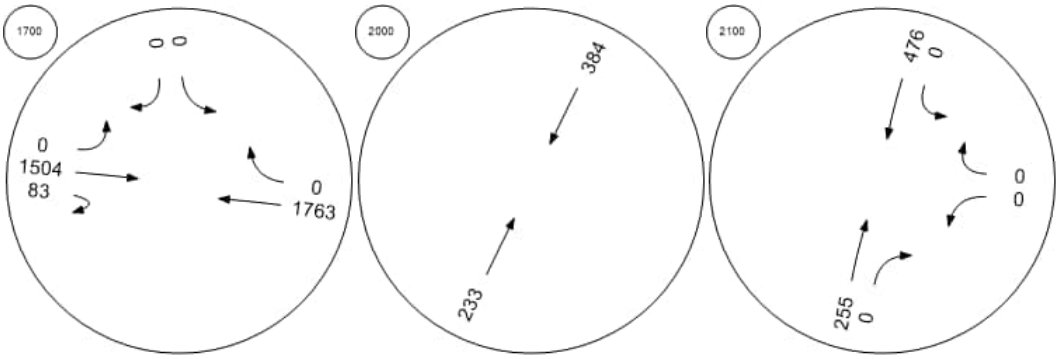


Traffic Volume - Base Volume

East-West Arterial at Agricola East-West Arterial at Will T C East-West Arterial at Will T C East-West Arterial at Northwa



East-West Arterial at Lookout Frank Sound Road at East-W Frank Sound Road at East-W



Intersection Level Of Service Report
Intersection 101: East-West Arterial Road at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	16.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes		

Intersection Setup

Name									East-West Arterial				East-West Arterial				
Approach	Northbound				Southbound				Eastbound				Westbound				
Lane Configuration																	
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	U-tu	Left	Thr	Thr	Rig	U-t
Lane Width [ft]	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.	12.	12.	12.	12.
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100	100	100	100	100
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Speed [mph]	30.00				30.00				25.00				25.00				
Grade [%]	0.00				0.00				0.00				0.00				
Crosswalk	Yes				Yes				Yes				Yes				

Volumes

Name									East-West Arterial				East-West Arterial				
Base Volume Input [veh/h]	77	0	258	48	114	194	0	523	308	143	84	3	120	0	0	190	0
Base Volume Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	77	0	258	48	114	194	0	523	308	143	84	3	120	0	0	190	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Other Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0	1.0	1.0	1.0	1.0
Total 15-Minute Volume [veh/h]	19	0	65	12	29	49	0	131	77	36	21	1	30	0	0	48	0
Total Analysis Volume [veh/h]	77	0	258	48	114	194	0	523	308	143	84	3	120	0	0	190	0
Pedestrian Volume [ped/h]	0				0				0				0				

Intersection Settings

Number of Conflicting Circulating Lanes	1				1				1				1					
Circulating Flow Rate [veh/h]	716				278				496				804					
Exiting Flow Rate [veh/h]	398				756				603				305					
Demand Flow Rate [veh/h]	77	0	258	48	114	194	0	523	308	143	84	3	120	0	0	190	0	
Adjusted Demand Flow Rate [veh/h]	77	0	258	48	114	194	0	523	308	143	84	3	120	0	0	190	0	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	383	831	538	310
Capacity of Entry and Bypass Lanes [veh/h]	665	1040	833	608
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	665	1040	833	608
X, volume / capacity	0.58	0.80	0.65	0.51

Movement, Approach, & Intersection Results

Lane LOS	C	C	C	B
95th-Percentile Queue Length [veh]	3.69	8.92	4.85	2.90
95th-Percentile Queue Length [ft]	92.26	222.90	121.22	72.45
Approach Delay [s/veh]	15.39	19.64	15.12	14.48
Approach LOS	C	C	C	B
Intersection Delay [s/veh]	16.89			
Intersection LOS	C			

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	594.9
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.198

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	135	397	0	0	1089	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	135	397	0	0	1089	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	36	107	0	0	293	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	145	427	0	0	1171	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance		No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.61	2.20	0.00	0.00	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	41.59	594.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS				E	F			A				
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	3.61	33.83	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	90.14	845.72	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			454.63			0.00			0.00		
Approach LOS	A			F			A			A		
d_I, Intersection Delay [s/veh]	149.19											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.418

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	341	0	0	0	73	325	0	0	0	14	1103	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	341	0	0	0	73	325	0	0	0	14	1103	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	92	0	0	0	20	87	0	0	0	4	297	0
Total Analysis Volume [veh/h]	367	0	0	0	78	349	0	0	0	15	1186	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	1.60	0.00	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	326.39	0.00	0.00	0.00	10000.	10000.	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	F				F	F				A	A	
95th-Percentile Queue Length [veh/ln]	23.11	0.00	0.00	0.00	56.22	56.22	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	577.81	0.00	0.00	0.00	1405.5	1405.5	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	326.39			10000.00			0.00			0.00		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	2200.39											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 203: Shamrock Road atHirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	45.1
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.352

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	45	1392	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	45	1392	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	12	374	0	0	0
Total Analysis Volume [veh/h]	0	48	1497	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.35	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	45.08	0.00	0.00	0.00	0.00
Movement LOS		E	A			
95th-Percentile Queue Length [veh/ln]	0.00	1.44	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	36.03	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	45.08		0.00		0.00	
Approach LOS	E		A		A	
d_I, Intersection Delay [s/veh]	1.40					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	507.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.513

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	11	0	4	0	0	52	26	870	26	7	1128	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	0	4	0	0	52	26	870	26	7	1128	0
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	1	0	0	13	7	218	7	2	282	0
Total Analysis Volume [veh/h]	11	0	4	0	0	54	27	870	27	7	1128	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.00	0.11	0.00	0.00	1.51	0.00	0.01	0.04	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	25.69	84.55	106.81	417.04	478.91	507.53	0.00	0.00	11.04	0.00	0.00	9.70
Movement LOS	D	F	F	F	F	F	A	A	B	A	A	A
95th-Percentile Queue Length [veh/ln]	0.51	0.51	0.51	5.79	5.79	5.79	0.14	0.14	0.14	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	12.65	12.65	12.65	144.68	144.68	144.68	3.39	3.39	3.39	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	47.32			507.53			0.32			0.00		
Approach LOS	E			F			A			A		
d_I, Intersection Delay [s/veh]	13.35											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive

Control Type:	Roundabout	Delay (sec / veh):	19.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Drive Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	7	2	1	234	26	40	51	819	3	8	1089	72
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	2	1	234	26	40	51	819	3	8	1089	72
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	1	0	59	7	10	13	205	1	2	272	18
Total Analysis Volume [veh/h]	7	2	1	234	26	40	51	819	3	9	1089	72
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	1201			823			75			69		
Exiting Flow Rate [veh/h]	38			125			1136			1054		
Demand Flow Rate [veh/h]	7	2	1	234	26	40	51	819	3	8	1089	72
Adjusted Demand Flow Rate [veh/h]	7	2	1	234	26	40	51	819	3	9	1089	72

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	10	300	873	1170
Capacity of Entry and Bypass Lanes [veh/h]	406	597	1279	1287
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	406	597	1279	1287
X, volume / capacity	0.02	0.50	0.68	0.91

Movement, Approach, & Intersection Results

Lane LOS	A	B	B	D
95th-Percentile Queue Length [veh]	0.08	2.82	5.80	14.91
95th-Percentile Queue Length [ft]	1.89	70.60	144.94	372.66
Approach Delay [s/veh]	9.23	14.52	12.06	26.50
Approach LOS	A	B	B	D
Intersection Delay [s/veh]	19.54			
Intersection LOS	C			

Intersection Level Of Service Report
Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	118.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.086

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	5	0	1	0	0	3	17	874	24	52	1070	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	0	1	0	0	3	17	874	24	52	1070	23
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	0	0	1	4	219	6	13	268	6
Total Analysis Volume [veh/h]	5	0	1	0	0	3	17	874	24	52	1070	23
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.03	0.00	0.00	0.09	0.00	0.01	0.04	0.00	0.01	0.03
d_M, Delay for Movement [s/veh]	20.15	84.97	107.79	24.95	95.19	118.39	0.00	0.00	10.94	0.00	0.00	9.82
Movement LOS	C	F	F	C	F	F	A	A	B	A	A	A
95th-Percentile Queue Length [veh/ln]	0.15	0.15	0.15	0.27	0.27	0.27	0.12	0.12	0.12	0.09	0.09	0.09
95th-Percentile Queue Length [ft/ln]	3.68	3.68	3.68	6.65	6.65	6.65	2.97	2.97	2.97	2.31	2.31	2.31
d_A, Approach Delay [s/veh]	34.76			118.39			0.29			0.20		
Approach LOS	D			F			A			A		
d_I, Intersection Delay [s/veh]	0.51											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	1,008.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.444

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	26	54	762	113	28	1119
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	54	762	113	28	1119
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	15	209	31	8	307
Total Analysis Volume [veh/h]	29	59	837	124	31	1230
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop		Free		Free	
Flared Lane	No					
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance	No					
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.14	2.44	0.01	0.22	0.00	0.01
d_M, Delay for Movement [s/veh]	876.07	1008.40	0.00	13.28	0.00	0.00
Movement LOS	F	F	A	B	A	A
95th-Percentile Queue Length [veh/ln]	10.03	10.03	0.84	0.84	0.00	0.00
95th-Percentile Queue Length [ft/ln]	250.68	250.68	21.09	21.09	0.00	0.00
d_A, Approach Delay [s/veh]	964.79		1.71		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	37.47					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	76.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.337

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	21	22	12	713	1159	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	22	12	713	1159	11
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	6	3	184	299	3
Total Analysis Volume [veh/h]	22	23	12	735	1195	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.34	0.00	0.01	0.01	0.01
d_M, Delay for Movement [s/veh]	32.25	76.48	0.00	0.00	0.00	9.19
Movement LOS	D	F	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.62	1.62	0.00	0.00	0.04	0.04
95th-Percentile Queue Length [ft/ln]	40.48	40.48	0.00	0.00	0.96	0.96
d_A, Approach Delay [s/veh]	54.85		0.00		0.08	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	1.29					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	24.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.434

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	1	0	0	4	0	143	162	222	2	0	411	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	0	4	0	143	162	222	2	0	411	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	1	0	36	41	56	1	0	103	3
Total Analysis Volume [veh/h]	1	0	0	4	0	143	162	222	2	0	411	12
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.43	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	10.59	16.77	16.00	18.03	23.73	24.10	0.00	0.00	8.11	0.00	0.00	8.07
Movement LOS	B	C	C	C	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	2.15	2.15	2.15	0.01	0.01	0.01	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	0.12	0.12	0.12	53.84	53.84	53.84	0.13	0.13	0.13	0.77	0.77	0.77
d_A, Approach Delay [s/veh]	10.59			23.93			0.04			0.23		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	3.81											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 901: Lookout Road at Bodden Town Bypass

Control Type:	Roundabout	Delay (sec / veh):	15.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes		

Intersection Setup

Name				Lookout Rd				An/Bo				An/Bo			
Approach	Northbound			Southbound				Eastbound				Westbound			
Lane Configuration															
Turning Movement	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			35.00				30.00				35.00			
Grade [%]	0.00			0.00				0.00				0.00			
Crosswalk	Yes			Yes				Yes				Yes			

Volumes

Name				Lookout Rd				An/Bo				An/Bo			
Base Volume Input [veh/h]	2	1	2	1550	9	20	31	7	325	3	0	3	592	971	43
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	1	2	1550	9	20	31	7	325	3	0	3	592	971	43
Peak Hour Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	1	0	1	388	2	5	8	2	81	1	0	1	148	243	11
Total Analysis Volume [veh/h]	2	1	2	1550	9	20	31	7	325	3	0	3	592	971	43
Pedestrian Volume [ped/h]	0			0				0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2				2				2				
Circulating Flow Rate [veh/h]	1657			373				1048				63				
Exiting Flow Rate [veh/h]	15			1010				614				1920				
Demand Flow Rate [veh/h]	2	1	2	1550	9	20	31	7	325	3	0	3	592	971	43	
Adjusted Demand Flow Rate [veh/h]	2	1	2	1550	9	20	31	7	325	3	0	3	592	971	43	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1350.00	1420.00	1350.00	1420.00	1350.00
B (coefficient)	0.00085	0.00085	0.00092	0.00085	0.00092	0.00085	0.00092
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	5	854	757	178	158	757	853
Capacity of Entry and Bypass Lanes [veh/h]	348	1035	958	583	515	1346	1274
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	348	1035	958	583	515	1346	1274
X, volume / capacity	0.01	0.83	0.79	0.30	0.31	0.56	0.67

Movement, Approach, & Intersection Results

Lane LOS	B	C	C	B	B	A	B
95th-Percentile Queue Length [veh]	0.04	9.86	8.45	1.28	1.28	3.66	5.50
95th-Percentile Queue Length [ft]	1.09	246.40	211.18	32.06	32.12	91.62	137.48
Approach Delay [s/veh]	10.59	20.92		10.95		10.36	
Approach LOS	B	C		B		B	
Intersection Delay [s/veh]	15.19						
Intersection LOS	C						

Intersection Level Of Service Report
Intersection 902: Bodden Town Road at Bodden Town Bypass

Control Type:	Roundabout	Delay (sec / veh):	20.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes		

Intersection Setup

Name	Bodden Town Bypass			Bodden Town Rd			Bodden Town Rd		
Approach	Southbound			Eastbound			Westbound		
Lane Configuration									
Turning Movement	Left	Right	U-turn	Left	Thru	U-turn	Thru	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			30.00			35.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes		

Volumes

Name	Bodden Town Bypass			Bodden Town Rd			Bodden Town Rd		
Base Volume Input [veh/h]	1851	44	0	37	183	0	369	1572	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1851	44	0	37	183	0	369	1572	9
Peak Hour Factor	0.9400	0.9400	1.0000	0.9400	0.9400	1.0000	0.9400	0.9400	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	492	12	0	10	49	0	98	418	2
Total Analysis Volume [veh/h]	1969	47	0	39	195	0	393	1672	9
Pedestrian Volume [ped/h]	0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			2		
Circulating Flow Rate [veh/h]	204			1681			47		
Exiting Flow Rate [veh/h]	1711			440			2173		
Demand Flow Rate [veh/h]	1851	44	0	37	183	0	369	1572	9
Adjusted Demand Flow Rate [veh/h]	1969	47	0	39	195	0	393	1672	9

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1350.00	1420.00	1350.00	1420.00	1350.00
B (coefficient)	0.00085	0.00092	0.00085	0.00092	0.00085	0.00092
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	1069	948	125	110	975	1100
Capacity of Entry and Bypass Lanes [veh/h]	1194	1119	341	288	1365	1293
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1194	1119	341	288	1365	1293
X, volume / capacity	0.89	0.85	0.36	0.38	0.71	0.85

Movement, Approach, & Intersection Results

Lane LOS	D	C	C	C	B	C
95th-Percentile Queue Length [veh]	13.66	10.97	1.62	1.72	6.61	11.53
95th-Percentile Queue Length [ft]	341.42	274.17	40.59	43.11	165.22	288.34
Approach Delay [s/veh]	24.15		20.06		16.61	
Approach LOS	C		C		C	
Intersection Delay [s/veh]	20.31					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Roundabout	Delay (sec / veh):	14.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Longfellow Dr		Bodden Town Rd			Bodden Town Rd		
Approach	Southbound		Eastbound			Westbound		
Lane Configuration								
Turning Movement	Left	Right	Left	Thru	U-turn	Thru	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00			45.00		
Grade [%]	0.00		0.00			0.00		
Crosswalk	Yes		Yes			Yes		

Volumes

Name	Longfellow Dr		Bodden Town Rd			Bodden Town Rd		
Base Volume Input [veh/h]	0	12	24	1914	0	1861	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	12	24	1914	0	1861	0	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	1.0000	0.9100	0.9100	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	7	526	0	511	0	0
Total Analysis Volume [veh/h]	0	13	26	2103	0	2045	0	0
Pedestrian Volume [ped/h]	0		0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	2		2			2		
Circulating Flow Rate [veh/h]	2103		0			13		
Exiting Flow Rate [veh/h]	26		2058			2103		
Demand Flow Rate [veh/h]	0	12	24	1914	0	1861	0	0
Adjusted Demand Flow Rate [veh/h]	0	13	26	2103	0	2045	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1350.00	1420.00	1350.00
B (coefficient)	0.00085	0.00085	0.00092	0.00085	0.00092
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	13	1129	1001	1084	962
Capacity of Entry and Bypass Lanes [veh/h]	238	1420	1350	1405	1334
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	238	1420	1350	1405	1334
X, volume / capacity	0.05	0.79	0.74	0.77	0.72

Movement, Approach, & Intersection Results

Lane LOS	C	C	B	B	B
95th-Percentile Queue Length [veh]	0.17	9.26	7.35	8.39	6.76
95th-Percentile Queue Length [ft]	4.31	231.42	183.85	209.70	168.88
Approach Delay [s/veh]	16.30	14.57		13.73	
Approach LOS	C	B		B	
Intersection Delay [s/veh]	14.16				
Intersection LOS	B				

Intersection Level Of Service Report
Intersection 1100: Frank Sound Road at Bodden Town Road

Control Type:	Roundabout	Delay (sec / veh):	28.3
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	0	0	0	1
Entry Pocket Length [ft]	200.00	200.00	100.00	100.00	100.00	200.00
No. of Lanes in Exit Pocket	1	0	0	0	0	0
Exit Pocket Length [ft]	200.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		45.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	343	1014	991	851	810	282
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	343	1014	991	851	810	282
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	92	273	266	229	218	76
Total Analysis Volume [veh/h]	369	1090	1066	915	871	303
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Number of Conflicting Circulating Lanes	2		1		2	
Circulating Flow Rate [veh/h]	915		303		1090	
Exiting Flow Rate [veh/h]	1369		1090		1284	
Demand Flow Rate [veh/h]	343	1014	991	851	810	282
Adjusted Demand Flow Rate [veh/h]	369	1090	1066	915	871	303

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1350.00	1350.00	1420.00	1420.00	0.00	1420.00
B (coefficient)	0.00085	0.00092	0.00092	0.00091	0.00091	0.00000	0.00085
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	369	545	545	1050	932	0	303
Capacity of Entry and Bypass Lanes [veh/h]	653	582	582	1078	1078	100000	563
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	653	582	582	1078	1078	100000	563
X, volume / capacity	0.57	0.94	0.94	0.97	0.86	0.01	0.54

Movement, Approach, & Intersection Results

Lane LOS	C	E	E	E	C	A	C
95th-Percentile Queue Length [veh]	3.55	12.18	12.18	18.18	11.64	0.00	3.19
95th-Percentile Queue Length [ft]	88.76	304.55	304.55	454.42	291.10	0.00	79.80
Approach Delay [s/veh]	40.97			33.21		4.21	
Approach LOS	E			D		A	
Intersection Delay [s/veh]	28.29						
Intersection LOS	D						

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Roundabout	Delay (sec / veh):	12.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd			
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd			
Base Volume Input [veh/h]	549	376	287	102	100	532
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	549	376	287	102	100	532
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	137	94	72	26	25	133
Total Analysis Volume [veh/h]	549	376	287	102	100	532
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Number of Conflicting Circulating Lanes	1		1		1	
Circulating Flow Rate [veh/h]	102		532		376	
Exiting Flow Rate [veh/h]	819		476		651	
Demand Flow Rate [veh/h]	549	376	287	102	100	532
Adjusted Demand Flow Rate [veh/h]	549	376	287	102	100	532

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1420.00	1420.00
B (coefficient)	0.00102	0.00102	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	925	389	100	532
Capacity of Entry and Bypass Lanes [veh/h]	1244	803	1009	1009
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1244	803	1009	1009
X, volume / capacity	0.74	0.48	0.10	0.53

Movement, Approach, & Intersection Results

Lane LOS	B	B	A	B
95th-Percentile Queue Length [veh]	7.35	2.69	0.33	3.18
95th-Percentile Queue Length [ft]	183.80	67.14	8.23	79.49
Approach Delay [s/veh]	14.48	11.07	9.22	
Approach LOS	B	B	A	
Intersection Delay [s/veh]	12.09			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	16.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.065

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	312	50	32	230	85	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	312	50	32	230	85	21
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	88	14	9	65	24	6
Total Analysis Volume [veh/h]	351	56	36	258	96	24
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.00	0.00	0.13	0.07
d_M, Delay for Movement [s/veh]	0.00	7.94	0.00	0.00	11.03	16.16
Movement LOS	A	A	A	A	B	C
95th-Percentile Queue Length [veh/ln]	0.14	0.14	0.00	0.00	0.70	0.70
95th-Percentile Queue Length [ft/ln]	3.43	3.43	0.00	0.00	17.46	17.46
d_A, Approach Delay [s/veh]	1.09		0.00		12.06	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.30					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	5.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			25.00			25.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	Yes			Yes			Yes			Yes			

Volumes

Name	Agricola Drive Connector			Agricola Drive Connector			East-West Arterial			East-West Arterial			
Base Volume Input [veh/h]	70	19	5	76	111	8	0	18	360	13	0	5	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	70	19	5	76	111	8	0	18	360	13	0	5	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	18	5	1	19	28	2	0	5	90	3	0	1	1
Total Analysis Volume [veh/h]	70	19	5	76	111	8	0	18	360	13	0	5	2
Pedestrian Volume [ped/h]	0			0			0			0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1			
Circulating Flow Rate [veh/h]	15			385			31			479			
Exiting Flow Rate [veh/h]	484			24			78			101			
Demand Flow Rate [veh/h]	70	19	5	76	111	8	0	18	360	13	0	5	2
Adjusted Demand Flow Rate [veh/h]	70	19	5	76	111	8	0	18	360	13	0	5	2

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	94	195	378	20
Capacity of Entry and Bypass Lanes [veh/h]	1360	932	1338	847
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1360	932	1338	847
X, volume / capacity	0.07	0.21	0.28	0.02

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.22	0.79	1.17	0.07
95th-Percentile Queue Length [ft]	5.57	19.68	29.27	1.81
Approach Delay [s/veh]	3.19	5.93	5.16	4.47
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	5.09			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 1501: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	11.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name							East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			30.00			50.00				50.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name							East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	14	0	2	0	0	0	0	1866	236	0	4	1104	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	0	2	0	0	0	0	1866	236	0	4	1104	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	4	0	1	0	0	0	0	467	59	0	1	276	0	0
Total Analysis Volume [veh/h]	14	0	2	0	0	0	0	1866	236	0	4	1104	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1				1			
Circulating Flow Rate [veh/h]	1104			2104			2				236			
Exiting Flow Rate [veh/h]	240			0			1118				1868			
Demand Flow Rate [veh/h]	14	0	2	0	0	0	0	1866	236	0	4	1104	0	0
Adjusted Demand Flow Rate [veh/h]	14	0	2	0	0	0	0	1866	236	0	4	1104	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1350.00	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00092	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	9	8	0	1115	988	588	521
Capacity of Entry and Bypass Lanes [veh/h]	556	489	238	1418	1418	1146	1146
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	556	489	238	1418	1418	1146	1146
X, volume / capacity	0.02	0.02	0.00	0.79	0.70	0.51	0.45

Movement, Approach, & Intersection Results

Lane LOS	A	A	C	C	B	A	A
95th-Percentile Queue Length [veh]	0.05	0.05	0.00	8.92	6.19	3.02	2.43
95th-Percentile Queue Length [ft]	1.16	1.17	0.00	222.98	154.69	75.61	60.63
Approach Delay [s/veh]	7.08		15.16	13.44		8.51	
Approach LOS	A		C	B		A	
Intersection Delay [s/veh]	11.71						
Intersection LOS	B						

Intersection Level Of Service Report
Intersection 1502: East-West Arterial at Will T Connector

Control Type:	Roundabout	Delay (sec / veh):	10.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name			East-West Arterial			East-West Arterial		
Approach	Northbound		Eastbound			Westbound		
Lane Configuration								
Turning Movement	Left	Right	Thru	Right	U-turn	Left	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00			50.00		
Grade [%]	0.00		0.00			0.00		
Crosswalk	Yes		Yes			Yes		

Volumes

Name			East-West Arterial			East-West Arterial		
Base Volume Input [veh/h]	22	1	1832	35	0	1	1086	57
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	1	1832	35	0	1	1086	57
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	0	458	9	0	0	272	14
Total Analysis Volume [veh/h]	22	1	1832	35	0	1	1086	57
Pedestrian Volume [ped/h]	0		0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	2		1			1		
Circulating Flow Rate [veh/h]	1143		58			35		
Exiting Flow Rate [veh/h]	36		1108			1890		
Demand Flow Rate [veh/h]	22	1	1832	35	0	1	1086	57
Adjusted Demand Flow Rate [veh/h]	22	1	1832	35	0	1	1086	57

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1350.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00092	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	13	11	990	878	607	538
Capacity of Entry and Bypass Lanes [veh/h]	538	472	1347	1347	1376	1376
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	538	472	1347	1347	1376	1376
X, volume / capacity	0.02	0.02	0.73	0.65	0.44	0.39

Movement, Approach, & Intersection Results

Lane LOS	A	A	B	B	A	A
95th-Percentile Queue Length [veh]	0.07	0.07	7.16	5.15	2.31	1.89
95th-Percentile Queue Length [ft]	1.74	1.76	178.94	128.86	57.73	47.28
Approach Delay [s/veh]	7.42		12.13		6.57	
Approach LOS	A		B		A	
Intersection Delay [s/veh]	10.00					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1600: East-West Arterial at Northward Rd

Control Type:	Two-way stop	Delay (sec / veh):	13.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.070

Intersection Setup

Name	Northward Rd		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	33	0	1890	0	17	1111
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	0	1890	0	17	1111
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	0	473	0	4	278
Total Analysis Volume [veh/h]	33	0	1890	0	17	1111
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.00	0.02	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	13.16	0.00	0.00	0.00	0.00	0.00
Movement LOS	B		A		A	A
95th-Percentile Queue Length [veh/ln]	0.22	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	5.59	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.16		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.14					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1700: East-West Arterial at Lookout Rd

Control Type:	Roundabout	Delay (sec / veh):	9.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Lookout Rd		East-West Arterial			Lookout Rd	
Approach	Southbound		Eastbound			Westbound	
Lane Configuration							
Turning Movement	Left	Right	Left	Thru	U-turn	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		35.00			35.00	
Grade [%]	0.00		0.00			0.00	
Crosswalk	Yes		Yes			Yes	

Volumes

Name	Lookout Rd		East-West Arterial			Lookout Rd	
Base Volume Input [veh/h]	0	0	0	1710	180	1006	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1710	180	1006	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	428	45	252	0
Total Analysis Volume [veh/h]	0	0	0	1710	180	1006	0
Pedestrian Volume [ped/h]	0		0			0	

Intersection Settings

Number of Conflicting Circulating Lanes	2		1			1	
Circulating Flow Rate [veh/h]	1890		0			180	
Exiting Flow Rate [veh/h]	0		1186			1710	
Demand Flow Rate [veh/h]	0	0	0	1710	180	1006	0
Adjusted Demand Flow Rate [veh/h]	0	0	0	1710	180	1006	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00091	0.00091	0.00091	0.00091
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	0	1002	889	534	473
Capacity of Entry and Bypass Lanes [veh/h]	285	1420	1420	1206	1206
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	285	1420	1420	1206	1206
X, volume / capacity	0.00	0.71	0.63	0.44	0.39

Movement, Approach, & Intersection Results

Lane LOS	B	B	A	A	A
95th-Percentile Queue Length [veh]	0.00	6.40	4.68	2.32	1.90
95th-Percentile Queue Length [ft]	0.00	160.01	117.05	57.89	47.42
Approach Delay [s/veh]	12.64	10.90		7.22	
Approach LOS	B	B		A	
Intersection Delay [s/veh]	9.62				
Intersection LOS	A				

Intersection Level Of Service Report
Intersection 2000: Frank Sound Road at East-West Arterial

Control Type:	Unknown	Delay (sec / veh):	?
Analysis Method:	?	Level Of Service:	?
Analysis Period:	15 minutes	Volume to Capacity (v/c):	?

Intersection Setup

Name	Frank Sound Rd	Frank Sound Rd
Approach	Northeastbound	Southwestbound
Lane Configuration		
Turning Movement	Thru	Thru
Crosswalk	Yes	Yes

Volumes

Name	Frank Sound Rd	Frank Sound Rd
Base Volume Input [veh/h]	401	343
Base Volume Adjustment Factor	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00
Growth Factor	1.0000	1.0000
In-Process Volume [veh/h]	0	0
Site-Generated Trips [veh/h]	0	0
Diverted Trips [veh/h]	0	0
Pass-by Trips [veh/h]	0	0
Existing Site Adjustment Volume [veh/h]	0	0
Other Volume [veh/h]	0	0
Left-Turn on Red Volume [veh/h]	0	0
Total Hourly Volume [veh/h]	401	343
Peak Hour Factor	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000
Total 15-Minute Volume [veh/h]	100	86
Total Analysis Volume [veh/h]	401	343
Presence of On-Street Parking	No	No
On-Street Parking Maneuver Rate [/h]	0	0
Local Bus Stopping Rate [/h]	0	0
Pedestrian Volume [ped/h]	0	0

Intersection Level Of Service Report
Intersection 2100: Frank Sound Road at East-West Arterial

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd			
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd			
Base Volume Input [veh/h]	476	0	0	389	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	476	0	0	389	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	119	0	0	97	0	0
Total Analysis Volume [veh/h]	476	0	0	389	0	0
Pedestrian Volume [ped/h]	0		0		0	

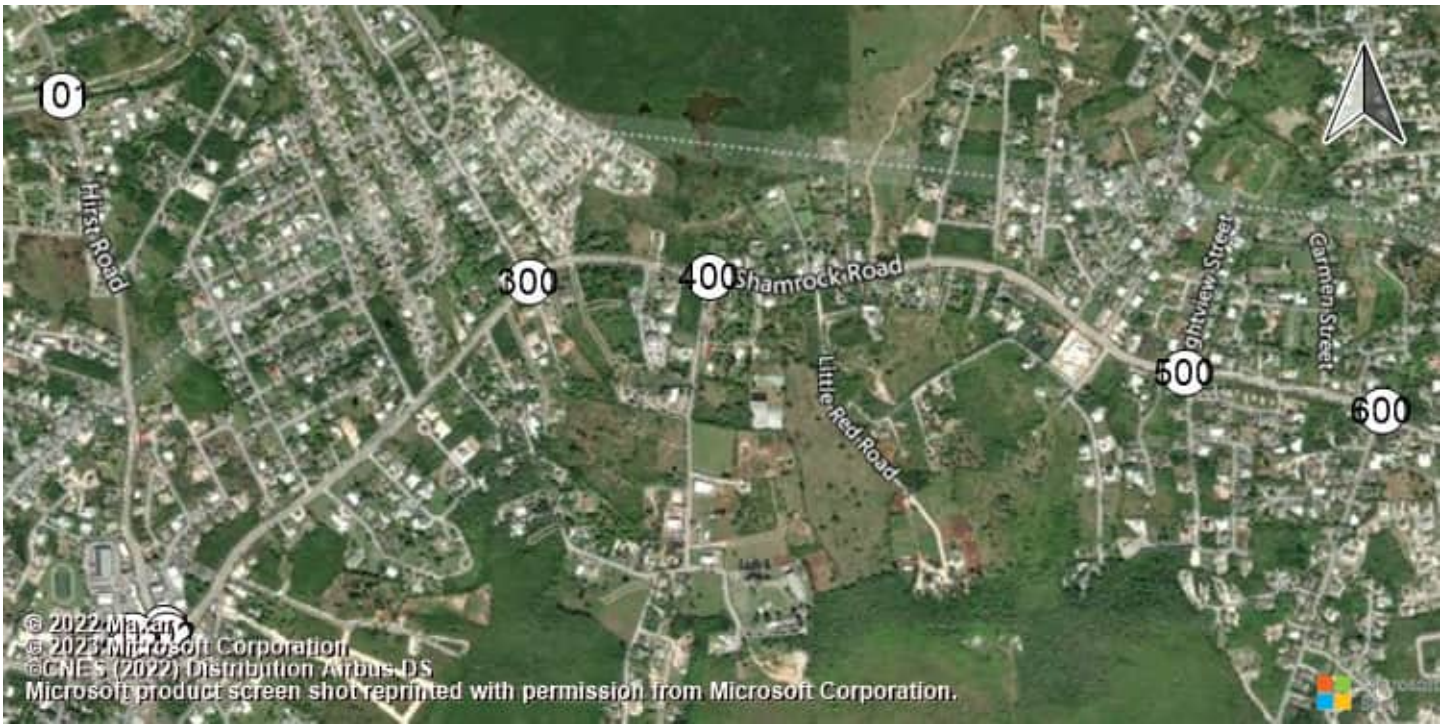
Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

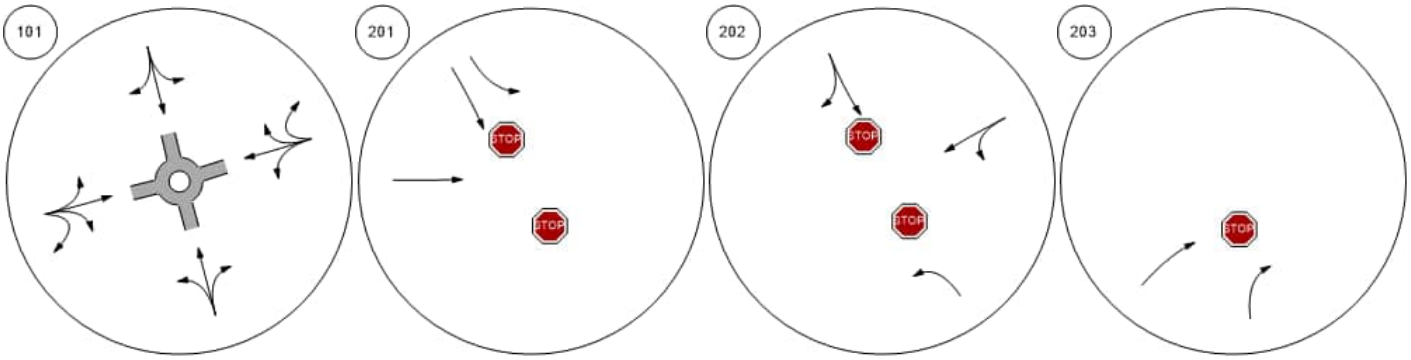
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	8.05	0.00	0.00	10.42	16.02
Movement LOS	A	A	A	A	B	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		13.22	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

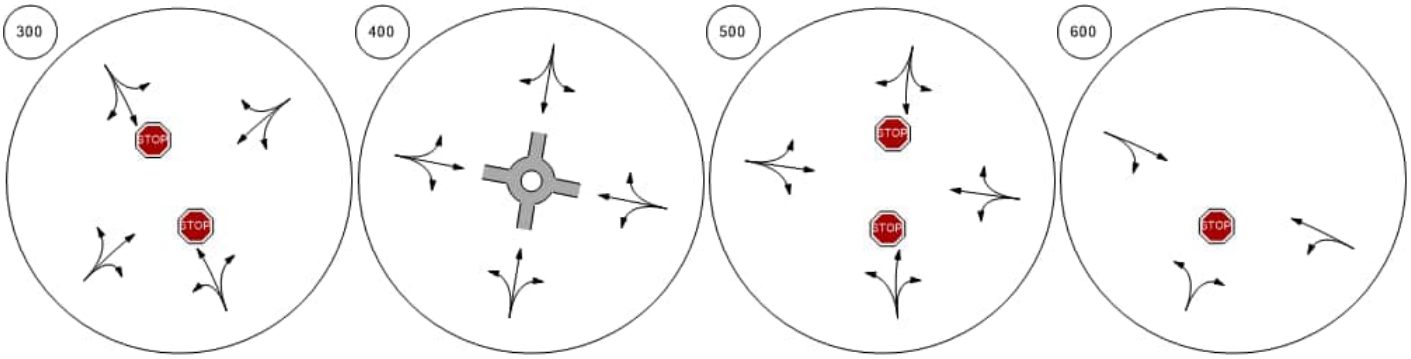
Lane Configuration and Traffic Control



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

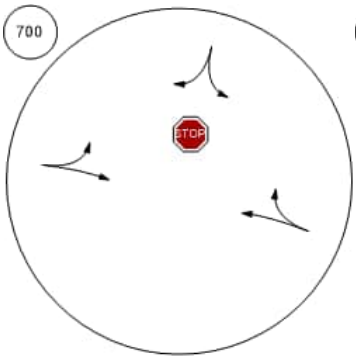


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

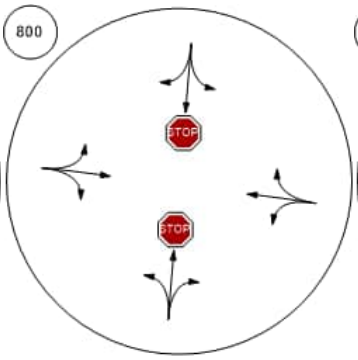


Lane Configuration and Traffic Control

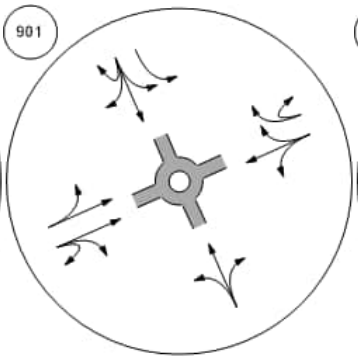
Shamrock Road at Northward



Shamrock Road at Condor R

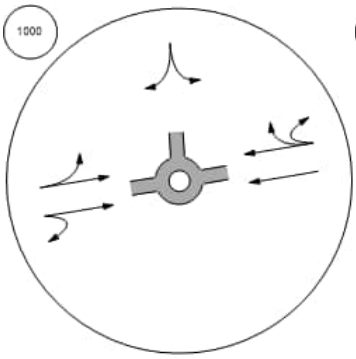


Lookout Road at Bodden To

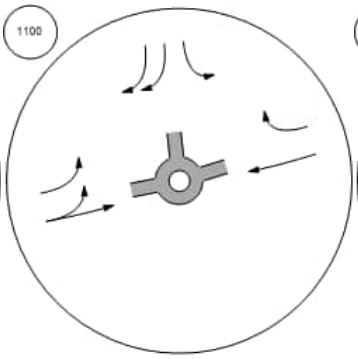


Bodden Town Road at Bodde

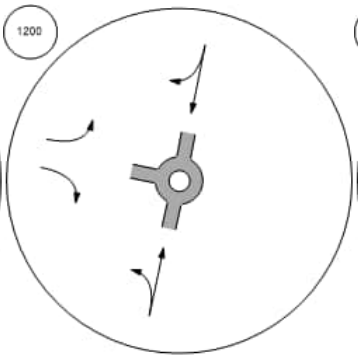
Bodden Town Road at Long



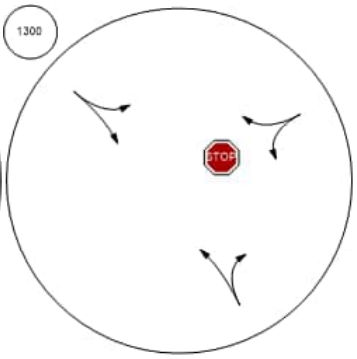
Frank Sound Road at Bodde



Frank Sound Road at Clifton

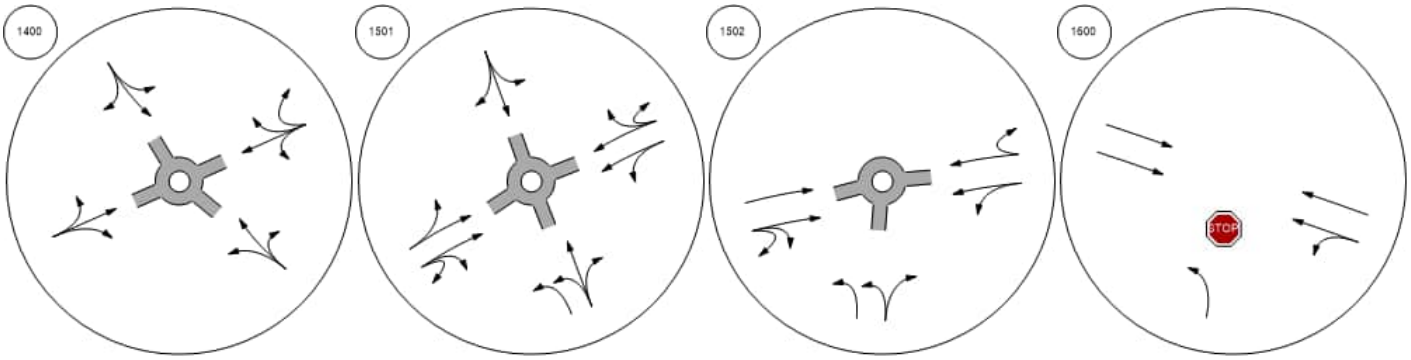


Frank Sound Road at North S

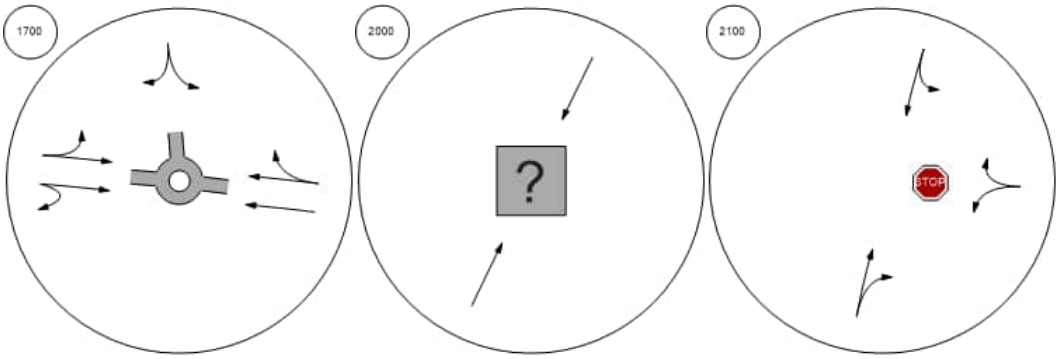


Lane Configuration and Traffic Control

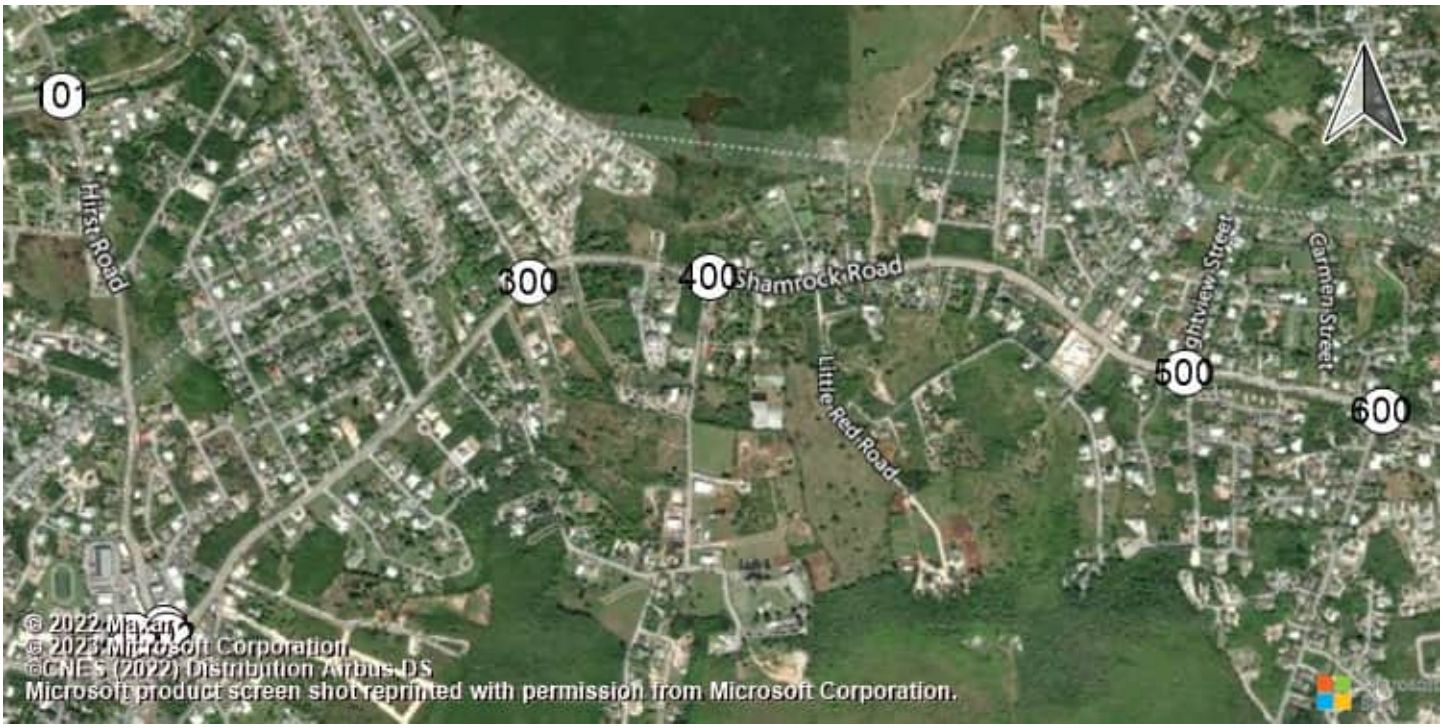
East-West Arterial at Agricola | East-West Arterial at Will T C | East-West Arterial at Will T C | East-West Arterial at Northwa



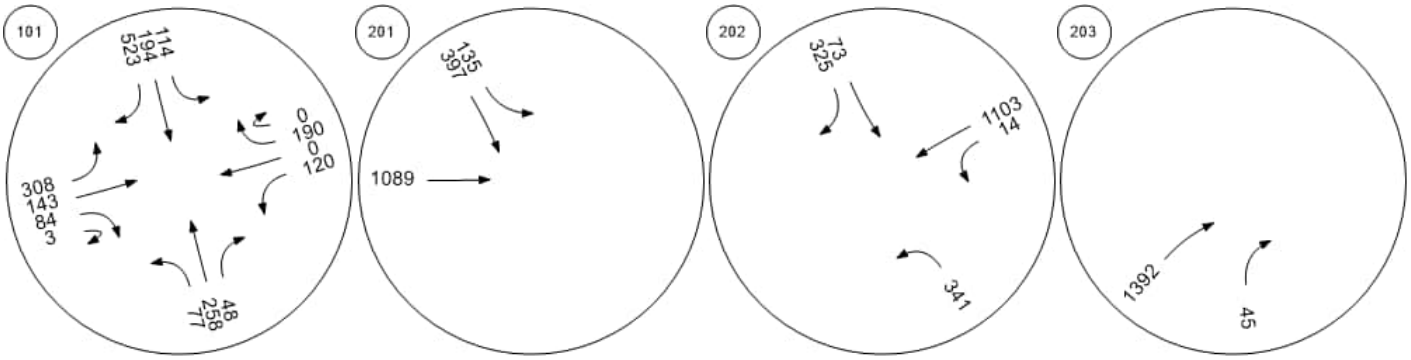
East-West Arterial at Lookout | Frank Sound Road at East-W | Frank Sound Road at East-W



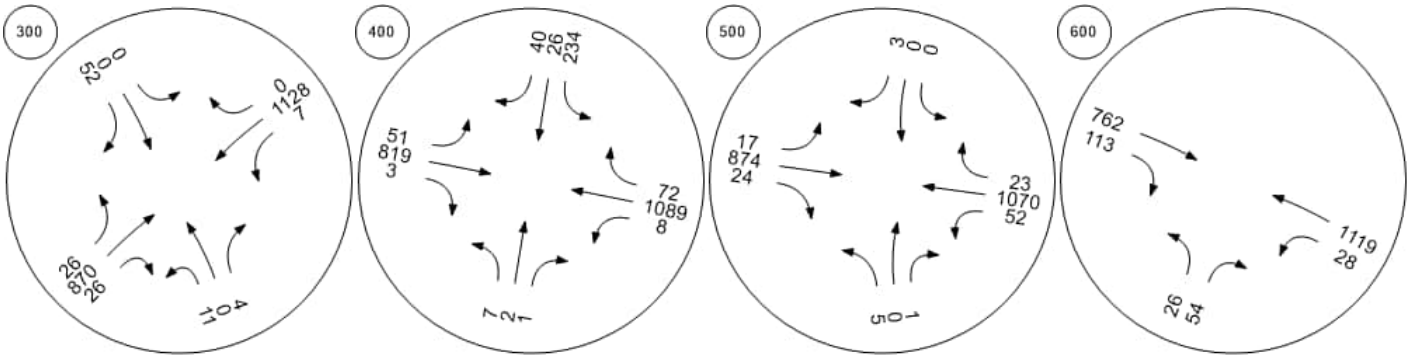
Traffic Volume - Base Volume



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road

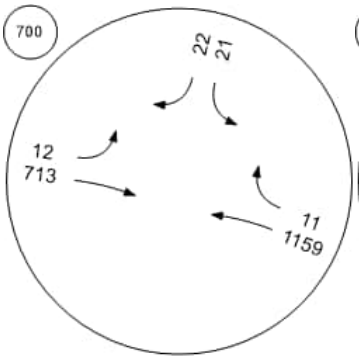


Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba

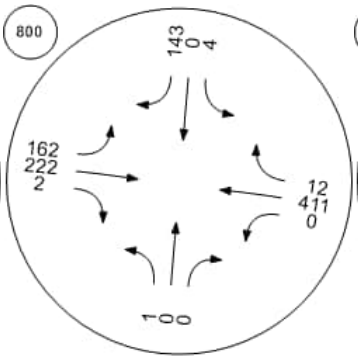


Traffic Volume - Base Volume

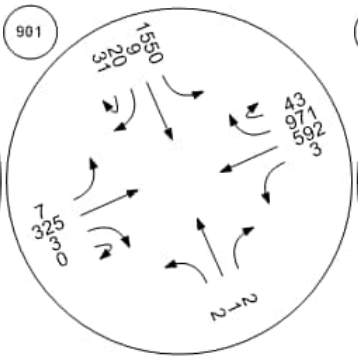
Shamrock Road at Northward



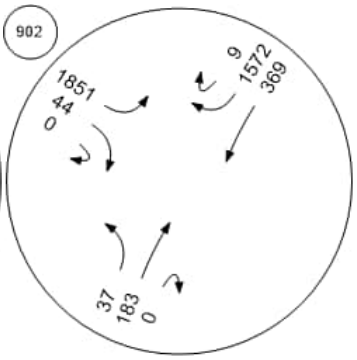
Shamrock Road at Condor R



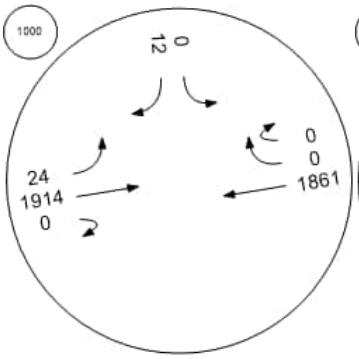
Lookout Road at Bodden To



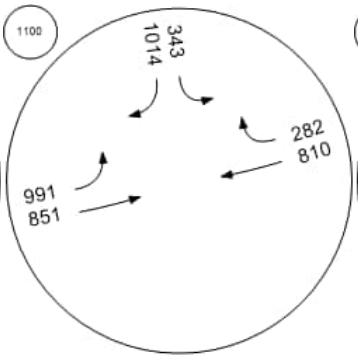
Bodden Town Road at Bodde



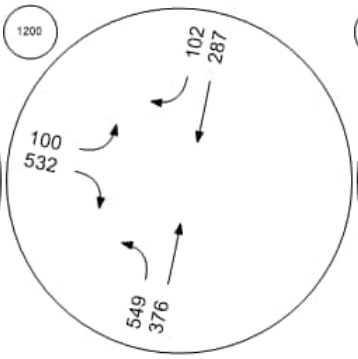
Bodden Town Road at Long



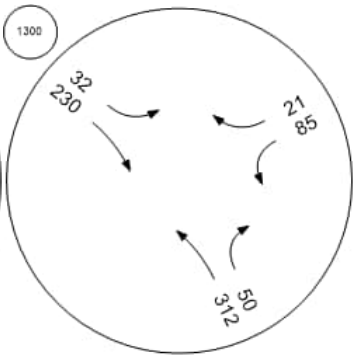
Frank Sound Road at Bodde



Frank Sound Road at Clifton

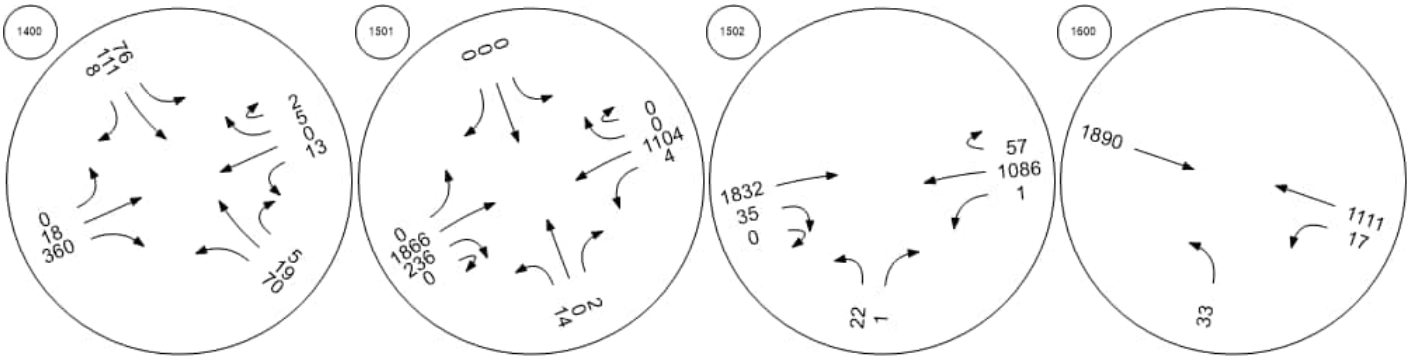


Frank Sound Road at North S

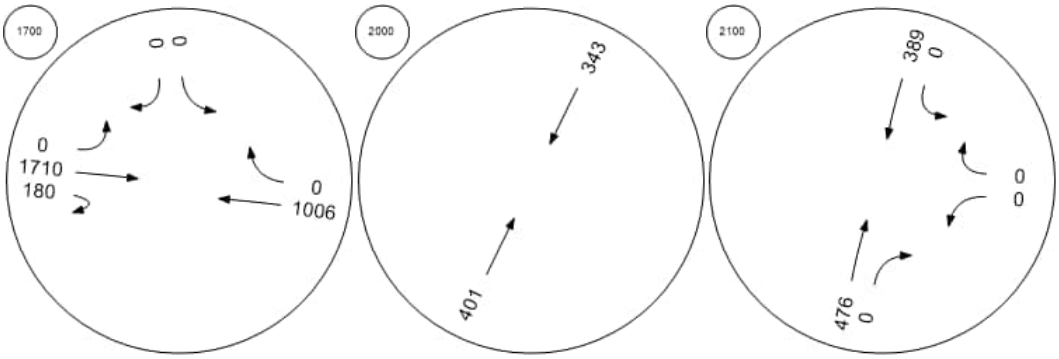


Traffic Volume - Base Volume

East-West Arterial at Agricola | East-West Arterial at Will T C | East-West Arterial at Will T C | East-West Arterial at Northwa



East-West Arterial at Lookout | Frank Sound Road at East-W | Frank Sound Road at East-W



Attachment E:
VISTRO Level of Service Summary Tables

Attachment E1

2021 Base LOS Summary Tables

2021 LOS Table - Base AM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
101	EW Arterial Blvd at Hirst Rd	29	D	EB	16	C	L	9	A
							R	29	D
				NB	0	A	LT	0	A
				SB	0	A	TR	0	A
102	EW Arterial Blvd at Hirst Rd	11	B	EB	0	A	L	0	A
							R	0	A
				NB	0	A	LT	0	A
				SB	9	A	TR	11	B
201	Shamrock Road at Hirst Road (1)	13	B	EB	0	A	R	0	A
							T	0	A
				SB	12	B	L	11	B
							T	12	B
202	Shamrock Road at Hirst Road (2)	130	F	WB	0	A	L	0	A
							T	0	A
				NB	27	D	L	27	D
				SB	129	F	T	121	F
							R	130	F
203	Shamrock Road at Hirst Road Jughandle	12	B	EB	0	A	T	0	A
				NB	12	B	R	12	B
300	Shamrock Road at Woodland Ave	10,000	F	EB	0	A	L	0	A
							T	0	A
							R	0	A
				WB	0	A	L	0	A
							T	0	A
							R	8	A
				NB	10,000	F	L	10,000	F
							T	0	A
							R	0	A
				SB	10,000	F	L	10,000	F
							T	0	A
							R	10,000	F
400	Shamrock Road at Agricola Drive	32	D	EB	0	A	T	0	A
							T	11	B
				WB	0	A	L	0	A
							T	0	A
				NB	27	D	L	22	C
							R	32	D
500	Shamrock Road at Brighview Drive/Calla Lily Drive	25	D	EB	0	A	L	0	A
							T	0	A
							R	0	A
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	20	C	L	15	C
							T	0	A
							R	25	D
				SB	19	C	L	10	B
							T	0	A
							R	25	D
600	Shamrock Road at Beach Bay Road	317	F	EB	0	A	T	0	A
							R	12	B
				WB	0	A	L	0	A
							T	0	A
				NB	294	F	L	291	F
							R	317	F
700	Shamrock Road at Northward Road	44	E	EB	0	A	L	0	A
							T	0	A
				WB	1	A	T	0	A
							R	8	A
				SB	41	E	L	29	D
							R	44	E
800	Shamrock Road at Condor Road	27	D	EB	0	A	L	0	A
							T	0	A
							R	0	A
				WB	0	A	L	0	A
							T	0	A
							R	8	A
				NB	11	B	L	11	B
							T	0	A
							R	0	A
				SB	27	D	L	22	C
							T	0	A
							R	27	D
902	Bodden Town Road at Bodden Town Bypass	15	B	EB	0	A	L	0	A
							T	0	A
				WB	1	A	T	0	A
							R	8	A
				SB	12	B	L	10	B
							R	15	B
1000	Bodden Town Road at Long Fellow Drive	12	B	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	0	A
				SB	12	B	L	0	A
							R	12	B
1100	Frank Sound Road at Bodden Town Road	11	B	EB	0	A	L	0	A
							T	0	A
				WB	1	A	T	0	A
							R	7	A
				SB	11	B	L	11	B
							R	11	B
1200	Frank Sound Road at Clifton Hunter High School Access #1/Tie-in with EW Arterial	11	B	EB	11	B	L	10	A
							R	11	B
				NB	0	A	L	0	A
							T	0	A
				SB	4	A	T	0	A
							R	8	A
1300	Frank Sound Road at North Side Road/Old Robin Road	10	A	WB	9	A	L	9	A
							R	10	A
				NB	2	A	T	0	A
							R	7	A
				SB	0	A	L	0	A
							T	0	A

2021 LOS Table - Base PM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
101	EW Arterial Blvd at Hirst Rd	23	C	EB	18	C	L	13	B
							R	23	C
				NB	0	A	LT	0	A
				SB	0	A	TR	0	A
102	EW Arterial Blvd at Hirst Rd	8	A	EB	0	A	L	0	A
							R	0	A
				NB	0	A	LT	0	A
				SB	2	A	TR	8	A
201	Shamrock Road at Hirst Road (1)	82	F	EB	0	A	R	0	A
							T	0	A
				SB	67	F	L	82	F
							T	34	D
202	Shamrock Road at Hirst Road (2)	130	F	WB	0	A	L	0	A
							T	0	A
				NB	11	B	L	11	B
				SB	17	C	T	17	C
							R	17	C
203	Shamrock Road at Hirst Road Jughandle	37	E	EB	0	A	T	0	A
				NB	37	E	R	37	E
300	Shamrock Road at Woodland Ave	55	F	EB	0	A	L	0	A
							T	0	A
							R	8	A
				WB	0	A	L	0	A
							T	0	A
							R	11	B
				NB	0	A	L	0	A
							T	0	A
							R	0	A
				SB	40	E	L	24	C
							T	0	A
							R	55	F
400	Shamrock Road at Agricola Drive	44	E	EB	0	A	T	0	A
							R	9	A
				WB	0	A	L	0	A
							T	0	A
				NB	23	C	L	12	B
							R	44	E
500	Shamrock Road at Brighview Drive/Calla Lily Drive	45	E	EB	0	A	L	0	A
							T	0	A
							R	8	A
				WB	1	A	L	0	A
							T	0	A
							R	10	B
				NB	45	E	L	0	A
							T	0	A
							R	45	E
				SB	0	A	L	0	A
							T	0	A
							R	0	A
600	Shamrock Road at Beach Bay Road	57	F	EB	1	A	T	0	A
							R	9	A
				WB	0	A	L	0	A
							T	0	A
				NB	35	D	L	23	C
							R	56	F
700	Shamrock Road at Northward Road	63	F	EB	0	A	L	0	A
							T	0	A
				WB	1	A	T	0	A
							R	10	A
				SB	57	F	L	48	E
							R	63	F
800	Shamrock Road at Condor Road	33	D	EB	0	A	L	0	A
							T	0	A
							R	8	A
				WB	0	A	L	0	A
							T	0	A
							R	9	A
				NB	11	B	L	11	B
							T	0	A
							R	0	A
				SB	33	D	L	23	C
							T	0	A
							R	33	D
902	Bodden Town Road at Bodden Town Bypass	23	C	EB	0	A	L	0	A
							T	0	A
				WB	1	A	T	0	A
							R	9	A
				SB	19	C	L	15	C
							R	23	C
1000	Bodden Town Road at Long Fellow Drive	16	C	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	0	A
				SB	16	C	L	0	A
							R	16	C
1100	Frank Sound Road at Bodden Town Road	15	B	EB	0	A	L	0	A
							T	0	A
				WB	1	A	T	0	A
							R	8	A
				SB	15	B	L	13	B
							R	15	C
1200	Frank Sound Road at Clifton Hunter High School Access #1/Tie-in with EW Arterial	15	C	EB	14	B	L	12	B
							R	15	C
				NB	0	A	L	0	A
							T	0	A
				SB	4	A	T	0	A
							R	8	A
1300	Frank Sound Road at North Side Road/Old Robin Road	11	B	WB	10	B	L	10	A
							R	11	B
				NB	1	A	T	0	A
							R	8	A
				SB	0	A	L	0	A
							T	0	A

Attachment E2

2026 Alternative LOS Summary Tables

2026 LOS Table - No-Build AM

#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
101	EW Arterial Blvd at Hirst Rd	19	C	EB	3	A	LT	3	A
							TR	3	A
				WB	32	D	LT	32	D
				NB	11	B	LTR	11	B
				SB	8	A	LTR	8	A
201	Shamrock Road at Hirst Road (1)	13	B	EB	0	A	T	0	A
				SB	12	B	T	11	B
							L	13	B
202	Shamrock Road at Hirst Road (2)	25	C	WB	0	A	L	0	A
							T	0	A
				NB	15	B	L	15	B
				SB	25	C	T	23	C
							R	25	C
203	Shamrock Road at Hirst Road Jughandle	11	B	EB	0	A	T	0	A
				NB	11	B	R	11	B
300	Shamrock Road at Woodland Ave	24	C	EB	0	A	L	0	A
							T	0	A
							R	9	A
				WB	0	A	L	0	A
							T	0	A
							R	8	A
				NB	15	B	L	14	B
							T	0	A
							R	22	C
				SB	19	C	L	11	B
							T	0	A
							R	24	C
400	Shamrock Road at Agricola Drive	40	E	EB	11	B	LTR	11	B
				WB	50	F	LTR	50	F
				NB	11	B	LTR	11	B
				SB	5	A	LTR	5	A
500	Shamrock Road at Brighview Drive/Calla Lily Drive	39	E	EB	0	A	L	0	A
							T	0	A
							R	0	A
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	28	D	L	20	C
							T	0	A
							R	39	E
				SB	27	D	L	11	B
							T	0	A
							R	39	E
600	Shamrock Road at Beach Bay Road	56	F	EB	0	A	T	0	A
							R	10	B
				WB	0	A	L	0	A
							T	0	A
				NB	45	E	L	43	E
							R	56	F
700	Shamrock Road at Northward Road	78	F	EB	0	A	L	0	A
							T	0	A
				WB	1	A	T	0	A
							R	8	A
				SB	74	F	L	58	F
							R	78	F
800	Shamrock Road at Condor Road	21	C	EB	0	A	L	0	A
							T	0	A
							R	0	A
				WB	0	A	L	0	A
							T	0	A
							R	8	A
				NB	12	B	L	10	B
							T	15	C
							R	15	B
				SB	21	C	L	16	C
							T	0	A
							R	21	C
902	Bodden Town Road at Bodden Town Bypass	26	D	EB	0	A	L	0	A
							T	0	A
				WB	4	A	T	0	A
							R	8	A
				SB	15	B	L	12	B
							R	26	D
1000	Bodden Town Road at Long Fellow Drive	15	B	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	0	A
				SB	15	B	L	0	A
							R	15	B
1100	Frank Sound Road at Bodden Town Road	15	B	EB	0	A	L	0	A
							T	0	A
				WB	1	A	T	0	A
							R	7	A
				SB	15	B	L	14	B
							R	15	B
1200	Frank Sound Road at Clifton Hunter High School Access #1/Tie-in with EW Arterial	14	B	EB	14	B	L	12	B
							R	14	B
				NB	0	A	L	0	A
							T	0	A
				SB	3	A	T	0	A
							R	8	A
1300	Frank Sound Road at North Side Road/Old Robin Road	10	B	EB	9	A	L	9	A
							R	10	B
				NB	2	A	T	0	A
							R	7	A
				SB	0	A	L	0	A
							T	0	A

2026 LOS Table - No-Build AM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	8	A	EB	3	A	LR	3	A
				NB	9	A	LT	9	A
				SB	3	A	TR	3	A

2026 LOS Table - No-Build PM

#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
101	EW Arterial Blvd at Hirst Rd	12	B	EB	14	B	LT	17	C
							TR	6	A
				WB	5	A	LT	5	A
				NB	4	A	LTR	4	A
				SB	11	B	LTR	11	B
201	Shamrock Road at Hirst Road (1)	16	C	EB	0	A	T	0	A
				SB	16	C	L	16	C
							T	15	B
202	Shamrock Road at Hirst Road (2)	18	C	WB	0	A	L	0	A
							T	0	A
				NB	11	B	L	11	B
				SB	18	C	T	18	C
							R	18	C
203	Shamrock Road at Hirst Road Jughandle	12	B	EB	0	A	T	0	A
				NB	12	B	R	12	B
300	Shamrock Road at Woodland Ave	29	D	EB	0	A	L	0	A
							T	0	A
							R	8	A
				WB	0	A	L	0	A
							T	0	A
							R	9	A
				NB	14	B	L	12	B
							T	0	A
							R	28	D
				SB	20	C	L	13	B
							T	0	A
							R	29	D
400	Shamrock Road at Agricola Drive	17	C	EB	8	A	LTR	8	A
				WB	7	A	LTR	7	A
				NB	5	A	LTR	5	A
				SB	34	D	LTR	34	D
500	Shamrock Road at Brighview Drive/Calla Lily Drive	53	F	EB	0	A	L	0	A
							T	0	A
							R	9	A
				WB	0	A	L	0	A
							T	0	A
							R	10	B
				NB	33	D	L	12	B
							T	0	A
							R	53	F
				SB	0	A	L	0	A
							T	0	A
							R	0	A
600	Shamrock Road at Beach Bay Road	76	F	EB	1	A	T	0	A
							R	9	A
				WB	0	A	L	0	A
							T	0	A
				NB	47	E	L	32	D
							R	76	F
700	Shamrock Road at Northward Road	120	F	EB	0	A	L	0	A
							T	0	A
				WB	1	A	T	0	A
							R	10	A
				SB	111	F	L	97	F
							R	120	F
800	Shamrock Road at Condor Road	25	D	EB	0	A	L	0	A
							T	0	A
							R	8	A
				WB	0	A	L	0	A
							T	0	A
							R	9	A
				NB	10	B	L	10	B
							T	0	A
							R	0	A
				SB	24	C	L	16	C
							T	0	A
							R	25	D
902	Bodden Town Road at Bodden Town Bypass	45	E	EB	0	A	L	0	A
							T	0	A
				WB	4	A	T	0	A
							R	10	A
				SB	31	D	L	25	D
							R	45	E
1000	Bodden Town Road at Long Fellow Drive	20	C	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	0	A
				SB	20	C	L	0	A
							R	20	C
1100	Frank Sound Road at Bodden Town Road	21	C	EB	0	A	L	0	A
							T	0	A
				WB	1	A	T	0	A
							R	8	A
				SB	21	C	L	19	C
							R	21	C
1200	Frank Sound Road at Clifton Hunter High School Access #1/Tie-in with EW Arterial	20	C	EB	19	C	L	16	C
							R	20	C
				NB	0	A	L	0	A
							T	0	A
				SB	4	A	T	0	A
							R	8	A
1300	Frank Sound Road at North Side Road/Old Robin Road	12	B	EB	10	B	L	10	A
							R	12	B
				NB	1	A	T	0	A
							R	8	A
				SB	0	A	L	0	A
							T	0	A

2026 LOS Table - No-Build PM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	7	A	EB	8	A	LR	8	A
				NB	3	A	LT	3	A
				SB	6	A	TR	6	A

2026 LOS Table - Alternative B1 AM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
101	EW Arterial Blvd at Hirst Rd	11	B	EB	5	A	L	3	A
							TR	5	A
				WB	13	B	LT	13	B
							TR	14	B
				NB	11	B	LTR	11	B
				SB	10	B	LTR	10	B
201	Shamrock Road at Hirst Road (1)	12	B	SB	0	A	T	0	A
				EB	11	B	L	10	A
							T	11	B
202	Shamrock Road at Hirst Road (2)	21	C	WB	0	A	L	0	A
							R	0	A
				NB	14	B	L	14	B
				SB	21	C	L	20	C
							R	21	C
203	Shamrock Road at Hirst Road Jughandle	10	B	EB	0	A	T	0	A
				NB	10	B	R	10	B
300	Shamrock Road at Woodland Drive	17	C	EB	0	A	L	0	A
							T	0	A
							R	9	A
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	13	B	L	13	B
							T	0	A
							R	16	C
				SB	17	C	L	0	A
							T	0	A
							R	17	C
400	Shamrock Road at Agricola Drive	7	A	EB	4	A	LTR	4	A
				WB	8	A	LTR	8	A
				NB	5	A	LTR	5	A
				SB	3	A	LTR	3	A
500	Shamrock Road at Brighview Drive/Calla Lily Drive	15	C	EB	0.00	A	L	0	A
							T	0	A
							R	0	A
				WB	0.00	A	L	0	A
							T	0	A
							R	0	A
				NB	13.05	B	L	12	B
							T	0	A
							R	15	C
				SB	12.90	B	L	9	A
							T	0	A
							R	15	C
600	Shamrock Road at Beach Bay Road	16	C	EB	1	A	T	0	A
							R	8	A
				WB	0	A	L	0	A
							T	0	A
				NB	14	B	L	13	B
							R	16	C
700	Shamrock Road at Northward Road	13	B	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	8	A
				SB	10	B	L	9	A
							R	13	B
800	Shamrock Road at Condor Road	12	B	EB	0	A	L	0	A
							T	0	A
							R	0	A
				WB	1	A	L	0	A
							T	0	A
							R	8	A
				NB	9	A	L	9	A
							T	11	B
							R	0	A
				SB	12	B	L	11	B
							T	0	A
							R	12	B
902	Bodden Town Road at Bodden Town Bypass	10	B	EB	0	A	L	0	A
							T	0	A
				WB	5	A	T	0	A
							R	8	A
				SB	10	A	L	9	A
							R	10	B
1000	Bodden Town Road at Long Fellow Drive	9	A	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	0	A
				SB	9	A	L	0	A
							R	9	A
1100	Frank Sound Road at Bodden Town Road	10	B	EB	0	A	L	0	A
							T	0	A
				WB	6	A	T	0	A
							R	7	A
				SB	9	A	L	9	A
							R	10	B
1200	Frank Sound Road at Clifton Hunter High School Access #1/Tie-in with EW Arterial	15	C	EB	10	B	L	10	B
							R	15	C
				NB	0	A	L	0	A
							T	0	A
				SB	6	A	T	0	A
							R	8	A
1300	Frank Sound Road at North Side Road/Old Robin Road	10	B	WB	9	A	L	9	A
							R	10	B
				NB	2	A	T	0	A
							R	7	A
				SB	0	A	L	0	A
							T	0	A

2026 LOS Table - Alternative B1 AM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	9	A	EB	5	A	LT	5	A
				WB	11	B	LTR	11	B
				NB	9	A	LTR	9	A
				SB	5	A	LTR	5	A
1501	East-West Arterial at Will T Connector 1	8	A	EB	5	A	LTR	5	A
				WB	9	A	LTR	9	A
				NB	6	A	LTR	6	A
				SB	4	A	LTR	4	A
1502	East-West Arterial at Will T Connector 2	7	A	EB	5	A	TR	5	A
				WB	7	A	LT	7	A
				NB	8	A	LR	8	A
1600	East-West Arterial at Northward Road	13	B	EB	0	A	T	0	A
							TR	0	A
				WB	0	A	LT	0	A
							T	0	A
				NB	13	B	L	13	B
							R	0	A
1700	East-West Arterial at Lookout Road	6	A	EB	5	A	LTR	5	A
				WB	7	A	LTR	7	A
				NB	5	A	LTR	5	A
				SB	4	A	LTR	4	A
1800	East-West Arterial at Longfellow Road	5	A	EB	4	A	LTR	4	A
				WB	6	A	LTR	6	A
				NB	4	A	LTR	4	A
				SB	3	A	LTR	3	A
1900	East-West Arterial at North/South Spurs	5	A	EB	4	A	TR	4	A
				WB	4	A	LR	4	A
				NB	5	A	LR	5	A
2000	Frank Sound Road at East-West Arterial North	3	A	EB	3	A	LR	3	A
				NB	3	A	LT	3	A
				SB	3	A	TR	3	A
2100	Frank Sound Road at East-West Arterial South	5	A	EB	4	A	LR	4	A
				NB	5	A	LT	5	A
				SB	4	A	TR	4	A

2026 LOS Table - Alternative B1 PM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
101	EW Arterial Blvd at Hirst Rd	13	B	EB	17	C	L	6	A
							TR	22	C
				WB	5	A	LT	5	A
							TR	5	A
				NB	6	A	LTR	6	A
				SB	10	B	LTR	10	B
201	Shamrock Road at Hirst Road (1)	16	C	SB	0	A	T	0	A
				EB	16	C	L	11	B
							T	16	C
202	Shamrock Road at Hirst Road (2)	12.30	B	WB	0	A	L	0	A
							R	0	A
				NB	10	A	L	10	A
				SB	12	B	L	12	B
							R	12	B
203	Shamrock Road at Hirst Road Jughandle	13.30	B	EB	0	A	T	0	A
				NB	13	B	R	13	B
300	Shamrock Road at Woodland Drive	15	C	EB	1	A	L	0	A
							T	0	A
							R	8	A
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	10	B	L	10	A
							T	0	A
							R	15	C
				SB	14	B	L	10	B
							T	0	A
							R	15	C
400	Shamrock Road at Agricola Drive	5	A	EB	5	A	LTR	5	A
				WB	5	A	LTR	5	A
				NB	4	A	LTR	4	A
				SB	6	A	LTR	6	A
500	Shamrock Road at Brighview Drive/Calla Lily Drive	17	C	EB	0	A	L	0	A
							T	0	A
							R	8	A
				WB	1	A	L	0	A
							T	0	A
							R	8	A
				NB	13	B	L	10	A
							T	0	A
							R	17	C
				SB	0	A	L	0	A
							T	0	A
							R	0	A
600	Shamrock Road at Beach Bay Road	18	C	EB	2	A	T	0	A
							R	8	A
				WB	0	A	L	0	A
							T	0	A
				NB	13	B	L	11	B
							R	18	C
700	Shamrock Road at Northward Road	14	B	EB	0	A	L	0	A
							T	0	A
				WB	1	A	T	0	A
							R	8	A
				SB	13	B	L	11	B
							R	14	B
800	Shamrock Road at Condor Road	12	B	EB	0	A	L	0	A
							T	0	A
							R	8	A
				WB	1	A	L	0	A
							T	0	A
							R	8	A
				NB	9	A	L	9	A
							T	0	A
							R	0	A
				SB	12	B	L	10	B
							T	0	A
							R	12	B
902	Bodden Town Road at Bodden Town Bypass	11	B	EB	0	A	L	0	A
							T	0	A
				WB	3	A	T	0	A
							R	8	A
				SB	11	B	L	10	A
							R	11	B
1000	Bodden Town Road at Long Fellow Drive	10	A	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	0	A
				SB	10	A	L	0	A
							R	10	A
1100	Frank Sound Road at Bodden Town Road	12	A	EB	0	A	L	0	A
							T	0	A
				WB	5	A	T	0	A
							R	7	A
				SB	10	B	L	10	A
							R	12	B
1200	Frank Sound Road at Clifton Hunter High School Access #1/Tie-in with EW Arterial	22	C	EB	15	B	L	13	B
							R	22	C
				NB	0	A	L	0	A
							T	0	A
				SB	5	A	T	0	A
							R	8	A
1300	Frank Sound Road at North Side Road/Old Robin Road	12	B	WB	10	B	L	10	A
							R	12	B
				NB	1	A	T	0	A
							R	8	A
				SB	0	A	L	0	A
							T	0	A

2026 LOS Table - Alternative B1 PM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	12	B	EB	14	B	LT	14	B
				WB	8	A	LTR	8	A
				NB	5	A	LTR	5	A
				SB	10	A	LTR	10	A
1501	East-West Arterial at Will T Connector 1	8	A	EB	10	A	LTR	10	A
				WB	6	A	LTR	6	A
				NB	4	A	LTR	4	A
				SB	6	A	LTR	6	A
1502	East-West Arterial at Will T Connector 2	8	A	EB	9	A	TR	9	A
				WB	6	A	LT	6	A
				NB	4	A	LR	4	A
1600	East-West Arterial at Northward Road	11	B	EB	0	A	T	0	A
							TR	0	A
				WB	0	A	LT	0	A
							T	0	A
				NB	11	B	L	11	B
							R	0	A
1700	East-West Arterial at Lookout Road	8	A	EB	9	A	LTR	9	A
				WB	7	A	LTR	7	A
				NB	5	A	LTR	5	A
				SB	6	A	LTR	6	A
1800	East-West Arterial at Longfellow Road	6	A	EB	6	A	LTR	6	A
				WB	5	A	LTR	5	A
				NB	4	A	LTR	4	A
				SB	5	A	LTR	5	A
1900	East-West Arterial at North/South Spurs	6	A	EB	6	A	TR	6	A
				WB	5	A	LR	5	A
				NB	5	A	LR	5	A
2000	Frank Sound Road at East-West Arterial North	4	A	EB	4	A	LR	4	A
				NB	3	A	LT	3	A
				SB	4	A	TR	4	A
2100	Frank Sound Road at East-West Arterial South	6	A	EB	6	A	LR	6	A
				NB	5	A	LT	5	A
				SB	5	A	TR	5	A

2026 LOS Table - Alternative B2 AM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
101	EW Arterial Blvd at Hirst Rd	11	B	EB	5	A	L	3	A
							TR	5	A
				WB	14	B	LT	13	B
							RT	14	B
				NB	12	B	LTR	12	B
				SB	11	B	LTR	11	B
201	Shamrock Road at Hirst Road (1)	11	B	SB	0	A	T	0	A
				EB	11	B	L	10	A
							T	11	B
202	Shamrock Road at Hirst Road (2)	20.90	C	WB	0	A	L	0	A
							R	0	A
				NB	14	B	L	14	B
				SB	21	C	L	20	C
							R	21	C
203	Shamrock Road at Hirst Road Jughandle	10.20	B	EB	0	A	T	0	A
				NB	10	B	R	10	B
300	Shamrock Road at Woodland Drive	17	C	EB	0	A	L	0	A
							T	0	A
							R	9	A
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	13	B	L	13	B
							T	0	A
							R	16	C
				SB	17	C	L	0	A
							T	0	A
							R	17	C
400	Shamrock Road at Agricola Drive	7	A	EB	4	A	LTR	4	A
				WB	8	A	LTR	8	A
				NB	5	A	LTR	5	A
				SB	3	A	LTR	3	A
500	Shamrock Road at Brighview Drive/Calla Lily Drive	15	B	EB	0	A	L	0	A
							T	0	A
							R	0	A
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	13	B	L	12	B
							T	0	A
							R	15	B
				SB	13	B	L	9	A
							T	0	A
							R	15	C
600	Shamrock Road at Beach Bay Road	16	C	EB	1	A	T	0	A
							R	8	A
				WB	0	A	L	0	A
							T	0	A
				NB	14	B	L	13	B
							R	15	C
700	Shamrock Road at Northward Road	13	B	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	8	A
				SB	11	B	L	9	A
							R	13	B
800	Shamrock Road at Condor Road	12	B	EB	0	A	L	0	A
							T	0	A
							R	0	A
				WB	1	A	L	0	A
							T	0	A
							R	8	A
				NB	9	A	L	9	A
							T	11	B
							R	0	A
				SB	12	B	L	11	B
							T	0	A
							R	12	B
902	Bodden Town Road at Bodden Town Bypass	10	A	EB	0	A	L	0	A
							T	0	A
				WB	5	A	T	0	A
							R	7	A
				SB	9	A	L	9	A
							R	10	A
1000	Bodden Town Road at Long Fellow Drive	9	A	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	0	A
				SB	9	A	L	0	A
							R	9	A
1100	Frank Sound Road at Bodden Town Road	10	B	EB	0	A	L	0	A
							T	0	A
				WB	6	A	T	0	A
							R	7	A
				SB	9	A	L	9	A
							R	10	B
1200	Frank Sound Road at Clifton Hunter High School Access #1/Tie-in with EW Arterial	16	C	EB	10	B	L	10	B
							R	16	C
				NB	0	A	L	0	A
							T	0	A
				SB	6	A	T	0	A
							R	8	A
1300	Frank Sound Road at North Side Road/Old Robin Road	10	B	WB	9	A	L	9	A
							R	10	B
				NB	2	A	T	0	A
							R	7	A
				SB	0	A	L	0	A
							T	0	A

2026 LOS Table - Alternative B2 AM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	9	A	EB	5	A	LTR	5	A
				WB	11	B	LTR	11	B
				NB	10	A	LTR	10	A
				SB	5	A	LTR	5	A
1501	East-West Arterial at Will T Connector 1	8	A	EB	5	A	LTR	5	A
				WB	9	A	LTR	9	A
				NB	6	A	LTR	6	A
				SB	4	A	LTR	4	A
1502	East-West Arterial at Will T Connector 2	7	A	EB	5	A	TR	5	A
				WB	7	A	LT	7	A
				NB	8	A	LR	8	A
1600	East-West Arterial at Northward Road	13	B	EB	0	A	T	0	A
							TR	0	A
				WB	0	A	LT	0	A
							T	0	A
				NB	13	B	L	13	B
							R	0	A
1700	East-West Arterial at Lookout Road	6	A	EB	5	A	LTR	5	A
				WB	7	A	LTR	7	A
				NB	5	A	LTR	5	A
				SB	4	A	LTR	4	A
1800	East-West Arterial at Longfellow Road	5	A	EB	5	A	LTR	5	A
				WB	6	A	LTR	6	A
				NB	4	A	LTR	4	A
				SB	4	A	LTR	4	A
1900	East-West Arterial at North/South Spurs	5	A	EB	5	A	TR	5	A
				WB	5	A	LR	5	A
				NB	4	A	LR	4	A
				SB	4	A	LR	4	A
2100	Frank Sound Road at East-West Arterial South	5	A	EB	5	A	LR	5	A
				NB	6	A	LT	6	A
				SB	5	A	TR	5	A

2026 LOS Table - Alternative B2 PM

#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
101	EW Arterial Blvd at Hirst Rd	14	B	EB	19	C	LT	6	A
							TR	24	C
				WB	5	A	LT	5	A
							TR	5	A
				NB	6	A	LTR	6	A
				SB	11	B	LTR	11	B
201	Shamrock Road at Hirst Road (1)	16	C	SB	0	A	T	0	A
				EB	15	C	L	11	B
							T	16	C
202	Shamrock Road at Hirst Road (2)	12	B	WB	0	A	L	0	A
							R	0	A
				NB	9	A	L	9	A
				SB	12	B	L	12	B
							R	12	B
203	Shamrock Road at Hirst Road Jughandle	13.20	B	EB	0	A	T	0	A
				NB	13	B	R	13	B
300	Shamrock Road at Woodland Drive	15	C	EB	1	A	L	0	A
							T	0	A
							R	8	A
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	10	B	L	10	A
							T	0	A
							R	15	B
				SB	14	B	L	10	B
							T	0	A
							R	15	C
400	Shamrock Road at Agricola Drive	5	A	EB	5	A	LTR	5	A
				WB	5	A	LTR	5	A
				NB	4	A	LTR	4	A
				SB	6	A	LTR	6	A
500	Shamrock Road at Brighview Drive/Calla Lily Drive	17	C	EB	1	A	L	0	A
							T	0	A
							R	8	A
				WB	1	A	L	0	A
							T	0	A
							R	8	A
				NB	13	B	L	9	A
							T	0	A
							R	17	C
				SB	0	A	L	0	A
							T	0	A
							R	0	A
600	Shamrock Road at Beach Bay Road	17	C	EB	2	A	T	0	A
							R	8	A
				WB	0	A	L	0	A
							T	0	A
				NB	13	B	L	11	B
							R	17	C
700	Shamrock Road at Northward Road	13	B	EB	0	A	L	0	A
							T	0	A
				WB	1	A	T	0	A
							R	8	A
				SB	13	B	L	11	B
							R	13	B
800	Shamrock Road at Condor Road	12	B	EB	0	A	L	0	A
							T	0	A
							R	7	A
				WB	1	A	L	0	A
							T	0	A
							R	8	A
				NB	9	A	L	9	A
							T	0	A
							R	0	A
				SB	11	B	L	10	A
							T	0	A
							R	11	B
902	Bodden Town Road at Bodden Town Bypass	11	B	EB	0	A	L	0	A
							T	0	A
				WB	3	A	T	0	A
							R	8	A
				SB	10	B	L	9	A
							R	11	B
1000	Bodden Town Road at Long Fellow Drive	9	A	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	0	A
				SB	9	A	L	0	A
							R	9	A
1100	Frank Sound Road at Bodden Town Road	12	B	EB	0	A	L	0	A
							T	0	A
				WB	5	A	T	0	A
							R	7	A
				SB	9	A	L	9	A
							R	12	B
1200	Frank Sound Road at Clifton Hunter High School Access #1/Tie-in with EW Arterial	21	C	EB	12	B	L	12	B
							R	21	C
				NB	0	A	L	0	A
							T	0	A
				SB	5	A	T	0	A
							R	8	A
1300	Frank Sound Road at North Side Road/Old Robin Road	12	B	WB	10	B	L	10	A
							R	12	B
				NB	1	A	T	0	A
							R	8	A
				SB	0	A	L	0	A
							T	0	A

2026 LOS Table - Alternative B2 PM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	13	B	EB	15	C	LTR	15	C
				WB	8	A	LTR	8	A
				NB	5	A	LTR	5	A
				SB	10	B	LTR	10	B
1501	East-West Arterial at Will T Connector 1	9	A	EB	10	B	LTR	10	B
				WB	7	A	LTR	7	A
				NB	4	A	LTR	4	A
				SB	6	A	LTR	6	A
1502	East-West Arterial at Will T Connector 2	8	A	EB	9	A	TR	9	A
				WB	6	A	LT	6	A
				NB	4	A	LR	4	A
1600	East-West Arterial at Northward Road	11	B	EB	0	A	T	0	A
							TR	0	A
				WB	0	A	LT	0	A
							T	0	A
				NB	11	B	L	11	B
							R	0	A
1700	East-West Arterial at Lookout Road	7	A	EB	8	A	LTR	8	A
				WB	7	A	LTR	7	A
				NB	5	A	LTR	5	A
				SB	5	A	LTR	5	A
1800	East-West Arterial at Longfellow Road	6	A	EB	7	A	LTR	7	A
				WB	6	A	LTR	6	A
				NB	4	A	LTR	4	A
				SB	5	A	LTR	5	A
1900	East-West Arterial at North/South Spurs	6	A	EB	6	A	TR	6	A
				WB	6	A	LT	6	A
				NB	4	A	LR	4	A
				SB	5	A	LR	5	A
2100	Frank Sound Road at East-West Arterial South	6	A	EB	7	A	LR	7	A
				NB	6	A	LT	6	A
				SB	6	A	TR	6	A

2026 LOS Table - Alternative B3 AM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
101	EW Arterial Blvd at Hirst Rd	11	B	EB	5	A	L	3	A
							TR	5	A
				WB	14	B	LT	13	B
							TR	14	B
				NB	12	B	LTR	12	B
				SB	11	B	LTR	11	B
201	Shamrock Road at Hirst Road (1)	11	B	SB	0	A	T	0	A
				EB	11	B	L	10	A
							T	11	B
202	Shamrock Road at Hirst Road (2)	20.80	C	WB	0	A	L	0	A
							R	0	A
				NB	14	B	L	14	B
				SB	21	C	L	20	C
							R	21	C
203	Shamrock Road at Hirst Road Jughandle	10.20	B	EB	0	A	T	0	A
				NB	10	B	R	10	B
300	Shamrock Road at Woodland Drive	17	C	EB	0	A	L	0	A
							T	0	A
							R	9	A
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	13	B	L	13	B
							T	0	A
							R	16	C
				SB	17	C	L	0	A
							T	0	A
							R	17	C
400	Shamrock Road at Agricola Drive	7	A	EB	4	A	LTR	4	A
				WB	8	A	LTR	8	A
				NB	5	A	LTR	5	A
				SB	3	A	LTR	3	A
500	Shamrock Road at Brighview Drive/Calla Lily Drive	15	C	EB	0	A	L	0	A
							T	0	A
							R	0	A
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	13	B	L	12	B
							T	0	A
							R	15	B
				SB	13	B	L	9	A
							T	0	A
							R	15	C
600	Shamrock Road at Beach Bay Road	16	C	EB	1	A	T	0	A
							R	8	A
				WB	0	A	L	0	A
							T	0	A
				NB	14	B	L	13	B
							R	16	C
700	Shamrock Road at Northward Road	13	B	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	8	A
				SB	10	B	L	9	A
							R	13	B
800	Shamrock Road at Condor Road	12	B	EB	0	A	L	0	A
							T	0	A
							R	0	A
				WB	1	A	L	0	A
							T	0	A
							R	8	A
				NB	9	A	L	9	A
							T	11	B
							R	0	A
				SB	12	B	L	11	B
							T	0	A
							R	12	B
902	Bodden Town Road at Bodden Town Bypass	10	B	EB	0	A	L	0	A
							T	0	A
				WB	5	A	T	0	A
							R	7	A
				SB	9	A	L	9	A
							R	10	B
1000	Bodden Town Road at Long Fellow Drive	9	A	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	0	A
				SB	9	A	L	0	A
							R	9	A
1100	Frank Sound Road at Bodden Town Road	10	B	EB	0	A	L	0	A
							T	0	A
				WB	6	A	T	0	A
							R	7	A
				SB	9	A	L	9	A
							R	10	B
1200	Frank Sound Road at Clifton Hunter High School Access #1/Tie-in with EW Arterial	16	C	EB	10	B	L	10	B
							R	16	C
				NB	0	A	L	0	A
							T	0	A
				SB	6	A	T	0	A
							R	8	A
1300	Frank Sound Road at North Side Road/Old Robin Road	10	B	WB	9	A	L	9	A
							R	10	B
				NB	2	A	T	0	A
							R	7	A
				SB	0	A	L	0	A
							T	0	A

2026 LOS Table - Alternative B3 AM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	9	A	EB	5	A	LTR	5	A
				WB	11	B	LTR	11	B
				NB	10	A	LTR	10	A
				SB	5	A	LTR	5	A
1501	East-West Arterial at Will T Connector 1	8	A	EB	5	A	LTR	5	A
				WB	9	A	LTR	9	A
				NB	6	A	LTR	6	A
				SB	4	A	LTR	4	A
1502	East-West Arterial at Will T Connector 2	7	A	EB	5	A	TR	5	A
				WB	7	A	LT	7	A
				NB	8	A	LR	8	A
1600	East-West Arterial at Northward Road	13	B	EB	0	A	T	0	A
							R	0	A
				WB	0	A	L	0	A
							T	0	A
				NB	13	B	L	13	B
							R	0	A
1700	East-West Arterial at Lookout Road	6	A	EB	5	A	LTR	5	A
				WB	7	A	LTR	7	A
				NB	5	A	LTR	5	A
				SB	4	A	LTR	4	A
1800	East-West Arterial at Longfellow Road	5	A	EB	4	A	LTR	4	A
				WB	6	A	LTR	6	A
				NB	4	A	LTR	4	A
				SB	4	A	LTR	4	A
1900	East-West Arterial at North/South Spurs	5	A	EB	4	A	LTR	4	A
				WB	5	A	LTR	5	A
				NB	5	A	LTR	5	A
				SB	4	A	LTR	4	A
2100	Frank Sound Road at East-West Arterial South	5	A	EB	5	A	LR	5	A
				NB	6	A	LT	6	A
				SB	5	A	TR	5	A

2026 LOS Table - Alternative B3 PM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
101	EW Arterial Blvd at Hirst Rd	14	B	EB	18	C	L	6	A
							TR	23	C
				WB	5	A	LT	5	A
							TR	5	A
				NB	6	A	LTR	6	A
				SB	10	B	LTR	10	B
201	Shamrock Road at Hirst Road (1)	16	C	SB	0	A	T	0	A
				EB	16	C	L	11	B
							T	16	C
202	Shamrock Road at Hirst Road (2)	12	B	WB	0	A	L	0	A
							R	0	A
				NB	9	A	L	9	A
				SB	12	B	L	12	B
							R	12	B
203	Shamrock Road at Hirst Road Jughandle	13	B	EB	0	A	T	0	A
				NB	13	B	R	13	B
300	Shamrock Road at Woodland Drive	15	C	EB	1	A	L	0	A
							T	0	A
							R	8	A
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	10	B	L	10	A
							T	0	A
							R	15	B
				SB	14	B	L	10	B
							T	0	A
							R	15	C
400	Shamrock Road at Agricola Drive	5	A	EB	5	A	LTR	5	A
				WB	5	A	LTR	5	A
				NB	4	A	LTR	4	A
				SB	6	A	LTR	6	A
500	Shamrock Road at Brighview Drive/Calla Lily Drive	17	C	EB	0	A	L	0	A
							T	0	A
							R	8	A
				WB	1	A	L	0	A
							T	0	A
							R	8	A
				NB	13	B	L	10	A
							T	0	A
							R	17	C
				SB	0	A	L	0	A
							T	0	A
							R	0	A
600	Shamrock Road at Beach Bay Road	18	C	EB	2	A	T	0	A
							R	8	A
				WB	0	A	L	0	A
							T	0	A
				NB	13	B	L	11	B
							R	18	C
700	Shamrock Road at Northward Road	14	B	EB	0	A	L	0	A
							T	0	A
				WB	1	A	T	0	A
							R	8	A
				SB	13	B	L	11	B
							R	14	B
800	Shamrock Road at Condor Road	12	B	EB	0	A	L	0	A
							T	0	A
							R	8	A
				WB	1	A	L	0	A
							T	0	A
							R	8	A
				NB	9	A	L	9	A
							T	0	A
							R	0	A
				SB	12	B	L	10	B
							T	0	A
							R	12	B
902	Bodden Town Road at Bodden Town Bypass	11	B	EB	0	A	L	0	A
							T	0	A
				WB	3	A	T	0	A
							R	8	A
				SB	11	B	L	10	A
							R	11	B
1000	Bodden Town Road at Long Fellow Drive	10	A	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	0	A
				SB	9	A	L	0	A
							R	9	A
1100	Frank Sound Road at Bodden Town Road	12	B	EB	0	A	L	0	A
							T	0	A
				WB	5	A	T	0	A
							R	7	A
				SB	10	B	L	10	A
							R	12	B
1200	Frank Sound Road at Clifton Hunter High School Access #1/Tie-in with EW Arterial	22	C	EB	15	B	L	13	B
							R	22	C
				NB	0	A	L	0	A
							T	0	A
				SB	5	A	T	0	A
							R	8	A
1300	Frank Sound Road at North Side Road/Old Robin Road	12	B	WB	10	B	L	10	A
							R	12	B
				NB	1	A	T	0	A
							R	8	A
				SB	0	A	L	0	A
							T	0	A

2026 LOS Table - Alternative B3 PM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	12	B	EB	15	B	LTR	15	B
				WB	8	A	LTR	8	A
				NB	5	A	LTR	5	A
				SB	10	A	LTR	10	A
1501	East-West Arterial at Will T Connector 1	8	A	EB	10	A	LTR	10	A
				WB	7	A	LTR	7	A
				NB	4	A	LTR	4	A
				SB	6	A	LTR	6	A
1502	East-West Arterial at Will T Connector 2	8	A	EB	9	A	TR	9	A
				WB	6	A	LT	6	A
				NB	5	A	LR	5	A
1600	East-West Arterial at Northward Road	11	B	EB	0	A	T	0	A
							R	0	A
				WB	0	A	L	0	A
							T	0	A
				NB	11	B	L	11	B
							R	0	A
1700	East-West Arterial at Lookout Road	8	A	EB	9	A	LTR	9	A
				WB	7	A	LTR	7	A
				NB	5	A	LTR	5	A
				SB	6	A	LTR	6	A
1800	East-West Arterial at Longfellow Road	6	A	EB	6	A	LTR	6	A
				WB	5	A	LTR	5	A
				NB	4	A	LTR	4	A
				SB	5	A	LTR	5	A
1900	East-West Arterial at North/South Spurs	6	A	EB	6	A	LTR	6	A
				WB	5	A	LTR	5	A
				NB	4	A	LTR	4	A
				SB	5	A	LTR	5	A
2100	Frank Sound Road at East-West Arterial South	6	A	EB	7	A	LR	7	A
				NB	6	A	LT	6	A
				SB	6	A	TR	6	A

2026 LOS Table - Alternative B4 AM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
101	EW Arterial Blvd at Hirst Rd	10	B	EB	4	A	L	3	A
							TR	5	A
				WB	13	B	LT	12	B
							TR	13	B
				NB	11	B	LTR	11	B
				SB	10	A	LTR	10	A
201	Shamrock Road at Hirst Road (1)	11	B	SB	0	A	T	0	A
				EB	11	B	L	9	A
							T	11	B
202	Shamrock Road at Hirst Road (2)	20.60	C	WB	0	A	L	0	A
							R	0	A
				NB	14	B	L	14	B
				SB	21	C	L	17	C
							R	21	C
203	Shamrock Road at Hirst Road Jughandle	10.00	A	EB	0	A	T	0	A
				NB	10	B	R	10	B
300	Shamrock Road at Woodland Drive	17	C	EB	0	A	L	0	A
							T	0	A
							R	9	A
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	13	B	L	13	B
							T	0	A
							R	16	C
				SB	17	C	L	0	A
							T	0	A
							R	17	C
400	Shamrock Road at Agricola Drive	7	A	EB	4	A	LTR	4	A
				WB	8	A	LTR	8	A
				NB	5	A	LTR	5	A
				SB	3	A	LTR	3	A
500	Shamrock Road at Brighview Drive/Calla Lily Drive	15	C	EB	0	A	L	0	A
							T	0	A
							R	0	A
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	14	B	L	12	B
							T	0	A
							R	15	C
				SB	13	B	L	9	A
							T	0	A
							R	15	C
600	Shamrock Road at Beach Bay Road	16	C	EB	1	A	T	0	A
							R	8	A
				WB	0	A	L	0	A
							T	0	A
				NB	14	B	L	14	B
							R	16	C
700	Shamrock Road at Northward Road	13	B	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	8	A
				SB	10	A	L	9	A
							R	13	B
800	Shamrock Road at Condor Road	11	B	EB	0	A	L	0	A
							T	0	A
							R	0	A
				WB	0	A	L	0	A
							T	0	A
							R	7	A
				NB	9	A	L	9	A
							T	10	B
							R	10	A
				SB	11	B	L	10	B
							T	0	A
							R	11	B
901	Lookout Road at Bodden Town Bypass	6	A	EB	6	A	LTR	6	A
				WB	6	A	LTR	6	A
				NB	5	A	LTR	5	A
				SB	5	A	LTR	5	A
902	Bodden Town Road at Bodden Town Bypass	6	A	EB	4	A	LT	4	A
				WB	6	A	T	3	A
							R	7	A
				SB	5	A	L	5	A
1000	Bodden Town Road at Long Fellow Drive	4	A	EB	3	A	L	4	A
							T	3	A
				WB	4	A	T	4	A
							R	4	A
				SB	3	A	L	3	A
1100	Frank Sound Road at Bodden Town Road	4	A	EB	4	A	L	4	A
							T	3	A
				WB	5	A	TR	5	A
				SB	5	A	L	5	A
1200	Frank Sound Road at Clifton Hunter High School Access #1/Tie-in with EW Arterial	15	B	EB	14	B	L	12	B
							R	15	B
				NB	0	A	L	0	A
							T	0	A
				SB	3	A	T	0	A
							R	8	A
1300	Frank Sound Road at North Side Road/Old Robin Road	10	A	WB	9	A	L	9	A
							R	10	B
				NB	2	A	T	0	A
							R	7	A
				SB	0	A	L	0	A
							T	0	A

2026 LOS Table - Alternative B4 AM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	9	A	EB	5	A	LTR	5	A
				WB	11	B	LTR	11	B
				NB	9	A	LTR	9	A
				SB	5	A	LTR	5	A
1501	East-West Arterial at Will T Connector 1	7	A	EB	4	A	LTR	4	A
				WB	8	A	LTR	8	A
				NB	6	A	LTR	6	A
				SB	4	A	LTR	4	A
1502	East-West Arterial at Will T Connector 2	6	A	EB	5	A	TR	5	A
				WB	6	A	LT	6	A
				NB	8	A	LR	8	A
1600	East-West Arterial at Northward Road	12	B	EB	0	A	T	0	A
							TR	0	A
				WB	0	A	LT	0	A
							T	0	A
				NB	12	B	L	12	B
							R	0	A
1700	East-West Arterial at Lookout Road	6	A	EB	5	A	LTR	5	A
				WB	6	A	LTR	6	A
				SB	4	A	LTR	4	A

2026 LOS Table - Alternative B4 PM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
101	EW Arterial Blvd at Hirst Rd	13	B	EB	16	C	L	6	A
							TR	20	C
				WB	4	A	LT	4	A
							TR	5	A
				NB	5	A	LTR	5	A
				SB	10	B	LTR	10	B
201	Shamrock Road at Hirst Road (1)	16	C	SB	0	A	T	0	A
				EB	5	A	L	11	B
							T	16	C
202	Shamrock Road at Hirst Road (2)	13.00	B	WB	0	A	L	0	A
							R	0	A
				NB	10	A	L	10	A
				SB	13	B	L	13	B
							R	13	B
203	Shamrock Road at Hirst Road Jughandle	13.10	B	EB	0	A	T	0	A
				NB	13	B	R	13	B
300	Shamrock Road at Woodland Drive	16	C	EB	1	A	L	0	A
							T	0	A
							R	8	A
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	11	B	L	10	B
							T	0	A
							R	15	C
				SB	16	C	L	0	A
							T	0	A
							R	16	C
400	Shamrock Road at Agricola Drive	5	A	EB	5	A	LTR	5	A
				WB	5	A	LTR	5	A
				NB	4	A	LTR	4	A
				SB	5	A	LTR	5	A
500	Shamrock Road at Brighview Drive/Calla Lily Drive	18	C	EB	0	A	L	0	A
							T	0	A
							R	8	A
				WB	1	A	L	0	A
							T	0	A
							R	8	A
				NB	14	B	L	10	B
							T	0	A
							R	18	C
				SB	0	A	L	0	A
							T	0	A
							R	0	A
600	Shamrock Road at Beach Bay Road	20	C	EB	2	A	T	0	A
							R	8	A
				WB	0	A	L	0	A
							T	0	A
				NB	14	B	L	12	B
							R	20	C
700	Shamrock Road at Northward Road	14	B	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	8	A
				SB	12	B	L	10	B
							R	14	B
800	Shamrock Road at Condor Road	12	B	EB	0	A	L	0	A
							T	0	A
							R	8	A
				WB	1	A	L	0	A
							T	0	A
							R	8	A
				NB	9	A	L	9	A
							T	0	A
							R	0	A
				SB	12	B	L	10	A
							T	0	A
							R	12	B
901	Lookout Road at Bodden Town Bypass	7	A	EB	4	A	LTR	4	A
				WB	6	A	LTR	6	A
				NB	4	A	LTR	4	A
				SB	8	A	LTR	8	A
902	Bodden Town Road at Bodden Town Bypass	7	A	EB	5	A	LT	5	A
				WB	6	A	T	3	A
							R	6	A
				SB	8	A	LR	8	A
1000	Bodden Town Road at Long Fellow Drive	4	A	EB	4	A	L	5	A
							T	4	A
				WB	4	A	T	4	A
							TR	4	A
				SB	4	A	LR	4	A
1100	Frank Sound Road at Bodden Town Road	5	A	EB	4	A	L	5	A
							T	4	A
				WB	5	A	TR	5	A
				SB	5	A	LR	5	A
1200	Frank Sound Road at Clifton Hunter High School Access #1/Tie-in with EW Arterial	21	C	EB	19	C	L	17	C
							R	21	C
				NB	0	A	L	0	A
							T	0	A
				SB	4	A	T	0	A
							R	8	A
1300	Frank Sound Road at North Side Road/Old Robin Road	12	B	WB	10	B	L	10	A
							R	12	B
				NB	1	A	T	0	A
							R	8	A
				SB	0	A	L	0	A
							T	0	A

2026 LOS Table - Alternative B4 PM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	11	B	EB	14	B	LTR	14	B
				WB	6	A	LTR	6	A
				NB	4	A	LTR	4	A
				SB	9	A	LTR	9	A
1501	East-West Arterial at Will T Connector 1	8	A	EB	9	A	LTR	9	A
				WB	5	A	LTR	5	A
				NB	4	A	LTR	4	A
				SB	6	A	LTR	6	A
1502	East-West Arterial at Will T Connector 2	8	A	EB	9	A	TR	9	A
				WB	5	A	LT	5	A
				NB	4	A	LR	4	A
1600	East-West Arterial at Northward Road	11	B	EB	0	A	T	0	A
							TR	0	A
				WB	0	A	LT	0	A
							T	0	A
				NB	10	B	L	10	B
							R	0	A
1700	East-West Arterial at Lookout Road	8	A	EB	9	A	LTR	9	A
				WB	5	A	LTR	5	A
				SB	6	A	LTR	6	A

Attachment E3

2036 Alternative LOS Summary Tables

2036 LOS Table - No-Build AM

#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
101	EW Arterial Blvd at Hirst Rd	45	E	EB	6	A	LT	6	A
							TR	3	A
				WB	123	F	LT	123	F
				NB	110	F	LTR	110	F
				SB	16	C	LTR	16	C
201	Shamrock Road at Hirst Road (1)	18	C	EB	0	A	T	0	A
				SB	17	C	L	13	B
							T	18	C
202	Shamrock Road at Hirst Road (2)	10,000	F	WB	0	A	L	0	A
							T	0	A
				NB	212	F	L	212	F
				SB	10,000	F	T	10,000	F
							R	10,000	F
203	Shamrock Road at Hirst Road Jughandle	17	C	EB	0	A	T	0	A
				NB	17	C	R	17	C
300	Shamrock Road at Woodland Ave	40	E	EB	0	A	L	0	A
							T	0	A
							R	8	A
				WB	0	A	L	0	A
							T	0	A
							R	8	A
				NB	12	B	L	11	B
							T	18	C
							R	19	C
				SB	17	C	L	11	B
							T	0	A
							R	21	C
400	Shamrock Road at Agricola Drive	86	F	EB	27	D	LTR	27	D
				WB	37	E	LTR	37	E
				NB	10	B	LTR	10	B
				SB	11	B	LTR	11	B
500	Shamrock Road at Brighview Drive/Calla Lily Drive	166	F	EB	0	A	L	0	A
							T	0	A
							R	10	B
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	40	E	L	22	C
							T	0	A
							R	76	F
				SB	61	F	L	22	C
							T	0	A
							R	80	F
600	Shamrock Road at Beach Bay Road	663	F	EB	2	A	T	0	A
							R	12	B
				WB	0	A	L	0	A
							T	0	A
				NB	223	F	L	132	F
							R	237	F
700	Shamrock Road at Northward Road	1,876	F	EB	0	A	L	0	A
							T	0	A
				WB	1	A	T	0	A
							R	10	A
				SB	720	F	L	682	F
							R	725	F
800	Shamrock Road at Condor Road	45	E	EB	0	A	L	0	A
							T	0	A
							R	0	A
				WB	0	A	L	0	A
							T	0	A
							R	9	A
				NB	13	B	L	11	B
							T	22	C
							R	0	A
				SB	45	E	L	34	D
							T	0	A
							R	45	E
902	Bodden Town Road at Bodden Town Bypass	149	F	EB	0	A	L	0	A
							T	0	A
				WB	3	A	T	0	A
							R	10	B
				SB	67	F	L	60	F
							R	144	F
1000	Bodden Town Road at Long Fellow Drive	41	E	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	0	A
				SB	41	E	L	0	A
							R	41	E
1100	Frank Sound Road at Bodden Town Road	825	F	EB	0	A	L	0	A
							T	0	A
				WB	3	A	T	0	A
							R	8	A
				SB	862	F	L	850	F
							R	864	F
1200	Frank Sound Road at Clifton Hunter High School Access #1/Tie-in with EW Arterial	20	C	EB	20	C	L	18	C
							R	21	C
				NB	0	A	L	0	A
							T	0	A
				SB	3	A	T	0	A
							R	8	A
1300	Frank Sound Road at North Side Road/Old Robin Road	10	B	EB	9	A	L	9	A
							R	10	B
				NB	2	A	T	0	A
							R	8	A
				SB	0	A	L	0	A
							T	0	A

2036 LOS Table - No-Build AM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	9	A	EB	6	A	LR	6	A
				NB	11	B	LT	11	B
				SB	5	A	TR	5	A

2036 LOS Table - No-Build PM

#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
101	EW Arterial Blvd at Hirst Rd	15	C	EB	21	C	LT	28	D
							TR	10	A
				WB	15	C	LT	15	C
				NB	8	A	LTR	8	A
				SB	20	C	LTR	20	C
201	Shamrock Road at Hirst Road (1)	114	F	EB	0	A	T	0	A
				SB	78	F	L	32	D
							T	114	F
202	Shamrock Road at Hirst Road (2)	462	F	WB	0	A	L	0	A
							T	0	A
				NB	29	D	L	29	D
				SB	448	F	T	441	F
							R	462	F
203	Shamrock Road at Hirst Road Jughandle	18	C	EB	0	A	T	0	A
				NB	18	C	R	18	C
300	Shamrock Road at Woodland Drive	72	F	EB	1	A	L	0	A
							T	0	A
							R	1	A
				WB	0	A	L	0	A
							T	0	A
							R	8	A
				NB	15	B	L	12	B
							T	24	C
							R	26	D
				SB	19	C	L	12	B
							T	25	C
							R	27	D
400	Shamrock Road at Agricola Drive	54	F	EB	10	B	LTR	10	B
				WB	13	B	LTR	13	B
				NB	7	A	LTR	7	A
				SB	33	D	LTR	33	D
500	Shamrock Road at Brighview Drive/Calla Lily Drive	233	F	EB	0	A	L	0	A
							T	0	A
							R	10	A
				WB	0	A	L	0	A
							T	0	A
							R	10	B
				NB	15	C	L	15	C
							T	0	A
							R	0	A
				SB	90	F	L	0	A
							T	0	A
							R	90	F
600	Shamrock Road at Beach Bay Road	197	F	EB	0	A	T	0	A
							R	10	B
				WB	0	A	L	0	A
							T	0	A
				NB	209	F	L	167	F
							R	217	F
700	Shamrock Road at Northward Road	1,204	F	EB	0	A	L	0	A
							T	0	A
				WB	1	A	T	0	A
							R	10	B
				SB	341	F	L	311	F
							R	364	F
800	Shamrock Road at Condor Road	20	C	EB	0	A	L	0	A
							T	0	A
							R	9	A
				WB	0	A	L	0	A
							T	0	A
							R	10	A
				NB	12	B	L	12	B
							T	0	A
							R	0	A
				SB	20	C	L	16	C
							T	0	A
							R	43	E
902	Bodden Town Road at Bodden Town Bypass	876	F	EB	0	A	L	0	A
							T	0	A
				WB	4	A	T	0	A
							R	13	B
				SB	642	F	L	606	F
							R	780	F
1000	Bodden Town Road at Long Fellow Drive	57	F	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	0	A
				SB	56	F	L	0	A
							R	56	F
1100	Frank Sound Road at Bodden Town Road	901	F	EB	0	A	L	0	A
							T	0	A
				WB	2	A	T	0	A
							R	8	A
				SB	910	F	L	898	F
							R	913	F
1200	Frank Sound Road at Clifton Hunter High School Access #1/Tie-in with EW Arterial	30	D	EB	29	D	L	26	D
							R	30	D
				NB	0	A	L	0	A
							T	0	A
				SB	5	A	T	0	A
							R	8	A
1300	Frank Sound Road at North Side Road/Old Robin Road	12	B	WB	11	B	L	10	A
							R	12	B
				NB	2	A	T	0	A
							R	8	A
				SB	0	A	L	0	A
							T	0	A

2036 LOS Table - No-Build PM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	8	A	EB	9	A	LR	9	A
				NB	4	A	LT	4	A
				SB	7	A	TR	7	A

2036 LOS Table - Alternative B1 AM

#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
101	EW Arterial Blvd at Hirst Rd	20	C	EB	5	A	LT	5	A
							TR	5	A
				WB	27	D	LT	27	D
							TR	27	D
				NB	19	C	LTR	19	C
				SB	23	C	LTR	23	C
201	Shamrock Road at Hirst Road (1)	15	B	EB	0	A	T	0	A
				SB	14	B	L	11	B
							T	15	B
202	Shamrock Road at Hirst Road (2)	249	F	WB	0	A	L	0	A
							T	0	A
				NB	34	D	L	34	D
				SB	244	F	T	218	F
							R	249	F
203	Shamrock Road at Hirst Road Jughandle	12	B	EB	0	A	T	0	A
				NB	12	B	R	12	B
300	Shamrock Road at Woodland Drive	23	C	EB	0	A	L	0	A
							T	0	A
							R	9	A
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	14	B	L	13	B
							T	19	C
							R	20	C
				SB	23	C	L	0	A
							T	0	A
							R	23	C
400	Shamrock Road at Agricola Drive	10	A	EB	7	A	LTR	7	A
				WB	11	B	LTR	11	B
				NB	7	A	LTR	7	A
				SB	4	A	LTR	4	A
500	Shamrock Road at Brighview Drive/Calla Lily Drive	24	C	EB	0	A	L	0	A
							T	0	A
							R	9	A
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	17	C	L	14	B
							T	0	A
							R	24	C
				SB	20	C	L	11	B
							T	0	A
							R	24	C
600	Shamrock Road at Beach Bay Road	43	E	EB	6	A	T	0	A
							R	11	B
				WB	0	A	L	0	A
							T	0	A
				NB	35	D	L	19	C
							R	43	E
700	Shamrock Road at Northward Road	19	C	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	8	A
				SB	13	B	L	10	A
							R	19	C
800	Shamrock Road at Condor Road	17	C	EB	0	A	L	0	A
							T	0	A
							R	0	A
				WB	0	A	L	0	A
							T	0	A
							R	8	A
				NB	10	A	L	10	A
							T	0	A
							R	0	A
				SB	17	C	L	14	B
							T	0	A
							R	17	C
902	Bodden Town Road at Bodden Town Bypass	16	C	EB	0	A	L	0	A
							T	0	A
				WB	4	A	T	0	A
							R	8	A
				SB	11	B	L	10	A
							R	16	C
1000	Bodden Town Road at Long Fellow Drive	11	B	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	0	A
				SB	11	B	L	0	A
							R	11	B
1100	Frank Sound Road at Bodden Town Road	22	A	EB	0	A	L	0	A
							T	0	A
				WB	4	A	T	0	A
							R	8	A
				SB	15	C	L	14	B
							R	22	C
1200	Frank Sound Road at Clifton Hunter High School Access #1/Tie-in with EW Arterial	7	A	EB	6	A	LR	6	A
				NB	6	A	LT	6	A
				SB	8	A	TR	8	A
1300	Frank Sound Road at North Side Road/Old Robin Road	11	B	WB	9	A	L	9	A
							R	11	B
				NB	2	A	T	0	A
							R	8	A
				SB	0	A	L	0	A
							T	0	A

2036 LOS Table - Alternative B1 AM

#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	14	B	EB	7	A	LT	7	A
							TR	3	A
				WB	19	C	LTR	19	C
				NB	18	C	LTR	18	C
				SB	6	A	LTR	6	A
1501	East-West Arterial at Will T Connector 1	10	A	EB	7	A	LTR	7	A
				WB	11	B	LTR	11	B
				NB	7	A	LTR	7	A
				SB	5	A	LTR	5	A
1502	East-West Arterial at Will T Connector 2	8	A	EB	8	A	TR	8	A
				WB	9	A	LT	9	A
				NB	9	A	LR	9	A
1600	East-West Arterial at Northward Road	15	B	EB	0	A	T	0	A
							TR	0	A
				WB	0	A	LT	0	A
							T	0	A
				NB	15	B	L	15	B
							R	0	A
1700	East-West Arterial at Lookout Road	8	A	EB	8	A	LTR	8	A
				WB	8	A	LTR	8	A
				NB	6	A	LTR	6	A
				SB	5	A	LTR	5	A
1800	East-West Arterial at Longfellow Road	7	A	EB	7	A	LTR	7	A
				WB	7	A	LTR	7	A
				NB	5	A	LTR	5	A
				SB	5	A	LTR	5	A
1900	East-West Arterial at North/South Spurs	7	A	EB	7	A	TR	7	A
				WB	6	A	LR	6	A
				NB	7	A	LR	7	A
2000	Frank Sound Road at East-West Arterial North	4	A	EB	3	A	LR	3	A
				NB	3	A	LT	3	A
				SB	4	A	TR	4	A
2100	Frank Sound Road at East-West Arterial Road South	7	A	EB	7	A	LR	7	A
				NB	6	A	LT	6	A
				SB	6	A	TR	6	A

2036 LOS Table - Alternative B1 PM

#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
101	EW Arterial Blvd at Hirst Rd	14	B	EB	16	C	LT	17	C
							TR	16	C
				WB	6	A	LT	6	A
							TR	6	A
				NB	8	A	LTR	8	A
				SB	25	D	LTR	25	D
201	Shamrock Road at Hirst Road (1)	20	C	EB	0	A	T	0	A
				SB	20	C	L	12	B
							T	20	C
202	Shamrock Road at Hirst Road (2)	35	E	WB	0	A	L	0	A
							T	0	A
				NB	15	B	L	15	B
				SB	34	D	T	31	D
							R	35	E
203	Shamrock Road at Hirst Road Jughandle	15	B	EB	0	A	T	0	A
				NB	15	B	R	15	B
300	Shamrock Road at Woodland Drive	20	C	EB	1	A	L	0	A
							T	0	A
							R	8	A
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	13	B	L	11	B
							T	17	C
							R	18	C
				SB	18	C	L	12	B
							T	19	C
							R	20	C
400	Shamrock Road at Agricola Drive	6	A	EB	5	A	LTR	5	A
				WB	6	A	LTR	6	A
				NB	4	A	LTR	4	A
				SB	8	A	LTR	8	A
500	Shamrock Road at Brighview Drive/Calla Lily Drive	25	C	EB	0	A	L	0	A
							T	0	A
							R	8	A
				WB	0	A	L	0	A
							T	0	A
							R	9	A
				NB	11	B	L	11	B
							T	0	A
							R	0	A
				SB	25	C	L	0	A
							T	0	A
							R	25	C
600	Shamrock Road at Beach Bay Road	36	E	EB	1	A	T	0	A
							R	9	A
				WB	0	A	L	0	A
							T	0	A
				NB	31	D	L	20	C
							R	36	E
700	Shamrock Road at Northward Road	20	C	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	8	A
				SB	17	C	L	13	B
							R	20	C
800	Shamrock Road at Condor Road	16	C	EB	0	A	L	0	A
							T	0	A
							R	8	A
				WB	0	A	L	0	A
							T	0	A
							R	8	A
				NB	10	A	L	10	A
							T	0	A
							R	0	A
				SB	16	C	L	12	B
							T	0	A
							R	16	C
902	Bodden Town Road at Bodden Town Bypass	18	C	EB	0	A	L	0	A
							T	0	A
				WB	3	A	T	0	A
							R	8	A
				SB	14	B	L	12	B
							R	18	C
1000	Bodden Town Road at Long Fellow Drive	12	B	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	0	A
				SB	12	B	L	0	A
							R	12	B
1100	Frank Sound Road at Bodden Town Road	28	A	EB	0	A	L	0	A
							T	0	0
				WB	4	A	T	0	A
							R	8	A
				SB	20	C	L	19	C
							R	28	D
1200	Frank Sound Road at Clifton Hunter High School Access #1/Tie-in with EW Arterial	8	A	EB	7	A	LR	7	A
				NB	7	A	LT	7	A
				SB	9	A	TR	9	A
1300	Frank Sound Road at North Side Road/Old Robin Road	12	B	WB	10	B	L	10	A
							R	12	B
				NB	1	A	T	0	A
							R	8	A
				SB	0	A	L	0	A
							T	0	A

2036 LOS Table - Alternative B1 PM

#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	15	B	EB	14	B	LT	17	C
							TR	5	A
				WB	18	C	LTR	18	C
				NB	5	A	LTR	5	A
				SB	12	B	LTR	12	B
1501	East-West Arterial at Will T Connector 1	13	B	EB	16	C	LTR	16	C
				WB	9	A	LTR	9	A
				NB	5	A	LTR	5	A
				SB	8	A	LTR	8	A
1502	East-West Arterial at Will T Connector 2	11	B	EB	14	B	TR	14	B
				WB	8	A	LT	8	A
				NB	5	A	LR	5	A
1600	East-West Arterial at Northward Road	13	B	EB	0	A	T	0	A
							TR	0	A
				WB	0	A	LT	0	A
							T	0	A
				NB	13	B	L	13	B
							R	0	A
1700	East-West Arterial at Lookout Road	12	B	EB	13	B	LTR	13	B
				WB	10	B	LTR	10	B
				NB	6	A	LTR	6	A
				SB	7	A	LTR	7	A
1800	East-West Arterial at Longfellow Road	8	A	EB	9	A	LTR	9	A
				WB	7	A	LTR	7	A
				NB	5	A	LTR	5	A
				SB	6	A	LTR	6	A
1900	East-West Arterial at North/South Spurs	8	A	EB	9	A	TR	9	A
				WB	7	A	LR	7	A
				NB	6	A	LR	6	A
2000	Frank Sound Road at East-West Arterial North	4	A	EB	4	A	LR	4	A
				NB	4	A	LT	4	A
				SB	4	A	TR	4	A
2100	Frank Sound Road at East-West Arterial South	8	A	EB	8	A	LR	8	A
				NB	7	A	LT	7	A
				SB	7	A	TR	7	A

2036 LOS Table - Alternative B2 AM

#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
101	EW Arterial Blvd at Hirst Rd	21	C	EB	5	A	LT	5	A
							TR	5	A
				WB	28	D	LT	28	D
							TR	27	D
				NB	19	C	LTR	19	C
				SB	23	C	LTR	23	C
201	Shamrock Road at Hirst Road (1)	15	B	EB	0	A	T	0	A
				SB	14	B	L	11	B
							T	15	B
202	Shamrock Road at Hirst Road (2)	190	F	WB	0	A	L	0	A
							T	0	A
				NB	32	D	L	32	D
				SB	185	F	T	163	F
							R	190	F
203	Shamrock Road at Hirst Road Jughandle	12	B	EB	0	A	T	0	A
				NB	12	B	R	12	B
300	Shamrock Road at Woodland Drive	23	C	EB	0	A	L	0	A
							T	0	A
							R	9	A
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	14	B	L	13	B
							T	19	C
							R	20	C
				SB	23	C	L	0	A
							T	0	A
							R	23	C
400	Shamrock Road at Agricola Drive	10	A	EB	7	A	LTR	7	A
				WB	11	B	LTR	11	B
				NB	7	A	LTR	7	A
				SB	4	A	LTR	4	A
500	Shamrock Road at Brighview Drive/Calla Lily Drive	23	C	EB	0	A	L	0	A
							T	0	A
							R	9	A
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	16	C	L	14	B
							T	0	A
							R	23	C
				SB	19	C	L	11	B
							T	0	A
							R	23	C
600	Shamrock Road at Beach Bay Road	42	E	EB	6	A	T	0	A
							R	11	B
				WB	0	A	L	0	A
							T	0	A
				NB	35	D	L	19	C
							R	41	E
700	Shamrock Road at Northward Road	18	C	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	8	A
				SB	13	B	L	10	A
							R	18	C
800	Shamrock Road at Condor Road	16	C	EB	0	A	L	0	A
							T	0	A
							R	0	A
				WB	0	A	L	0	A
							T	0	A
							R	8	A
				NB	10	A	L	10	A
							T	0	A
							R	0	A
				SB	16	C	L	13	B
							T	0	A
							R	16	C
902	Bodden Town Road at Bodden Town Bypass	15	B	EB	0	A	L	0	A
							T	0	A
				WB	4	A	T	0	A
							R	8	A
				SB	11	B	L	10	A
							R	15	B
1000	Bodden Town Road at Long Fellow Drive	12	B	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	7	A
				SB	9	A	L	9	A
							R	12	B
1000	Frank Sound Road at Bodden Town Road	23	C	EB	0	A	L	0	A
							T	0	A
				WB	4	A	T	0	A
							R	8	A
				SB	16	C	L	14	B
							R	23	C
1200	Frank Sound Road at Clifton Hunter High School Access #1/Tie-in with EW Arterial	7	A	EB	6	A	LR	6	A
				NB	6	A	LT	6	A
				SB	7	A	TR	7	A
1300	Frank Sound Road at North Side Road/Old Robin Road	11	B	WB	9	A	L	9	A
							R	11	B
				NB	2	A	T	0	A
							R	7	A
				SB	0	A	L	0	A
							T	0	A

2036 LOS Table - Alternative B2 AM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	15	B	EB	7	A	LT	7	A
							TR	3	A
				WB	20	C	LT	20	C
				NB	19	C	LTR	19	C
				SB	6	A	LTR	6	A
1501	East-West Arterial at Will T Connector 1	10	A	EB	8	A	LT	8	A
				WB	12	B	LT	12	B
				NB	7	A	LTR	7	A
				SB	5	A	LTR	5	A
1502	East-West Arterial at Will T Connector 2	9	A	EB	8	A	TR	8	A
				WB	97	F	LT	97	F
				NB	9	A	LR	9	A
1600	East-West Arterial at Northward Road	15	C	EB	0	A	T	0	A
							TR	0	A
				WB	0	A	LT	0	A
							T	0	A
				NB	15	C	L	15	C
							R	0	A
1700	East-West Arterial at Lookout Road	8	A	EB	8	A	LTR	8	A
				WB	9	A	LTR	9	A
				NB	7	A	LTR	7	A
				SB	5	A	LT	5	A
1800	East-West Arterial at Longfellow Road	7	A	EB	7	A	LTR	7	A
				WB	7	A	LTR	7	A
				NB	5	A	LTR	5	A
				SB	7	A	LTR	7	A
1900	East-West Arterial at North/South Spurs	7	A	EB	6	A	TR	6	A
				WB	7	A	LT	7	A
				NB	5	A	LR	5	A
				SB	5	A	LR	5	A
2100	Frank Sound Road at East-West Arterial South	7	A	EB	7	A	LR	7	A
				NB	7	A	LT	7	A
				SB	7	A	TR	7	A

2036 LOS Table - Alternative B2 PM

#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
101	EW Arterial Blvd at Hirst Rd	14	B	EB	16	C	LT	17	C
							TR	16	C
				WB	6	A	LT	6	A
							TR	6	A
				NB	8	A	LTR	8	A
				SB	25	C	LTR	25	C
201	Shamrock Road at Hirst Road (1)	21	C	EB	0	A	T	0	A
				SB	20	C	L	12	B
							T	21	C
202	Shamrock Road at Hirst Road (2)	31	D	WB	0	A	L	0	A
							T	0	A
				NB	14	B	L	14	B
				SB	31	D	T	27	D
							R	31	D
203	Shamrock Road at Hirst Road Jughandle	15	B	EB	0	A	T	0	A
				NB	15	B	R	15	B
300	Shamrock Road at Woodland Drive	20	C	EB	1	A	L	0	A
							T	0	A
							R	8	A
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	12	B	L	11	B
							T	17	C
							R	18	C
				SB	19	C	L	13	B
							T	19	C
							R	20	C
400	Shamrock Road at Agricola Drive	6	A	EB	5	A	LTR	5	A
				WB	6	A	LTR	6	A
				NB	4	A	LTR	4	A
				SB	8	A	LTR	8	A
500	Shamrock Road at Brighview Drive/Calla Lily Drive	24	C	EB	0	A	L	0	A
							T	0	A
							R	8	A
				WB	1	A	L	0	A
							T	0	A
							R	9	A
				NB	10	B	L	10	B
							T	0	A
							R	0	A
				SB	24	C	L	0	A
							T	0	A
							R	24	C
600	Shamrock Road at Beach Bay Road	33	D	EB	1	A	T	0	A
							R	9	A
				WB	0	A	L	0	A
							T	0	A
				NB	29	D	L	19	C
							R	33	D
700	Shamrock Road at Northward Road	19	C	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	8	A
				SB	16	C	L	13	B
							R	19	C
800	Shamrock Road at Condor Road	15	C	EB	0	A	L	0	A
							T	0	A
							R	8	A
				WB	0	A	L	0	A
							T	0	A
							R	8	A
				NB	10	A	L	10	A
							T	0	A
							R	0	A
				SB	15	B	L	12	B
							T	0	A
							R	15	C
902	Bodden Town Road at Bodden Town Bypass	16	C	EB	0	A	L	0	A
							T	0	A
				WB	3	A	T	0	A
							R	8	A
				SB	13	B	L	11	B
							R	16	C
1000	Bodden Town Road at Long Fellow Drive	11	B	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	0	A
				SB	11	B	L	0	A
							R	11	B
1100	Frank Sound Road at Bodden Town Road	30	D	EB	0	A	L	0	A
							T	0	A
				WB	4	A	T	0	A
							R	8	A
				SB	22	C	L	20	C
							R	30	D
1200	Frank Sound Road at Clifton Hunter High School Access #1/Tie-in with EW Arterial	9	A	EB	8	A	L	8	A
				NB	8	A	L	8	A
				SB	10	A	T	10	A
1300	Frank Sound Road at North Side Road/Old Robin Road	12	B	WB	10	B	L	10	A
							R	12	B
				NB	1	A	T	0	A
							R	8	A
				SB	0	A	L	0	A
							T	0	A

2036 LOS Table - Alternative B2 PM

#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	15	C	EB	15	B	LT	18	C
							TR	5	A
				WB	18	C	LT	18	C
				NB	5	A	LTR	5	A
				SB	12	B	LTR	12	B
1501	East-West Arterial at Will T Connector 1	14	B	EB	17	C	LT	17	C
				WB	9	A	LT	9	A
				NB	5	A	LTR	5	A
				SB	8	A	LTR	8	A
1502	East-West Arterial at Will T Connector 2	12	B	EB	14	B	TR	14	B
				WB	8	A	LT	8	A
				NB	6	A	LR	6	A
1600	East-West Arterial at Northward Road	13	B	EB	0	A	T	0	A
							TR	0	A
				WB	0	A	LT	0	A
							T	0	A
				NB	13	B	L	13	B
							R	0	A
1700	East-West Arterial at Lookout Road	12	B	EB	14	B	LTR	14	B
				WB	10	B	LTR	10	B
				NB	6	A	LTR	6	A
				SB	7	A	LT	7	A
1800	East-West Arterial at Longfellow Road	8	A	EB	9	A	LTR	9	A
				WB	7	A	LTR	7	A
				NB	5	A	LTR	5	A
				SB	6	A	LTR	6	A
1900	East-West Arterial at North/South Spurs	8	A	EB	9	A	TR	9	A
				WB	7	A	LT	7	A
				NB	5	A	LR	5	A
				SB	6	A	LR	6	A
2100	Frank Sound Road at East-West Arterial South	9	A	EB	10	B	LR	10	B
				NB	8	A	LT	8	A
				SB	9	A	TR	9	A

2036 LOS Table - Alternative B3 AM

#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
101	EW Arterial Blvd at Hirst Rd	20	C	EB	5	A	LT	5	A
							TR	5	A
				WB	28	D	LT	28	D
							TR	27	D
				NB	19	C	LTR	19	C
				SB	23	C	LTR	23	C
201	Shamrock Road at Hirst Road (1)	15	B	EB	0	A	T	0	A
				SB	14	B	L	11	B
							T	15	B
202	Shamrock Road at Hirst Road (2)	210	F	WB	0	A	L	0	A
							T	0	A
				NB	32	D	L	32	D
				SB	205	F	T	182	F
							R	210	F
203	Shamrock Road at Hirst Road Jughandle	12	B	EB	0	A	T	0	A
				NB	12	B	R	12	B
300	Shamrock Road at Woodland Ave	23	C	EB	0	A	L	0	A
							T	0	A
							R	9	A
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	14	B	L	13	B
							T	19	C
							R	20	C
				SB	23	C	L	0	A
							T	0	A
							R	23	C
400	Shamrock Road at Agricola Drive	10	A	EB	7	A	LTR	7	A
				WB	11	B	LTR	11	B
				NB	7	A	LTR	7	A
				SB	4	A	LTR	4	A
500	Shamrock Road at Brighview Drive/Calla Lily Drive	24	C	EB	0	A	L	0	A
							T	0	A
							R	9	A
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	17	C	L	14	B
							T	0	A
							R	23	C
				SB	19	C	L	11	B
							T	0	A
							R	24	C
600	Shamrock Road at Beach Bay Road	42	E	EB	6	A	T	0	A
							R	11	B
				WB	0	A	L	0	A
							T	0	A
				NB	35	E	L	19	C
							R	42	E
700	Shamrock Road at Northward Road	18	C	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	8	A
				SB	13	B	L	10	A
							R	18	C
800	Shamrock Road at Condor Road	16	C	EB	0	A	L	0	A
							T	0	A
							R	0	A
				WB	0	A	L	0	A
							T	0	A
							R	8	A
				NB	10	A	L	10	A
							T	0	A
							R	0	A
				SB	16	C	L	14	B
							T	0	A
							R	16	C
902	Bodden Town Road at Bodden Town Bypass	15	B	EB	0	A	L	0	A
							T	0	A
				WB	4	A	T	0	A
							R	8	A
				SB	11	B	L	10	A
							R	15	B
1000	Bodden Town Road at Long Fellow Drive	11	B	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	0	A
				SB	11	B	L	0	A
							R	11	B
1100	Frank Sound Road at Bodden Town Road	23	C	EB	0	A	L	0	A
							T	0	A
				WB	4	A	T	0	A
							R	8	A
				SB	16	C	L	14	B
							R	23	C
1200	Frank Sound Road at Clifton Hunter High School Access #1/Tie-in with EW Arterial	7	A	EB	6	A	L	6	A
				NB	6	A	L	6	A
				SB	8	A	T	8	A
1300	Frank Sound Road at North Side Road/Old Robin Road	11	B	WB	9	A	L	9	A
							R	11	B
				NB	2	A	T	0	A
							R	7	A
				SB	0	A	L	0	A
							T	0	A

2036 LOS Table - Alternative B3 AM

#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	15	B	EB	7	A	LT	7	A
							TR	3	A
				WB	20	C	LT	20	C
				NB	19	C	LTR	19	C
				SB	6	A	LTR	6	A
1501	East-West Arterial at Will T Connector 1	10	A	EB	8	A	LT	8	A
				WB	12	B	LT	12	B
				NB	7	A	LTR	7	A
				SB	5	A	LTR	5	A
1502	East-West Arterial at Will T Connector 2	8	A	EB	8	A	TR	8	A
				WB	9	A	LT	9	A
				NB	9	A	LR	9	A
1600	East-West Arterial at Northward Road	15	C	EB	0	A	T	0	A
							TR	0	A
				WB	0	A	LT	0	A
							T	0	A
				NB	15	C	L	15	C
							R	0	A
1700	East-West Arterial at Lookout Road	8	A	EB	8	A	LTR	8	A
				WB	9	A	LTR	9	A
				NB	7	A	LTR	7	A
				SB	5	A	LTR	5	A
1800	East-West Arterial at Longfellow Road	7	A	EB	7	A	LTR	7	A
				WB	7	A	LTR	7	A
				NB	5	A	LTR	5	A
				SB	5	A	LTR	5	A
1900	East-West Arterial at North/South Spurs	7	A	EB	7	A	TR	7	A
				WB	7	A	LT	7	A
				NB	5	A	LR	5	A
				SB	5	A	LR	5	A
2100	Frank Sound Road at East-West Arterial South	7	A	EB	8	A	LR	8	A
				NB	7	A	LT	7	A
				SB	8	A	TR	8	A

2036 LOS Table - Alternative B3 PM

#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
101	EW Arterial Blvd at Hirst Rd	14	B	EB	16	C	LT	17	C
							TR	15	C
				WB	6	A	LT	6	A
							TR	6	A
				NB	8	A	LTR	8	A
				SB	25	C	LTR	25	C
201	Shamrock Road at Hirst Road (1)	21	C	EB	0	A	T	0	A
				SB	20	C	L	12	B
							T	21	C
202	Shamrock Road at Hirst Road (2)	31	D	WB	0	A	L	0	A
							T	0	A
				NB	14	B	L	14	B
				SB	30	D	T	27	D
							R	31	D
203	Shamrock Road at Hirst Road Jughandle	15	B	EB	0	A	T	0	A
				NB	15	B	R	15	B
300	Shamrock Road at Woodland Drive	20	C	EB	1	A	L	0	A
							T	0	A
							R	8	A
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	12	B	L	11	B
							T	17	C
							R	17	C
				SB	19	C	L	13	B
							T	19	C
							R	20	C
400	Shamrock Road at Agricola Drive	6	A	EB	5	A	LTR	5	A
				WB	6	A	LTR	6	A
				NB	4	A	LTR	4	A
				SB	8	A	LTR	8	A
500	Shamrock Road at Brighview Drive/Calla Lily Drive	23	C	EB	0	A	L	0	A
							T	0	A
							R	8	A
				WB	1	A	L	0	A
							T	0	A
							R	9	A
				NB	10	B	L	10	B
							T	0	A
							R	0	A
				SB	23	C	L	0	A
							T	0	A
							R	23	C
600	Shamrock Road at Beach Bay Road	33	D	EB	1	A	T	0	A
							R	9	A
				WB	0	A	L	0	A
							T	0	A
				NB	28	D	L	19	C
							R	33	D
700	Shamrock Road at Northward Road	19	C	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	8	A
				SB	16	C	L	12	B
							R	19	C
800	Shamrock Road at Condor Road	15	C	EB	0	A	L	0	A
							T	0	A
							R	8	A
				WB	0	A	L	0	A
							T	0	A
							R	8	A
				NB	10	A	L	10	A
							T	0	A
							R	0	A
				SB	15	B	L	12	B
							T	0	A
							R	15	C
902	Bodden Town Road at Bodden Town Bypass	16	C	EB	0	A	L	0	A
							T	0	A
				WB	3	A	T	0	A
							R	8	A
				SB	13	B	L	11	B
							R	16	C
1000	Bodden Town Road at Long Fellow Drive	11	B	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	0	A
				SB	11	B	L	0	A
							R	11	B
1100	Frank Sound Road at Bodden Town Road	30	D	EB	0	A	L	0	A
							T	0	A
				WB	4	A	T	0	A
							R	8	A
				SB	21	C	L	20	C
							R	30	D
1200	Frank Sound Road at Clifton Hunter High School Access #1/Tie-in with EW Arterial	9	A	EB	8	A	L	8	A
				NB	8	A	L	8	A
				SB	10	B	T	10	B
1300	Frank Sound Road at North Side Road/Old Robin Road	12	B	WB	10	B	L	10	A
							R	12	B
				NB	1	A	T	0	A
							R	8	A
				SB	0	A	L	0	A
							T	0	A

2036 LOS Table - Alternative B3 PM

#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	16	C	EB	15	B	LT	18	C
							TR	5	A
				WB	18	C	LT	18	C
				NB	5	A	LTR	5	A
				SB	12	B	LTR	12	B
1501	East-West Arterial at Will T Connector 1	14	B	EB	17	C	LT	17	C
				WB	9	A	LT	9	A
				NB	5	A	LTR	5	A
				SB	8	A	LTR	8	A
1502	East-West Arterial at Will T Connector 2	12	B	EB	14	B	TR	14	B
				WB	8	A	LT	8	A
				NB	6	A	LR	6	A
1600	East-West Arterial at Northward Road	13	B	EB	0	A	T	0	A
							TR	0	A
				WB	0	A	LT	0	A
							T	0	A
				NB	13	B	L	13	B
							R	0	A
1700	East-West Arterial at Lookout Road	12	B	EB	14	B	LTR	14	B
				WB	10	B	LTR	10	B
				NB	6	A	LTR	6	A
				SB	7	A	LTR	7	A
1800	East-West Arterial at Longfellow Road	8	A	EB	9	A	LTR	9	A
				WB	7	A	LTR	7	A
				NB	5	A	LTR	5	A
				SB	6	A	LTR	6	A
1900	East-West Arterial at North/South Spurs	8	A	EB	9	A	TR	9	A
				WB	7	A	LT	7	A
				NB	5	A	LR	5	A
				SB	6	A	LR	6	A
2100	Frank Sound Road at East-West Arterial South	9	A	EB	10	B	LR	10	B
				NB	8	A	LT	8	A
				SB	9	A	TR	9	A

2036 LOS Table - Alternative B4 AM

#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
101	EW Arterial Blvd at Hirst Rd	20	C	EB	5	A	LT	5	A
							TR	5	A
				WB	39	E	LT	40	E
							TR	38	E
				NB	21	C	LTR	21	C
				SB	24	C	LTR	24	C
201	Shamrock Road at Hirst Road (1)	14	B	EB	0	A	T	0	A
				SB	14	B	L	11	B
							T	14	B
202	Shamrock Road at Hirst Road (2)	199	F	WB	0	A	L	0	A
							T	0	A
				NB	32	D	L	32	D
				SB	194	F	T	171	F
							R	199	F
203	Shamrock Road at Hirst Road Jughandle	12	B	EB	0	A	T	0	A
				NB	12	B	R	12	B
300	Shamrock Road at Woodland Ave	22	C	EB	0	A	L	0	A
							T	0	A
							R	8	A
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	12	B	L	11	B
							T	16	C
							R	17	C
				SB	18	C	L	0	A
							T	0	A
							R	18	C
400	Shamrock Road at Agricola Drive	9	A	EB	8	A	LTR	8	A
				WB	10	A	LTR	10	A
				NB	6	A	LTR	6	A
				SB	4	A	LTR	4	A
500	Shamrock Road at Brighview Drive/Calla Lily Drive	24	C	EB	0	A	L	0	A
							T	0	A
							R	9	A
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	16	C	L	13	B
							T	0	A
							R	22	C
				SB	19	C	L	11	B
							T	0	A
							R	23	C
600	Shamrock Road at Beach Bay Road	44	E	EB	6	A	T	0	A
							R	11	B
				WB	0	A	L	0	A
							T	0	A
				NB	35	D	L	19	C
							R	42	E
700	Shamrock Road at Northward Road	18	C	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	8	A
				SB	11	B	L	9	A
							R	17	C
800	Shamrock Road at Condor Road	16	C	EB	0	A	L	0	A
							T	0	A
							R	0	A
				WB	0	A	L	0	A
							T	0	A
							R	8	A
				NB	10	A	L	10	A
							T	0	A
							R	0	A
				SB	15	C	L	12	B
							T	0	A
							R	15	C
901	Lookout Road at Bodden Town Bypass	9	A	EB	7	A	LTR	7	A
				WB	10	A	LTR	10	A
				NB	6	A	LTR	6	A
				SB	9	A	LTR	9	A
902	Bodden Town Road at Bodden Town Bypass	8	A	EB	6	A	L	6	A
				WB	8	A	T	4	A
							R	9	A
				SB	9	A	L	9	A
1000	Bodden Town Road at Long Fellow Drive	5	A	EB	5	A	L	5	A
							T	5	A
				WB	6	A	T	6	A
							R	5	A
				SB	5	A	L	5	A
1100	Frank Sound Road at Bodden Town Road	10	A	EB	6	A	L	6	A
							T	5	A
				WB	15	B	T	15	B
				SB	11	B	L	11	B
1200	Frank Sound Road at Clifton Hunter High School Access #1/Tie-in with EW Arterial	23	C	EB	24	C	L	21	C
							R	24	C
				NB	0	A	L	0	A
							T	0	A
				SB	2	A	T	0	A
							R	8	A
1300	Frank Sound Road at North Side Road/Old Robin Road	11	B	EB	9	A	L	9	A
							R	11	B
				NB	2	A	T	0	A
							R	7	A
				SB	0	A	L	0	A
							T	0	A

2036 LOS Table - Alternative B4 AM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	14	B	EB	7	A	LT	7	A
							TR	3	A
				WB	20	C	LT	20	C
				NB	29	D	LTR	29	D
				SB	6	A	LTR	6	A
1501	East-West Arterial at Will T Connector 1	9	A	EB	7	A	LT	7	A
				WB	11	B	LT	11	B
				NB	8	A	LTR	8	A
				SB	5	A	LTR	5	A
1502	East-West Arterial at Will T Connector 2	8	A	EB	7	A	T	7	A
				WB	9	A	LT	9	A
				NB	9	A	LR	9	A
1600	East-West Arterial at Northward Road	14	B	EB	0	A	T	0	A
							TR	0	A
				WB	0	A	LT	0	A
							T	0	A
				NB	15	B	L	15	B
							R	0	A
1700	East-West Arterial at Lookout Road	8	A	EB	7	A	LT	7	A
				WB	9	A	TR	9	A
				SB	5	A	LR	5	A

2036 LOS Table - Alternative B4 PM

#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
101	EW Arterial Blvd at Hirst Rd	14	B	EB	19	C	LT	20	C
							TR	17	C
				WB	6	A	LT	6	A
							TR	6	A
				NB	9	A	LTR	9	A
				SB	30	D	LTR	30	D
201	Shamrock Road at Hirst Road (1)	19	C	EB	0	A	T	0	A
				SB	19	C	L	12	B
							T	19	C
202	Shamrock Road at Hirst Road (2)	40	E	WB	0	A	L	0	A
							T	0	A
				NB	15	C	L	15	C
				SB	39	E	T	35	E
							R	40	E
203	Shamrock Road at Hirst Road Jughandle	15	B	EB	0	A	T	0	A
				NB	15	B	R	15	B
300	Shamrock Road at Woodland Drive	20	C	EB	1	A	L	0	A
							T	0	A
							R	8	A
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	12	B	L	11	B
							T	15	C
							R	16	C
				SB	13	B	L	10	A
							T	15	C
							R	16	C
400	Shamrock Road at Agricola Drive	7	A	EB	4	A	LTR	4	A
				WB	6	A	LTR	6	A
				NB	4	A	LTR	4	A
				SB	8	A	LTR	8	A
500	Shamrock Road at Brighview Drive/Calla Lily Drive	30	D	EB	0	A	L	0	A
							T	0	A
							R	8	A
				WB	0	A	L	0	A
							T	0	A
							R	9	A
				NB	11	B	L	11	B
							T	0	A
							R	0	A
				SB	26	D	L	0	A
							T	0	A
							R	26	D
600	Shamrock Road at Beach Bay Road	48	E	EB	1	A	T	0	A
							R	9	A
				WB	0	A	L	0	A
							T	0	A
				NB	34	D	L	22	C
							R	39	E
700	Shamrock Road at Northward Road	24	C	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	8	A
				SB	16	C	L	13	B
							R	21	C
800	Shamrock Road at Condor Road	19	C	EB	0	A	L	0	A
							T	0	A
							R	8	A
				WB	0	A	L	0	A
							T	0	A
							R	8	A
				NB	10	A	L	10	A
							T	0	A
							R	0	A
				SB	17	C	L	13	B
							T	0	A
							R	17	C
901	Lookout Road at Bodden Town Bypass	9	A	EB	6	A	LTR	6	A
				WB	8	A	LTR	8	A
				NB	6	A	LTR	6	A
				SB	11	B	LTR	11	B
902	Bodden Town Road at Bodden Town Bypass	11	B	EB	9	A	L	9	A
				WB	7	A	T	4	A
							R	9	A
				SB	17	C	L	17	C
1000	Bodden Town Road at Long Fellow Drive	6	A	EB	6	A	L	6	A
							T	6	A
				WB	6	A	T	6	A
							R	5	A
				SB	6	A	LR	6	A
1100	Frank Sound Road at Bodden Town Road	10	B	EB	6	A	L	7	A
							T	6	A
				WB	14	B	T	14	B
				SB	13	B	L	13	B
1200	Frank Sound Road at Clifton Hunter High School Access #1/Tie-in with EW Arterial	34	D	EB	40	E	L	35	E
							R	41	E
				NB	0	A	L	0	A
							T	0	A
				SB	3	A	T	0	A
							R	9	A
1300	Frank Sound Road at North Side Road/Old Robin Road	12	B	WB	10	B	L	10	A
							R	12	B
				NB	1	A	T	0	A
							R	8	A
				SB	0	A	L	0	A
							T	0	A

2036 LOS Table - Alternative B4 PM

#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	13	B	EB	12	B	LT	15	C
							TR	6	A
				WB	24	C	LT	24	C
				NB	5	A	LTR	5	A
				SB	13	B	LTR	13	B
1501	East-West Arterial at Will T Connector 1	12	B	EB	14	B	LT	14	B
				WB	8	A	LT	8	A
				NB	5	A	LTR	5	A
				SB	8	A	LTR	8	A
1502	East-West Arterial at Will T Connector 2	10	B	EB	13	B	T	13	B
				WB	7	A	LT	7	A
				NB	5	A	LR	5	A
1600	East-West Arterial at Northward Road	12	B	EB	0	A	T	0	A
							TR	0	A
				WB	0	A	LT	0	A
							T	0	A
				NB	13	B	L	13	B
							R	0	A
1700	East-West Arterial at Lookout Road	10	B	EB	12	B	LT	12	B
				WB	8	A	TR	8	A
				SB	7	A	LR	7	A

Attachment E4

2046 Alternative LOS Summary Tables

2046 LOS Table - No-Build AM

#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
101	EW Arterial Blvd at Hirst Rd	32	D	EB	6	A	LT	7	A
							TR	3	A
				WB	51	F	LTR	51	F
				NB	25	C	LTR	25	C
				SB	7	A	LTR	7	A
201	Shamrock Road at Hirst Road (1)	24	C	EB	0	A	T	0	A
				SB	22	C	L	16	C
							T	24	C
202	Shamrock Road at Hirst Road (2)	10,000	F	WB	0	A	L	0	A
							T	0	A
				NB	466	F	L	466	F
				SB	10,000	F	T	10,000	F
							R	10,000	F
203	Shamrock Road at Hirst Road Jughandle	25	C	EB	0	A	T	0	A
				NB	25	C	R	25	C
300	Shamrock Road at Woodland Drive	53	F	EB	0	A	L	0	A
							T	0	A
							R	10	A
				WB	0	A	L	0	A
							T	0	A
							R	9	A
				NB	20	C	L	18	C
							T	37	E
							R	43	E
				SB	41	E	L	19	C
							T	0	A
							R	53	F
400	Shamrock Road at Agricola Drive	187	F	EB	176	F	LTR	176	F
				WB	238	F	LTR	238	F
				NB	21	C	LTR	21	C
				SB	20	C	LTR	20	C
500	Shamrock Road at Brightview Drive/Calla Lily Drive	491	F	EB	0	A	L	0	A
							T	0	A
							R	14	B
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	205	F	L	121	F
							T	0	A
							R	390	F
				SB	387	F	L	177	F
							T	0	A
							R	491	F
600	Shamrock Road at Beach Bay Road	1,458	F	EB	1	A	T	0	A
							R	21	C
				WB	0	A	L	0	A
							T	0	A
				NB	798	F	L	357	F
							R	1,458	F
700	Shamrock Road at Northward Road	10,000	F	EB	0	A	L	0	A
							T	0	A
				WB	1	A	T	0	A
							R	11	B
				SB	10,000	F	L	10,000	F
							R	10,000	F
800	Shamrock Road at Condor Road	152	F	EB	0	A	L	0	A
							T	0	A
							R	0	A
				WB	0	A	L	0	A
							T	0	A
							R	10	A
				NB	17	C	L	17	C
							T	0	A
							R	0	A
				SB	145	F	L	96	F
							T	0	A
							R	152	F
902	Bodden Town Road at Bodden Town Bypass	10,000	F	EB	0	A	L	0	A
							T	0	A
				WB	2	A	T	0	A
							R	12	B
				SB	10,000	F	L	10,000	F
							R	10,000	F
1000	Bodden Town Road at Long Fellow Drive	158	F	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	0	A
				SB	158	F	LR	158	F
1100	Frank Sound Road at Bodden Town Road	10,000	F	EB	0	A	L	0	A
							T	0	A
				WB	2	A	T	0	A
							R	10	B
				SB	10,000	F	L	0	A
							R	10,000	F
1200	Frank Sound Road at Clifton Hunter High School Access #1/Tie-in with EW Arterial	145	F	EB	144	F	L	138	F
							T	145	F
							R	144	F
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	1	A	L	0	A
							T	0	A
							R	8	A
				SB	3	A	L	0	A
							T	0	A
							R	9	A
1300	Frank Sound Road at North Side Road/Old Robin Road	11	B	WB	9	A	L	9	A
							R	11	B
				NB	2	A	T	0	A
							R	8	A
				SB	0	A	L	0	A
							T	0	A

2046 LOS Table - No-Build AM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	17	C	EB	7	A	LR	7	A
				NB	22	C	LT	22	C
				SB	5	A	TR	5	A

2046 LOS Table - No-Build PM

#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
101	EW Arterial Blvd at Hirst Rd	9	A	EB	10	B	LT	11	B
							R	9	A
				WB	7	A	LTR	7	A
				NB	5	A	LTR	5	A
				SB	12	B	LTR	12	B
201	Shamrock Road at Hirst Road (1)	378	F	EB	0	A	T	0	A
				SB	283	F	L	175	F
							T	378	F
202	Shamrock Road at Hirst Road (2)	10,000	F	WB	0	A	L	0	A
							T	0	A
				NB	128	F	L	128	F
				SB	10,000	F	T	10,000	F
							R	10,000	F
203	Shamrock Road at Hirst Road Jughandle	28	D	EB	0	A	T	0	A
				NB	28	D	R	28	D
300	Shamrock Road at Woodland Drive	295	F	EB	0	A	L	0	A
							T	0	A
							R	11	B
				WB	0	A	L	0	A
							T	0	A
							R	11	B
				NB	76	F	L	36	E
							T	146	F
							R	216	F
				SB	190	F	L	124	F
							T	233	F
							R	295	F
400	Shamrock Road at Agricola Drive	126	F	EB	65	F	LTR	65	F
				WB	33	D	LTR	33	D
				NB	10	A	LTR	10	A
				SB	400	F	LTR	400	F
500	Shamrock Road at Brightview Drive/Calla Lily Drive	3,197	F	EB	0	A	L	0	A
							T	0	A
							R	12	B
				WB	0	A	L	0	A
							T	0	A
							R	15	C
				NB	21	C	L	21	C
							T	0	A
							R	0	A
				SB	3,196	F	L	0	A
							T	0	A
							R	3,196	F
600	Shamrock Road at Beach Bay Road	10,000	F	EB	0	A	T	0	A
							R	12	B
				WB	0	A	L	0	A
							T	0	A
				NB	10,000	F	L	10,000	F
							R	10,000	F
700	Shamrock Road at Northward Road	5,833	F	EB	0	A	L	0	A
							T	0	A
				WB	1	A	T	0	A
							R	16	C
				SB	5,617	F	L	5,319	F
							R	5,833	F
800	Shamrock Road at Condor Road	38	E	EB	0	A	L	0	A
							T	0	A
							R	10	B
				WB	0	A	L	0	A
							T	0	A
							R	12	B
				NB	17	C	L	17	C
							T	0	A
							R	0	A
				SB	38	E	L	38	E
							T	0	A
							R	0	A
902	Bodden Town Road at Bodden Town Bypass	10,000	F	EB	0	A	L	0	A
							T	0	A
				WB	4	A	T	0	A
							R	19	C
				SB	10,000	F	L	10,000	F
							R	10,000	F
1000	Bodden Town Road at Long Fellow Drive	198	F	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	0	A
				SB	198	F	LR	198	F
1100	Frank Sound Road at Bodden Town Road	3,883	F	EB	0	A	L	0	A
							T	0	A
				WB	2	A	T	0	A
							R	10	B
				SB	3,883	F	L	0	A
							R	3,883	F
1200	Frank Sound Road at Clifton Hunter High School Access #1/Tie-in with EW Arterial	10,000	F	EB	217	F	L	210	F
							T	219	F
							R	218	F
				WB	10,000	F	L	0	A
							T	10,000	F
							R	0	A
				NB	1	A	L	0	A
							T	0	A
							R	8	A
				SB	4	A	L	0	A
							T	0	A
							R	9	A
1300	Frank Sound Road at North Side Road/Old Robin Road	13	B	WB	11	B	L	10	A
							R	12	B
				NB	1	A	T	0	A
							R	8	A
				SB	0	A	L	0	A
							T	0	A

2046 LOS Table - No-Build PM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	8	A	EB	9	A	LR	9	A
				NB	4	A	LT	4	A
				SB	7	A	TR	7	A

2046 LOS Table - Alternative B1 AM

#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
101	EW Arterial Blvd at Hirst Rd	11	B	EB	6	A	LT	6	A
							TR	6	A
				WB	14	B	LT	14	B
							TR	13	B
				NB	17	C	LTR	17	C
				SB	8	A	LTR	8	A
201	Shamrock Road at Hirst Road (1)	16	C	EB	0	A	T	0	A
				SB	15	C	L	12	B
							T	16	C
202	Shamrock Road at Hirst Road (2)	299	F	WB	0	A	L	0	A
							T	0	A
				NB	35	D	L	35	D
				SB	294	F	T	268	F
							R	299	F
203	Shamrock Road at Hirst Road Jughandle	13	B	EB	0	A	T	0	A
				NB	13	B	R	13	B
300	Shamrock Road at Woodland Ave	26	D	EB	0	A	L	0	A
							T	0	A
							R	9	A
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	15	B	L	13	B
							T	21	C
							R	22	C
				SB	26	D	L	0	A
							T	0	A
							R	26	D
400	Shamrock Road at Agricola Drive	9	A	EB	7	A	LTR	7	A
				WB	11	B	LTR	11	B
				NB	7	A	LTR	7	A
				SB	5	A	LTR	5	A
500	Shamrock Road at Brighview Drive/Calla Lily Drive	29	D	EB	0	A	L	0	A
							T	0	A
							R	9	A
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	19	C	L	15	C
							T	0	A
							R	29	D
				SB	24	C	L	12	B
							T	0	A
							R	29	D
600	Shamrock Road at Beach Bay Road	69	F	EB	5	A	T	0	A
							R	12	B
				WB	0	A	L	0	A
							T	0	A
				NB	58	F	L	36	E
							R	69	F
700	Shamrock Road at Northward Road	22	C	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	8	A
				SB	12	B	L	10	A
							R	22	C
800	Shamrock Road at Condor Road	21	C	EB	0	A	L	0	A
							T	0	A
							R	0	A
				WB	0	A	L	0	A
							T	0	A
							R	8	A
				NB	10	B	L	10	B
							T	0	A
							R	0	A
				SB	21	C	L	17	C
							T	0	A
							R	21	C
902	Bodden Town Road at Bodden Town Bypass	20	C	EB	0	A	L	0	A
							T	0	A
				WB	3	A	T	0	A
							R	8	A
				SB	13	B	L	11	B
							R	20	C
1000	Bodden Town Road at Long Fellow Drive	14	B	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	0	A
				SB	13	B	L	0	A
							R	13	B
1100	Frank Sound Road at Bodden Town Road	15	B	EB	9	A	LT	9	A
				WB	19	C	TR	19	C
				NB	10	B	LR	10	B
1200	Frank Sound Road at Clifton Hunter High School Access #1/Tie-in with EW Arterial	7	A	EB	7	A	L	7	A
							R	6	A
				NB	7	A	L	5	A
							T	8	A
				SB	8	A	T	9	A
							R	4	A
1300	Frank Sound Road at North Side Road/Old Robin Road	11	B	WB	9	A	L	9	A
							R	11	B
				NB	2	A	T	0	A
							R	8	A
				SB	0	A	L	0	A
							T	0	A

2046 LOS Table - Alternative B1 AM

#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	9	A	EB	5	A	LT	6	A
							TR	5	A
				WB	10	A	LT	10	B
							TR	9	A
				NB	19	C	L	18	C
							LTR	21	C
				SB	7	A	LTR	7	A
1501	East-West Arterial at Will T Connector 1	7	A	EB	5	A	LT	6	A
							TR	5	A
				WB	8	A	LT	8	A
							TR	7	A
				NB	10	A	LTR	10	A
				SB	5	A	LTR	5	A
1502	East-West Arterial at Will T Connector 2	7	A	EB	5	A	T	6	A
							TR	5	A
				WB	7	A	LT	7	A
							T	6	A
				NB	15	C	LR	15	C
1600	East-West Arterial at Northward Road	15	B	EB	0	A	T	0	A
							TR	0	A
				WB	0	A	LT	0	A
							T	0	A
				NB	14	B	L	14	B
							R	0	A
1700	East-West Arterial at Lookout Road	7	A	EB	8	A	LT	9	A
							R	3	A
				WB	6	A	LT	7	A
							TR	6	A
				NB	9	A	LTR	9	A
				SB	5	A	LT	5	A
1800	East-West Arterial at Longfellow Road	10	A	EB	9	A	LTR	9	A
				WB	11	B	LTR	11	B
				NB	7	A	LTR	7	A
				SB	6	A	LTR	6	A
1900	East-West Arterial at North/South Spurs	10	B	EB	9	A	TR	9	A
				WB	8	A	LT	8	A
				NB	11	B	LR	11	B
2000	Frank Sound Road at East-West Arterial North	4	A	EB	3	A	LR	3	A
				NB	4	A	LT	4	A
				SB	4	A	TR	4	A
2100	Frank Sound Road at East-West Arterial Road South	10	A	EB	10	B	LTR	10	B
				WB	7	A	LTR	7	A
				NB	10	A	LTR	10	A
				SB	8	A	LTR	8	A

2046 LOS Table - Alternative B1 PM

#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
101	EW Arterial Blvd at Hirst Rd	14	B	EB	18	C	LT	18	C
							TR	17	C
				WB	6	A	LT	6	A
							TR	6	A
				NB	8	A	LTR	8	A
				SB	18	C	LTR	18	C
201	Shamrock Road at Hirst Road (1)	33	D	EB	0	A	T	0	A
				SB	32	D	L	13	B
							T	33	D
202	Shamrock Road at Hirst Road (2)	120	F	WB	0	A	L	0	A
							T	0	A
				NB	19	C	L	19	C
				SB	119	F	T	112	F
							R	120	F
203	Shamrock Road at Hirst Road Jughandle	18	C	EB	0	A	T	0	A
				NB	18	C	R	18	C
300	Shamrock Road at Woodland Drive	33	D	EB	1	A	L	0	A
							T	0	A
							R	9	A
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	16	C	L	12	B
							T	23	C
							R	25	C
				SB	33	D	L	0	A
							T	31	D
							R	33	D
400	Shamrock Road at Agricola Drive	7	A	EB	6	A	LTR	6	A
				WB	7	A	LTR	7	A
				NB	5	A	LTR	5	A
				SB	8	A	LTR	8	A
500	Shamrock Road at Brighview Drive/Calla Lily Drive	31	D	EB	0	A	L	0	A
							T	0	A
							R	9	A
				WB	0	A	L	0	A
							T	0	A
							R	9	A
				NB	12	B	L	12	B
							T	0	A
							R	0	A
				SB	31	D	L	0	A
							T	0	A
							R	31	D
600	Shamrock Road at Beach Bay Road	51	F	EB	1	A	T	0	A
							R	9	A
				WB	0	A	L	0	A
							T	0	A
				NB	46	E	L	32	D
							R	51	F
700	Shamrock Road at Northward Road	24	C	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	8	A
				SB	19	C	L	14	B
							R	24	C
800	Shamrock Road at Condor Road	19	C	EB	0	A	L	0	A
							T	0	A
							R	8	A
				WB	0	A	L	0	A
							T	0	A
							R	8	A
				NB	10	B	L	10	B
							T	0	A
							R	0	A
				SB	19	C	L	14	B
							T	0	A
							R	19	C
902	Bodden Town Road at Bodden Town Bypass	23	C	EB	0	A	L	0	A
							T	0	A
				WB	3	A	T	0	A
							R	8	A
				SB	17	C	L	13	B
							R	23	C
1000	Bodden Town Road at Long Fellow Drive	14	B	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	0	A
				SB	14	B	L	0	A
							R	14	B
1100	Frank Sound Road at Bodden Town Road	14	B	EB	7	A	LT	7	A
				WB	12	B	TR	12	B
				NB	18	C	LR	18	C
1200	Frank Sound Road at Clifton Hunter High School Access #1/Tie-in with EW Arterial	9	A	EB	6	A	L	6	A
							R	7	A
				NB	7	A	L	4	A
							T	8	A
				SB	10	B	T	12	B
							R	5	A
1300	Frank Sound Road at North Side Road/Old Robin Road	13	B	WB	11	B	L	10	B
							R	13	B
				NB	1	A	T	0	A
							R	8	A
				SB	0	A	L	0	A
							T	0	A

2046 LOS Table - Alternative B1 PM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	9	A	EB	10	B	LT	11	B
							TR	9	A
				WB	7	A	LT	8	A
							TR	7	A
				NB	6	A	L	5	A
							LTR	6	A
				SB	16	C	LTR	16	C
1501	East-West Arterial at Will T Connector 1	7	A	EB	8	A	LT	9	A
							TR	8	A
				WB	6	A	LT	6	A
							TR	5	A
				NB	5	A	LTR	5	A
				SB	9	A	LTR	9	A
1502	East-West Arterial at Will T Connector 2	7	A	EB	8	A	T	8	A
							TR	7	A
				WB	5	A	LT	5	A
							T	5	A
				NB	5	A	LR	5	A
1600	East-West Arterial at Northward Road	11	B	EB	0	A	T	0	A
							TR	0	A
				WB	0	A	LT	0	A
							T	0	A
				NB	11	B	L	11	B
							R	0	A
1700	East-West Arterial at Lookout Road	11	B	EB	13	B	LT	15	C
							R	4	A
				WB	7	A	LT	7	A
							TR	7	A
				NB	6	A	LTR	6	A
				SB	8	A	LT	8	A
1800	East-West Arterial at Longfellow Road	13	B	EB	17	C	LTR	17	C
				WB	8	A	LTR	8	A
				NB	6	A	LTR	6	A
				SB	8	A	LTR	8	A
1900	East-West Arterial at North/South Spurs	13	B	EB	16	C	TR	16	C
				WB	10	A	LT	10	A
				NB	8	A	LR	8	A
2000	Frank Sound Road at East-West Arterial North	4	A	EB	4	A	LR	4	A
				NB	4	A	LT	4	A
				SB	4	A	TR	4	A
2100	Frank Sound Road at East-West Arterial Road South	13	B	EB	17	C	LTR	17	C
				WB	8	A	LTR	8	A
				NB	9	A	LTR	9	A
				SB	11	B	LTR	11	B

2046 LOS Table - Alternative B2 AM

#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
101	EW Arterial Blvd at Hirst Rd	12	B	EB	7	A	LT	7	A
							TR	7	A
				WB	15	B	LT	15	C
							TR	14	B
				NB	20	C	LTR	20	C
				SB	8	A	LTR	8	A
201	Shamrock Road at Hirst Road (1)	15	C	EB	0	A	T	0	A
				SB	15	B	L	11	B
							T	15	C
202	Shamrock Road at Hirst Road (2)	200	F	WB	0	A	L	0	A
							T	0	A
				NB	31	D	L	31	D
				SB	195	F	T	174	F
							R	200	F
203	Shamrock Road at Hirst Road Jughandle	13	B	EB	0	A	T	0	A
				NB	12	B	R	12	B
300	Shamrock Road at Woodland Ave	24	C	EB	0	A	L	0	A
							T	0	A
							R	9	A
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	14	B	L	13	B
							T	20	C
							R	21	C
				SB	24	C	L	0	A
							T	0	A
							R	24	C
400	Shamrock Road at Agricola Drive	8	A	EB	6	A	LTR	6	A
				WB	10	A	LTR	10	A
				NB	6	A	LTR	6	A
				SB	5	A	LTR	5	A
500	Shamrock Road at Brighview Drive/Calla Lily Drive	25	D	EB	0	A	L	0	A
							T	0	A
							R	9	A
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	17	C	L	14	B
							T	0	A
							R	25	C
				SB	21	C	L	11	B
							T	0	A
							R	25	D
600	Shamrock Road at Beach Bay Road	53	F	EB	5	A	T	0	A
							R	11	B
				WB	0	A	L	0	A
							T	0	A
				NB	45	E	L	28	D
							R	53	F
700	Shamrock Road at Northward Road	20	C	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	8	A
				SB	12	B	L	10	A
							R	20	C
800	Shamrock Road at Condor Road	18	C	EB	0	A	L	0	A
							T	0	A
							R	0	A
				WB	0	A	L	0	A
							T	0	A
							R	8	A
				NB	10	A	L	10	A
							T	0	A
							R	0	A
				SB	18	C	L	15	C
							T	0	A
							R	18	C
902	Bodden Town Road at Bodden Town Bypass	17	C	EB	0	A	L	0	A
							T	0	A
				WB	4	A	T	0	A
							R	8	A
				SB	12	B	L	10	B
							R	17	C
1000	Bodden Town Road at Long Fellow Drive	16	C	EB	0	A	L	0	A
							T	0	A
				WB	2	A	T	0	A
							R	8	A
				SB	16	C	L	0	A
							R	16	C
1100	Frank Sound Road at Bodden Town Road	15	B	EB	8	A	LT	8	A
				WB	19	C	TR	19	C
				NB	10	B	LR	10	B
1200	Frank Sound Road at Clifton Hunter High School Access #1/Tie-in with EW Arterial	7	A	EB	7	A	L	7	A
							R	6	A
				NB	7	A	L	5	A
							T	7	A
				SB	8	A	T	9	A
							R	4	A
1300	Frank Sound Road at North Side Road/Old Robin Road	11	B	WB	9	A	L	9	A
							R	11	B
				NB	2	A	T	0	A
							R	8	A
				SB	0	A	L	0	A
							T	0	A

2046 LOS Table - Alternative B2 AM

#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	10	A	EB	6	A	LT	6	A
							TR	5	A
				WB	11	B	LT	11	B
							TR	10	A
				NB	20	C	L	18	C
							LTR	22	C
				SB	7	A	LTR	7	A
1501	East-West Arterial at Will T Connector 1	7	A	EB	5	A	LT	6	A
							TR	5	A
				WB	8	A	LT	9	A
							TR	8	A
				NB	11	B	LTR	11	B
				SB	6	A	LTR	6	A
1502	East-West Arterial at Will T Connector 2	8	A	EB	6	A	T	6	A
							TR	5	A
				WB	7	A	LT	7	A
							T	7	A
				NB	18	C	LR	18	C
1600	East-West Arterial at Northward Road	15	C	EB	0	A	T	0	A
							TR	0	A
				WB	0	A	LT	0	A
							T	0	A
				NB	15	C	L	15	C
							R	0	A
1700	East-West Arterial at Lookout Road	8	A	EB	9	A	LT	10	A
							R	3	A
				WB	7	A	LT	7	A
							TR	7	A
				NB	10	B	LTR	10	B
				SB	6	A	LTR	6	A
1800	East-West Arterial at Longfellow Road	11	B	EB	10	B	LTR	10	B
				WB	11	B	LTR	11	B
				NB	10	A	LTR	10	A
				SB	6	A	LTR	6	A
1900	East-West Arterial at North/South Spurs	10	B	EB	10	B	TR	10	B
				WB	10	B	LT	10	B
				NB	6	A	LR	6	A
				SB	7	A	LR	7	A
2100	Frank Sound Road at East-West Arterial Road South	12	B	EB	12	B	LTR	12	B
				WB	8	A	LTR	8	A
				NB	12	B	LTR	12	B
				SB	12	B	LTR	12	B

2046 LOS Table - Alternative B2 PM

#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
101	EW Arterial Blvd at Hirst Rd	14	B	EB	18	C	LT	19	C
							TR	17	C
				WB	7	A	LT	7	A
							TR	7	A
				NB	9	A	LTR	9	A
				SB	19	C	LTR	19	C
201	Shamrock Road at Hirst Road (1)	31	D	EB	0	A	T	0	A
				SB	30	D	L	13	B
							T	31	D
202	Shamrock Road at Hirst Road (2)	59	F	WB	0	A	L	0	A
							T	0	A
				NB	16	C	L	16	C
				SB	58	F	T	53	F
							R	59	F
203	Shamrock Road at Hirst Road Jughandle	17	C	EB	0	A	T	0	A
				NB	17	C	R	17	C
300	Shamrock Road at Woodland Drive	28	D	EB	1	A	L	0	A
							T	0	A
							R	8	A
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	14	B	L	11	B
							T	21	C
							R	22	C
				SB	28	D	L	0	A
							T	26	D
							R	28	D
400	Shamrock Road at Agricola Drive	6	A	EB	6	A	LTR	6	A
				WB	6	A	LTR	6	A
				NB	4	A	LTR	4	A
				SB	7	A	LTR	7	A
500	Shamrock Road at Brighview Drive/Calla Lily Drive	26	D	EB	0	A	L	0	A
							T	0	A
							R	8	A
				WB	0	A	L	0	A
							T	0	A
							R	9	A
				NB	11	B	L	11	B
							T	0	A
							R	0	A
				SB	26	D	L	0	A
							T	0	A
							R	26	D
600	Shamrock Road at Beach Bay Road	39	E	EB	1	A	T	0	A
							R	9	A
				WB	0	A	L	0	A
							T	0	A
				NB	35	E	L	24	C
							R	39	E
700	Shamrock Road at Northward Road	21	C	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	8	A
				SB	17	C	L	13	B
							R	21	C
800	Shamrock Road at Condor Road	17	C	EB	0	A	L	0	A
							T	0	A
							R	8	A
				WB	0	A	L	0	A
							T	0	A
							R	8	A
				NB	10	A	L	10	A
							T	0	A
							R	0	A
				SB	17	C	L	13	B
							T	0	A
							R	17	C
902	Bodden Town Road at Bodden Town Bypass	18	C	EB	0	A	L	0	A
							T	0	A
				WB	3	A	T	0	A
							R	8	A
				SB	14	B	L	11	B
							R	18	C
1000	Bodden Town Road at Long Fellow Drive	13	B	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	0	A
				SB	13	B	L	0	A
							R	13	B
1100	Frank Sound Road at Bodden Town Road	14	B	EB	8	A	LT	8	A
				WB	12	B	TR	12	B
				NB	18	C	LR	18	C
1200	Frank Sound Road at Clifton Hunter High School Access #1/Tie-in with EW Arterial	9	A	EB	7	A	L	7	A
							R	7	A
				NB	9	A	L	4	A
							T	10	A
				SB	10	B	T	12	B
							R	5	A
1300	Frank Sound Road at North Side Road/Old Robin Road	13	B	WB	11	B	L	10	B
							R	13	B
				NB	1	A	T	0	A
							R	8	A
				SB	0	A	L	0	A
							T	0	A

2046 LOS Table - Alternative B2 PM

#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	10	A	EB	11	B	LT	11	B
							TR	10	A
				WB	8	A	LT	8	A
							TR	7	A
				NB	6	A	L	6	A
							LTR	7	A
				SB	16	C	LTR	16	C
1501	East-West Arterial at Will T Connector 1	8	A	EB	8	A	LT	9	A
							TR	8	A
				WB	6	A	LT	6	A
							TR	6	A
				NB	6	A	LTR	6	A
				SB	10	A	LTR	10	A
1502	East-West Arterial at Will T Connector 2	7	A	EB	8	A	T	9	A
							TR	8	A
				WB	6	A	LT	6	A
							T	5	A
				NB	6	A	LR	6	A
1600	East-West Arterial at Northward Road	12	B	EB	0	A	T	0	A
							TR	0	A
				WB	0	A	LT	0	A
							T	0	A
				NB	12	B	L	12	B
							R	0	A
1700	East-West Arterial at Lookout Road	12	B	EB	15	C	LT	18	C
							R	4	A
				WB	8	A	LT	8	A
							TR	7	A
				NB	6	A	LTR	6	A
				SB	9	A	LTR	9	A
1800	East-West Arterial at Longfellow Road	16	C	EB	20	C	LTR	20	C
				WB	11	B	LTR	11	B
				NB	6	A	LTR	6	A
				SB	9	A	LTR	9	A
1900	East-West Arterial at North/South Spurs	14	B	EB	17	C	TR	17	C
				WB	10	B	LT	10	B
				NB	6	A	LR	6	A
				SB	8	A	LR	8	A
2100	Frank Sound Road at East-West Arterial Road South	19	C	EB	24	C	LTR	24	C
				WB	9	A	LTR	9	A
				NB	12	B	LTR	12	B
				SB	16	C	LTR	16	C

2046 LOS Table - Alternative B3 AM

#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
101	EW Arterial Blvd at Hirst Rd	12	B	EB	7	A	LT	7	A
							TR	7	A
				WB	15	B	LT	15	C
							TR	14	B
				NB	20	C	LTR	20	C
				SB	8	A	LTR	8	A
201	Shamrock Road at Hirst Road (1)	15	C	EB	0	A	T	0	A
				SB	15	B	L	11	B
							T	15	C
202	Shamrock Road at Hirst Road (2)	188	F	WB	0	A	L	0	A
							T	0	A
				NB	30	D	L	30	D
				SB	184	F	T	164	F
							R	188	F
203	Shamrock Road at Hirst Road Jughandle	13	B	EB	0	A	T	0	A
				NB	13	B	R	13	B
300	Shamrock Road at Woodland Ave	24	C	EB	0	A	L	0	A
							T	0	A
							R	9	A
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	14	B	L	13	B
							T	20	C
							R	21	C
				SB	24	C	L	0	A
							T	0	A
							R	24	C
400	Shamrock Road at Agricola Drive	9	A	EB	7	A	LTR	7	A
				WB	10	B	LTR	10	B
				NB	6	A	LTR	6	A
				SB	5	A	LTR	5	A
500	Shamrock Road at Brighview Drive/Calla Lily Drive	27	D	EB	0	A	L	0	A
							T	0	A
							R	9	A
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	18	C	L	15	B
							T	0	A
							R	26	D
				SB	22	C	L	11	B
							T	0	A
							R	27	D
600	Shamrock Road at Beach Bay Road	60	F	EB	5	A	T	0	A
							R	11	B
				WB	0	A	L	0	A
							T	0	A
				NB	52	F	L	32	D
							R	60	F
700	Shamrock Road at Northward Road	21	C	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	8	A
				SB	12	B	L	10	A
							R	21	C
800	Shamrock Road at Condor Road	20	C	EB	0	A	L	0	A
							T	0	A
							R	0	A
				WB	0	A	L	0	A
							T	0	A
							R	8	A
				NB	10	A	L	10	A
							T	0	A
							R	0	A
				SB	20	C	L	16	C
							T	0	A
							R	20	C
902	Bodden Town Road at Bodden Town Bypass	18	C	EB	0	A	L	0	A
							T	0	A
				WB	3	A	T	0	A
							R	8	A
				SB	12	B	L	10	B
							R	18	C
1000	Bodden Town Road at Long Fellow Drive	13	B	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	0	A
				SB	13	B	L	0	A
							R	13	B
1100	Frank Sound Road at Bodden Town Road	15	B	EB	9	A	LT	9	A
				WB	19	C	TR	19	C
				SB	10	B	LR	10	B
1200	Frank Sound Road at Clifton Hunter High School Access #1/Tie-in with EW Arterial	8	A	EB	7	A	L	8	A
							R	6	A
				NB	7	A	L	5	A
							T	8	A
				SB	8	A	T	9	A
							R	4	A
1300	Frank Sound Road at North Side Road/Old Robin Road	11	B	WB	9	A	L	9	A
							R	11	B
				NB	2	A	T	0	A
							R	8	A
				SB	0	A	L	0	A
							T	0	A

2046 LOS Table - Alternative B3 AM

#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	**East-West Arterial at Agricola Drive Connector**	10	A	EB	6	A	LT	6	A
							TR	5	A
				WB	10	B	LT	11	B
							TR	9	A
				NB	21	C	L	19	C
							LTR	23	C
				SB	7	A	LTR	7	A
1501	**East-West Arterial at Will T Connector 1**	7	A	EB	5	A	LT	6	A
							TR	5	A
				WB	8	A	LT	8	A
							TR	7	A
				NB	10	B	LTR	10	B
				SB	6	A	LTR	6	A
1502	**East-West Arterial at Will T Connector 2**	7	A	EB	5	A	T	6	A
							TR	5	A
				WB	7	A	LT	7	A
							T	6	A
				NB	16	C	LR	16	C
1600	**East-West Arterial at Northward Road**	15	B	EB	0	A	T	0	A
							TR	0	A
				WB	0	A	LT	0	A
							T	0	A
				NB	15	B	L	15	B
							R	0	A
1700	**East-West Arterial at Lookout Road**	8	A	EB	9	A	LT	9	A
							R	3	A
				WB	7	A	LT	7	A
							TR	6	A
				NB	13	B	LTR	13	B
				SB	7	A	LTR	7	A
1800	**East-West Arterial at Longfellow Road**	11	B	EB	10	A	LTR	10	A
				WB	12	B	LTR	12	B
				NB	7	A	LTR	7	A
				SB	6	A	LTR	6	A
1900	**East-West Arterial at North/South Spurs**	11	B	EB	10	A	TR	10	A
				WB	11	B	LT	11	B
				NB	8	A	LR	8	A
				SB	6	A	LR	6	A
2100	**Frank Sound Road at East-West Arterial Road South**	13	B	EB	12	B	LTR	12	B
				WB	8	A	LTR	8	A
				NB	14	B	LTR	14	B
				SB	11	B	LTR	11	B

2046 LOS Table - Alternative B3 PM

#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
101	EW Arterial Blvd at Hirst Rd	14	B	EB	18	C	LT	18	C
							TR	17	C
				WB	6	A	LT	6	A
							TR	6	A
				NB	9	A	LTR	9	A
				SB	19	C	LTR	19	C
201	Shamrock Road at Hirst Road (1)	33	D	EB	0	A	T	0	A
				SB	32	D	L	13	B
							T	33	D
202	Shamrock Road at Hirst Road (2)	67	F	WB	0	A	L	0	A
							T	0	A
				NB	17	C	L	17	C
				SB	66	F	T	61	F
							R	67	F
203	Shamrock Road at Hirst Road Jughandle	17	C	EB	0	A	T	0	A
				NB	17	C	R	17	C
300	Shamrock Road at Woodland Drive	29	D	EB	1	A	L	0	A
							T	0	A
							R	8	A
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	14	B	L	12	B
							T	21	C
							R	23	C
				SB	29	D	L	0	A
							T	27	D
							R	29	D
400	Shamrock Road at Agricola Drive	7	A	EB	6	A	LTR	6	A
				WB	7	A	LTR	7	A
				NB	5	A	LTR	5	A
				SB	8	A	LTR	8	A
500	Shamrock Road at Brightview Drive/Calla Lily Drive	27	D	EB	0	A	L	0	A
							T	0	A
							R	8	A
				WB	0	A	L	0	A
							T	0	A
							R	9	A
				NB	11	B	L	11	B
							T	0	A
							R	0	A
				SB	27	D	L	0	A
							T	0	A
							R	27	D
600	Shamrock Road at Beach Bay Road	44	E	EB	1	A	T	0	A
							R	9	A
				WB	0	A	L	0	A
							T	0	A
				NB	39	E	L	27	D
							R	44	E
700	Shamrock Road at Northward Road	22	C	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	8	A
				SB	18	C	L	13	B
							R	22	C
800	Shamrock Road at Condor Road	18	C	EB	0	A	L	0	A
							T	0	A
							R	8	A
				WB	0	A	L	0	A
							T	0	A
							R	8	A
				NB	10	A	L	10	A
							T	0	A
							R	0	A
				SB	18	C	L	13	B
							T	0	A
							R	18	C
902	Bodden Town Road at Bodden Town Bypass	20	C	EB	0	A	L	0	A
							T	0	A
				WB	3	A	T	0	A
							R	8	A
				SB	15	C	L	12	B
							R	20	C
1000	Bodden Town Road at Long Fellow Drive	13	B	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	0	A
				SB	13	B	L	0	A
							R	13	B
1100	Frank Sound Road at Bodden Town Road	14	B	EB	7	A	LT	7	A
				WB	12	B	TR	12	B
				NB	18	C	LR	18	C
1200	Frank Sound Road at Clifton Hunter High School Access #1/Tie-in with EW Arterial	9	A	EB	7	A	L	7	A
							R	7	A
				NB	8	A	L	4	A
							T	9	A
				SB	10	B	T	12	B
							R	5	A
1300	Frank Sound Road at North Side Road/Old Robin Road	13	B	WB	11	B	L	10	B
							R	13	B
				NB	1	A	T	0	A
							R	8	A
				SB	0	A	L	0	A
							T	0	A

2046 LOS Table - Alternative B3 PM

#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	**East-West Arterial at Agricola Drive Connector**	10	A	EB	10	B	LT	11	B
							TR	9	A
				WB	8	A	LT	8	A
							TR	7	A
				NB	6	A	L	6	A
							LTR	6	A
				SB	16	C	LTR	16	C
1501	**East-West Arterial at Will T Connector 1**	7	A	EB	8	A	LT	9	A
							TR	8	A
				WB	6	A	LT	6	A
							TR	6	A
				NB	6	A	LTR	6	A
				SB	9	A	LTR	9	A
1502	**East-West Arterial at Will T Connector 2**	7	A	EB	8	A	T	8	A
							TR	7	A
				WB	6	A	LT	6	A
							T	5	A
				NB	6	A	LR	6	A
1600	**East-West Arterial at Northward Road**	12	B	EB	0	A	T	0	A
							TR	0	A
				WB	0	A	LT	0	A
							T	0	A
				NB	12	B	L	12	B
							R	0	A
1700	**East-West Arterial at Lookout Road**	11	B	EB	13	B	LT	16	C
							R	4	A
				WB	7	A	LT	8	A
							TR	7	A
				NB	8	A	LTR	8	A
				SB	11	B	LTR	11	B
1800	**East-West Arterial at Longfellow Road**	14	B	EB	18	C	LTR	18	C
				WB	9	A	LTR	9	A
				NB	6	A	LTR	6	A
				SB	8	A	LTR	8	A
1900	**East-West Arterial at North/South Spurs**	14	B	EB	17	C	TR	17	C
				WB	10	A	LT	10	A
				NB	6	A	LR	6	A
				SB	8	A	LR	8	A
2100	**Frank Sound Road at East-West Arterial Road South**	18	C	EB	24	C	LTR	24	C
				WB	9	A	LTR	9	A
				NB	11	B	LTR	11	B
				SB	16	C	LTR	16	C

2046 LOS Table - Alternative B4 AM

#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
101	EW Arterial Blvd at Hirst Rd	12	B	EB	6	A	LT	7	A
							TR	6	A
				WB	15	B	LT	15	C
							TR	14	B
				NB	18	C	LTR	18	C
				SB	8	A	LTR	8	A
201	Shamrock Road at Hirst Road (1)	15	B	EB	0	A	T	0	A
				SB	14	B	L	11	B
							T	15	B
202	Shamrock Road at Hirst Road (2)	103	F	WB	0	A	L	0	A
							T	0	A
				NB	26	D	L	26	D
				SB	100	F	T	85	F
							R	103	F
203	Shamrock Road at Hirst Road Jughandle	12	B	EB	0	A	T	0	A
				NB	12	B	R	12	B
300	Shamrock Road at Woodland Drive	22	C	EB	0	A	L	0	A
							T	0	A
							R	8	A
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	13	B	L	12	B
							T	18	C
							R	19	C
				SB	22	C	L	0	A
							T	0	A
							R	22	C
400	Shamrock Road at Agricola Drive	7	A	EB	6	A	LTR	6	A
				WB	8	A	LTR	8	A
				NB	5	A	LTR	5	A
				SB	4	A	LTR	4	A
500	Shamrock Road at Brighview Drive/Calla Lily Drive	21	C	EB	0	A	L	0	A
							T	0	A
							R	9	A
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	15	B	L	12	B
							T	0	A
							R	21	C
				SB	18	C	L	11	B
							T	0	A
							R	21	C
600	Shamrock Road at Beach Bay Road	39	E	EB	5	A	T	0	A
							R	10	B
				WB	0	A	L	0	A
							T	0	A
				NB	33	D	L	20	C
							R	39	E
700	Shamrock Road at Northward Road	17	C	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	8	A
				SB	11	B	L	10	A
							R	17	C
800	Shamrock Road at Condor Road	13	B	EB	0	A	L	0	A
							T	0	A
							R	0	A
				WB	0	A	L	0	A
							T	0	A
							R	7	A
				NB	9	A	L	9	A
							T	0	A
							R	0	A
				SB	12	B	L	11	B
							T	0	A
							R	12	B
901	Lookout Road at Bodden Town Bypass	9	A	EB	13	B	LT	13	B
				WB	10	A	T	9	A
							R	11	B
				SB	7	A	L	7	A
							R	7	A
902	Bodden Town Road at Bodden Town Bypass	8	A	EB	12	B	LTR	12	B
				WB	9	A	T	8	A
							R	10	A
				SB	7	A	L	7	A
							R	7	A
1000	Bodden Town Road at Long Fellow Drive	7	A	EB	6	A	L	6	A
							T	6	A
				WB	8	A	T	8	A
							R	7	A
				SB	7	A	LR	7	A
1100	Frank Sound Road at Bodden Town Road	96	F	EB	9	A	L	8	A
							T	11	B
				WB	220	F	T	220	F
				SB	36	E	LR	36	E
1200	Frank Sound Road at Clifton Hunter High School Access #1/Tie-in with EW Arterial	6	A	EB	5	A	L	3	A
							R	5	A
				NB	6	A	LT	6	A
				SB	7	A	TR	7	A
1300	Frank Sound Road at North Side Road/Old Robin Road	11	B	WB	9	A	L	9	A
							R	11	B
				NB	2	A	T	0	A
							R	8	A
				SB	0	A	L	0	A
							T	0	A

2046 LOS Table - Alternative B4 AM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	10	A	EB	6	A	LT	6	A
							TR	5	A
				WB	11	B	LT	12	B
							TR	10	B
				NB	19	C	L	17	C
							LTR	20	C
				SB	7	A	LTR	7	A
1501	East-West Arterial at Will T Connector 1	8	A	EB	5	A	LT	6	A
							TR	5	A
				WB	9	A	LT	9	A
							TR	8	A
				NB	11	B	LTR	11	B
				SB	6	A	LTR	6	A
1502	East-West Arterial at Will T Connector 2	8	A	EB	5	A	T	6	A
							TR	5	A
				WB	7	A	LT	8	A
							T	7	A
				NB	20	C	LR	20	C
1600	East-West Arterial at Northward Road	16	C	EB	0	A	T	0	A
							TR	0	A
				WB	0	A	LT	0	A
							T	0	A
				NB	16	C	L	16	C
							R	0	A
1700	East-West Arterial at Lookout Road	7	A	EB	5	A	LT	6	A
							R	5	A
				WB	8	A	T	8	A
							TR	7	A
				SB	6	A	LR	6	A
2100	Frank Sound Road at East-West Arterial Road South	0	A	WB	0	A	LR	0	A
				NB	0	A	TR	0	A
				SB	0	A	LT	0	A

2046 LOS Table - Alternative B4 PM

#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
101	EW Arterial Blvd at Hirst Rd	14	B	EB	18	C	LT	19	C
							TR	17	C
				WB	6	A	LT	6	A
							TR	6	A
				NB	8	A	LTR	8	A
				SB	19	C	LTR	19	C
201	Shamrock Road at Hirst Road (1)	26	D	EB	0	A	T	0	A
				SB	25	D	L	13	B
							T	26	D
202	Shamrock Road at Hirst Road (2)	132	F	WB	0	A	L	0	A
							T	0	A
				NB	20	C	L	20	C
				SB	130	F	T	122	F
							R	132	F
203	Shamrock Road at Hirst Road Jughandle	17	C	EB	0	A	T	0	A
				NB	17	C	R	17	C
300	Shamrock Road at Woodland Drive	31	D	EB	1	A	L	0	A
							T	0	A
							R	9	A
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	16	C	L	13	B
							T	22	C
							R	24	C
				SB	31	D	L	0	A
							T	29	D
							R	31	D
400	Shamrock Road at Agricola Drive	7	A	EB	6	A	LTR	6	A
				WB	7	A	LTR	7	A
				NB	5	A	LTR	5	A
				SB	6	A	LTR	6	A
500	Shamrock Road at Brightview Drive/Calla Lily Drive	28	D	EB	0	A	L	0	A
							T	0	A
							R	9	A
				WB	0	A	L	0	A
							T	0	A
							R	8	A
				NB	12	B	L	12	B
							T	0	A
							R	0	A
				SB	28	D	L	0	A
							T	0	A
							R	28	D
600	Shamrock Road at Beach Bay Road	48	E	EB	2	A	T	0	A
							R	10	A
				WB	0	A	L	0	A
							T	0	A
				NB	44	E	L	31	D
							R	48	E
700	Shamrock Road at Northward Road	22	C	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	8	A
				SB	18	C	L	12	B
							R	22	C
800	Shamrock Road at Condor Road	14	B	WB	0	A	T	0	A
							R	8	A
				NB	10	A	L	10	A
							T	0	A
							R	0	A
				SB	14	B	L	11	B
							T	0	A
							R	14	B
901	Lookout Road at Bodden Town Bypass	8	A	EB	7	A	LT	7	A
				WB	6	A	T	6	A
							R	7	A
				SB	9	A	L	9	A
							R	9	A
902	Bodden Town Road at Bodden Town Bypass	9	A	EB	9	A	LTR	9	A
				WB	8	A	T	7	A
							R	9	A
				SB	9	A	L	10	A
							R	9	A
1000	Bodden Town Road at Long Fellow Drive	7	A	EB	8	A	L	8	A
							T	7	A
				WB	7	A	T	7	A
							R	7	A
				SB	9	A	LR	9	A
1100	Frank Sound Road at Bodden Town Road	44	E	EB	10	B	L	8	A
							T	12	B
				WB	73	F	T	73	F
				SB	70	F	LR	70	F
1200	Frank Sound Road at Clifton Hunter High School Access #1/Tie-in with EW Arterial	6	A	EB	5	A	L	4	A
							R	6	A
				NB	7	A	LT	7	A
				SB	7	A	TR	7	A
1300	Frank Sound Road at North Side Road/Old Robin Road	13	B	WB	11	B	L	10	B
							R	13	B
				NB	1	A	T	0	A
							R	8	A
				SB	0	A	L	0	A
							T	0	A

2046 LOS Table - Alternative B4 PM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	10	A	EB	10	B	LT	11	B
							TR	10	A
				WB	7	A	LT	7	A
							TR	6	A
				NB	6	A	L	5	A
							LTR	6	A
				SB	17	C	LTR	17	C
1501	East-West Arterial at Will T Connector 1	8	A	EB	9	A	LT	9	A
							TR	8	A
				WB	5	A	LT	6	A
							TR	5	A
				NB	5	A	LTR	5	A
				SB	10	A	LTR	10	A
1502	East-West Arterial at Will T Connector 2	8	A	EB	9	A	T	9	A
							TR	8	A
				WB	5	A	LT	5	A
							T	5	A
				NB	5	A	LR	5	A
1600	East-West Arterial at Northward Road	7	A	EB	0	A	T	0	A
							TR	0	A
				WB	0	A	LT	0	A
							T	0	A
				NB	11	B	L	11	B
							R	0	A
1700	East-West Arterial at Lookout Road	7	A	EB	8	A	LT	9	A
							R	8	A
				WB	6	A	T	6	A
							TR	5	A
				SB	9	A	LR	9	A
2100	Frank Sound Road at East-West Arterial Road South	0	A	WB	0	A	LR	0	A
				NB	0	A	TR	0	A
				SB	0	A	LT	0	A

Attachment E5

2074 Alternative LOS Summary Tables

2074 LOS Table - No-Build AM

#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
101	EW Arterial Blvd at Hirst Rd	247	F	EB	290	F	LT	337	F
							R	7	A
				WB	283	F	LT	283	F
				NB	87	F	LTR	87	F
				SB	85	F	LTR	85	F
201	Shamrock Road at Hirst Road (1)	125	F	EB	0	A	T	0	A
				SB	93	F	L	17	C
							T	125	F
202	Shamrock Road at Hirst Road (2)	10,000	F	WB	0	A	L	0	A
							T	0	A
				NB	7,851	F	L	7,851	F
				SB	10,000	F	T	10,000	F
							R	10,000	F
203	Shamrock Road at Hirst Road Jughandle	19	C	EB	0	A	T	0	A
				NB	19	C	R	19	C
300	Shamrock Road at Woodland Drive	10,000	F	EB	0	A	L	0	A
							T	0	A
							R	15	B
				WB	0	A	L	0	A
							T	0	A
							R	9	A
				NB	140	F	L	118	F
							T	223	F
							R	274	F
				SB	10,000	F	L	10,000	F
							T	0	A
							R	10,000	F
400	Shamrock Road at Agricola Drive	413	F	EB	200	F	LTR	200	F
				WB	515	F	LTR	515	F
				NB	60	F	LTR	60	F
				SB	276	F	LTR	276	F
500	Shamrock Road at Brightview Drive/Calla Lily Drive	10,000	F	EB	0	A	L	0	A
							T	0	A
							R	20	C
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	4,968	F	L	3,823	F
							T	0	A
							R	8,630	F
				SB	10,000	F	L	10,000	F
							T	0	A
							R	10,000	F
600	Shamrock Road at Beach Bay Road	10,000	F	EB	0	A	T	0	A
							R	26	D
				WB	0	A	L	0	A
							T	0	A
				NB	10,000	F	L	10,000	F
							R	10,000	F
700	Shamrock Road at Northward Road	10,000	F	EB	0	A	L	0	A
							T	0	A
				WB	1	A	T	0	A
							R	19	C
				SB	10,000	F	L	10,000	F
							R	10,000	F
800	Shamrock Road at Condor Road	1,061	F	EB	0	A	L	0	A
							T	0	A
							R	0	A
				WB	0	A	L	0	A
							T	0	A
							R	13	B
				NB	20	C	L	20	C
							T	0	A
							R	0	A
				SB	983	F	L	836	F
							T	0	A
							R	1,061	F
902	Bodden Town Road at Bodden Town Bypass	10,000	F	EB	0	A	L	0	A
							T	0	A
				WB	17	C	T	0	A
							R	74	F
				SB	10,000	F	L	10,000	F
							R	10,000	F
1000	Bodden Town Road at Long Fellow Drive	2,157	F	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	0	A
				SB	2,157	F	L	0	A
							R	2,157	F
1100	Frank Sound Road at Bodden Town Road	10,000	F	EB	0	A	L	0	A
							T	0	A
				WB	3	A	T	0	A
							R	13	B
				SB	10,000	F	L	0	A
							R	10,000	F
1200	Frank Sound Road at Clifton Hunter High School Access #1/Tie-in with EW Arterial	591	F	EB	583	F	L	581	F
							R	591	F
				NB	0	A	L	0	A
							T	0	A
				SB	7	A	L	0	A
							T	12	B
1300	Frank Sound Road at North Side Road/Old Robin Road	14	B	WB	11	B	L	10	B
							R	14	B
				NB	2	A	T	0	A
							R	8	A
				SB	0	A	L	0	A
							T	0	A

2074 LOS Table - No-Build AM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	24	C	EB	22	C	LR	22	C
				NB	27	D	LT	27	D
				SB	11	B	TR	11	B

2074 LOS Table - No-Build PM

#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
101	EW Arterial Blvd at Hirst Rd	28	D	EB	16	C	LT	20	C
							R	11	B
				WB	15	C	LT	15	C
				NB	8	A	LTR	8	A
				SB	73	F	LTR	73	F
201	Shamrock Road at Hirst Road (1)	9,291	F	EB	0	A	T	0	A
				SB	7,911	F	L	6,386	F
							T	9,291	F
202	Shamrock Road at Hirst Road (2)	10,000	F	WB	0	A	L	0	A
							T	0	A
				NB	1,956	F	L	1,956	F
				SB	10,000	F	T	10,000	F
							R	10,000	F
203	Shamrock Road at Hirst Road Jughandle	2,065	F	EB	0	A	T	0	A
				NB	2,065	F	R	2,065	F
300	Shamrock Road at Woodland Drive	10,000	F	EB	0	A	L	0	A
							T	0	A
							R	14	B
				WB	0	A	L	0	A
							T	0	A
							R	24	C
				NB	10,000	F	L	10,000	F
							T	10,000	F
							R	10,000	F
				SB	10,000	F	L	10,000	F
							T	0	A
							R	10,000	F
400	Shamrock Road at Agricola Drive	545	F	EB	483	F	LTR	483	F
				WB	199	F	LTR	199	F
				NB	19	C	LTR	19	C
				SB	1,646	F	LTR	1,646	F
500	Shamrock Road at Brightview Drive/Calla Lily Drive	10,000	F	EB	0	A	L	0	A
							T	0	A
							R	16	C
				WB	0	A	L	0	A
							T	0	A
							R	26	D
				NB	10,000	F	L	10,000	F
							T	0	A
							R	0	A
				SB	10,000	F	L	0	A
							T	0	A
							R	10,000	F
600	Shamrock Road at Beach Bay Road	10,000	F	EB	0	A	T	0	A
							R	17	C
				WB	0	A	L	0	A
							T	0	A
				NB	10,000	F	L	10,000	F
							R	10,000	F
700	Shamrock Road at Northward Road	10,000	F	EB	0	A	L	0	A
							T	0	A
				WB	1	A	T	0	A
							R	31	D
				SB	10,000	F	L	10,000	F
							R	10,000	F
800	Shamrock Road at Condor Road	10,000	F	EB	0	A	L	0	A
							T	0	A
							R	11	B
				WB	0	A	L	0	A
							T	0	A
							R	16	C
				NB	10,000	F	L	10,000	F
							T	0	A
							R	0	A
				SB	10,000	F	L	10,000	F
							T	0	A
							R	0	A
902	Bodden Town Road at Bodden Town Bypass	10,000	F	EB	0	A	L	0	A
							T	0	A
				WB	48	E	T	0	A
							R	193	F
				SB	10,000	F	L	10,000	F
							R	10,000	F
1000	Bodden Town Road at Long Fellow Drive	2,057	F	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	0	A
				SB	2,057	F	L	0	A
							R	2,057	F
1100	Frank Sound Road at Bodden Town Road	10,000	F	EB	0	A	L	0	A
							T	0	A
				WB	2	A	T	0	A
							R	12	B
				SB	10,000	F	L	0	A
							R	10,000	F
1200	Frank Sound Road at Clifton Hunter High School Access #1/Tie-in with EW Arterial	838	F	EB	828	F	L	825	F
							R	838	F
				NB	0	A	L	0	A
							T	0	A
				SB	8	A	L	0	A
							T	13	B
1300	Frank Sound Road at North Side Road/Old Robin Road	16	C	WB	12	B	L	11	B
							R	15	C
				NB	1	A	T	0	A
							R	8	A
				SB	0	A	L	0	A
							T	0	A

2074 LOS Table - No-Build PM									
1400	**East-West Arterial at Agricola Drive Connector**	7	A	EB	7	A	LR	7	A
				NB	5	A	LT	5	A
				SB	8	A	TR	8	A

2074 LOS Table - Alternative B1 AM

#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
101	EW Arterial Blvd at Hirst Rd	15	C	EB	26	D	LTR	26	D
				WB	13	B	LTR	13	B
				NB	8	A	LTR	8	A
				SB	7	A	LTR	7	A
201	Shamrock Road at Hirst Road (1)	152	F	EB	0	A	T	0	A
				SB	144	F	L	11	B
							T	152	F
202	Shamrock Road at Hirst Road (2)	10,000	F	WB	0	A	L	0	A
							T	0	A
				NB	1,844	F	L	1,844	F
				SB	10,000	F	T	10,000	F
							R	10,000	F
203	Shamrock Road at Hirst Road Jughandle	13	B	EB	0	A	T	0	A
				NB	13	B	R	13	B
300	Shamrock Road at Woodland Ave	199	F	EB	0	A	L	0	A
							T	0	A
							R	13	B
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	51	F	L	44	E
							T	0	A
							R	72	F
				SB	199	F	L	0	A
							T	0	A
							R	199	F
400	Shamrock Road at Agricola Drive	73	F	EB	5	A	LTR	5	A
				WB	107	F	LTR	107	F
				NB	13	B	LTR	13	B
				SB	8	A	LTR	8	A
500	Shamrock Road at Brightview Drive/Calla Lily Drive	64	F	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	0	A
				NB	31	D	L	22	C
							T	0	A
							R	57	F
				SB	53	F	L	19	C
							T	0	A
							R	64	F
600	Shamrock Road at Beach Bay Road	508	F	EB	7	A	T	0	A
							R	17	C
				WB	0	A	L	0	A
							T	0	A
				NB	417	F	L	357	F
							R	508	F
700	Shamrock Road at Northward Road	36	E	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	8	A
				SB	22	C	L	12	B
							R	36	E
800	Shamrock Road at Condor Road	43	E	EB	0	A	L	0	A
							T	0	A
							R	0	A
				WB	0	A	L	0	A
							T	0	A
							R	8	A
				NB	12	B	L	11	B
							T	17	C
							R	0	A
				SB	43	E	L	36	E
							T	0	A
							R	43	E
902	Bodden Town Road at Bodden Town Bypass	30	D	EB	0	A	L	0	A
							T	0	A
				WB	3	A	T	0	A
							R	8	A
				SB	15	B	L	12	B
							R	30	D
1000	Bodden Town Road at Long Fellow Drive	17	C	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	0	A
				SB	17	C	L	0	A
							R	17	C
1100	Frank Sound Road at Bodden Town Road	11	B	EB	7	A	L	7	A
							T	7	A
				WB	8	A	T	7	A
							R	9	A
				SB	15	C	T	16	C
							R	3	A
1200	Frank Sound Road at Clifton Hunter High School Access #1/Tie-in with EW Arterial	12	B	EB	10	A	L	10	B
							R	8	A
				NB	9	A	L	7	A
							T	10	B
				SB	15	B	T	15	C
							R	14	B
1300	Frank Sound Road at North Side Road/Old Robin Road	14	B	WB	11	B	L	11	B
							R	14	B
				NB	2	A	T	0	A
							R	8	A
				SB	0	A	L	0	A
							T	0	A

2074 LOS Table - Alternative B1 AM

#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	5	A	EB	6	A	LTR	6	A
				WB	5	A	LTR	5	A
				NB	5	A	LTR	5	A
				SB	6	A	LTR	6	A
1501	East-West Arterial at Will T Connector 1	11	B	EB	9	A	LT	10	B
							TR	9	A
				WB	12	B	LT	13	B
							TR	10	B
				NB	19	C	L	17	C
							LTR	21	C
				SB	11	B	LTR	11	B
1502	East-West Arterial at Will T Connector 2	10	A	EB	9	A	T	10	A
							TR	9	A
				WB	9	A	LT	10	A
							T	9	A
				NB	20	C	L	19	C
							LR	22	C
1600	East-West Arterial at Northward Road	20	C	EB	0	A	T	0	A
							TR	0	A
				WB	0	A	LT	0	A
							T	0	A
				NB	20	C	L	20	C
							R	0	A
1700	East-West Arterial at Lookout Road	10	A	EB	9	A	LT	10	A
							TR	8	A
				WB	9	A	LT	10	A
							TR	9	A
				NB	15	C	LTR	15	C
				SB	11	B	LTR	11	B
1800	East-West Arterial at Longfellow Road	8	A	EB	9	A	LT	9	A
							TR	8	A
				WB	7	A	LT	8	A
							TR	7	A
				NB	9	A	LTR	9	A
				SB	10	A	LTR	10	A
1900	East-West Arterial at North/South Spurs	10	A	EB	9	A	T	8	A
							R	10	B
				WB	15	C	LT	14	B
							T	17	C
				NB	9	A	L	9	A
							R	9	A
2000	Frank Sound Road at East-West Arterial North	5	A	EB	4	A	LR	4	A
				NB	4	A	LT	4	A
				SB	5	A	TR	5	A
2100	Frank Sound Road at East-West Arterial South	9	A	EB	9	B	LTR	9	A
							R	10	B
				WB	11	B	LTR	11	B
				NB	6	A	L	6	A
							LTR	6	A
				SB	20	C	LTR	20	C

2074 LOS Table - Alternative B1 PM

#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
101	EW Arterial Blvd at Hirst Rd	24	C	EB	17	C	LTR	17	C
				WB	19	C	LTR	19	C
				NB	24	C	LTR	24	C
				SB	29	D	LTR	29	D
201	Shamrock Road at Hirst Road (1)	765	F	EB	0	A	T	0	A
				SB	642	F	L	28	D
							T	765	F
202	Shamrock Road at Hirst Road (2)	10,000	F	WB	0	A	L	0	A
							T	0	A
				NB	185	F	L	185	F
				SB	10,000	F	T	10,000	F
							R	10,000	F
203	Shamrock Road at Hirst Road Jughandle	50	F	EB	0	A	T	0	A
				NB	50	F	R	50	F
300	Shamrock Road at Woodland Ave	217	F	EB	0	A	L	0	A
							T	0	A
							R	10	B
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	32	D	L	19	C
							T	0	A
							R	68	F
				SB	212	F	L	164	F
							T	0	A
							R	217	F
400	Shamrock Road at Agricola Drive	14	B	EB	10	A	LTR	10	A
				WB	17	C	LTR	17	C
				NB	8	A	LTR	8	A
				SB	14	B	LTR	14	B
500	Shamrock Road at Brightview Drive/Calla Lily Drive	61	F	EB	0	A	L	0	A
							T	0	A
							R	10	A
				WB	0	A	L	0	A
							T	0	A
							R	9	A
				NB	22	C	L	15	C
							T	0	A
							R	58	F
				SB	61	F	L	0	A
							T	0	A
							R	61	F
600	Shamrock Road at Beach Bay Road	252	F	EB	2	A	T	0	A
							R	11	B
				WB	0	A	L	0	A
							T	0	A
				NB	233	F	L	197	F
							R	252	F
700	Shamrock Road at Northward Road	43	E	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	9	A
				SB	37	E	L	21	C
							R	43	E
800	Shamrock Road at Condor Road	31	D	EB	0	A	L	0	A
							T	0	A
							R	8	A
				WB	0	A	L	0	A
							T	0	A
							R	8	A
				NB	11	B	L	11	B
							T	0	A
							R	0	A
				SB	31	D	L	23	C
							T	0	A
							R	31	D
902	Bodden Town Road at Bodden Town Bypass	46	E	EB	0	A	L	0	A
							T	0	A
				WB	4	A	T	0	A
							R	9	A
				SB	30	D	L	21	C
							R	46	E
1000	Bodden Town Road at Long Fellow Drive	18	C	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	0	A
				SB	18	C	L	0	A
							R	18	C
1100	Frank Sound Road at Bodden Town Road	15	C	EB	6	A	L	5	A
							T	6	A
				WB	7	A	T	7	A
							R	7	A
				SB	25	D	T	27	D
							R	4	A
1200	Frank Sound Road at Clifton Hunter High School Access #1/Tie-in with EW Arterial	22	C	EB	14	B	L	13	B
							R	15	B
				NB	38	E	L	6	A
							T	47	E
				SB	13	B	T	14	B
							R	13	B
1300	Frank Sound Road at North Side Road/Old Robin Road	16	C	WB	12	B	L	11	B
							R	16	C
				NB	1	A	T	0	A
							R	8	A
				SB	0	A	L	0	A
							T	0	A

2074 LOS Table - Alternative B1 PM

#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	6	A	EB	6	A	LTR	6	A
				WB	5	A	LTR	5	A
				NB	3	A	LTR	3	A
				SB	7	A	LTR	7	A
1501	East-West Arterial at Will T Connector 1	15	B	EB	17	C	LT	20	C
							TR	14	B
				WB	12	B	LT	12	B
							TR	10	B
				NB	9	A	L	9	A
							LTR	10	A
				SB	18	C	LTR	18	C
1502	East-West Arterial at Will T Connector 2	11	B	EB	14	B	T	15	C
							TR	12	B
				WB	8	A	LT	9	A
							T	8	A
				NB	10	A	L	9	A
							LR	10	B
1600	East-West Arterial at Northward Road	15	C	EB	0	A	T	0	A
							TR	0	A
				WB	0	A	LT	0	A
							T	0	A
				NB	15	C	L	15	C
							R	0	A
1700	East-West Arterial at Lookout Road	13	B	EB	13	B	LT	15	B
							TR	11	B
				WB	12	B	LT	13	B
							TR	11	B
				NB	11	B	LTR	11	B
				SB	15	B	LTR	15	B
1800	East-West Arterial at Longfellow Road	9	A	EB	10	A	LT	10	B
							TR	9	A
				WB	7	A	LT	8	A
							TR	7	A
				NB	8	A	LTR	8	A
				SB	11	B	LTR	11	B
1900	East-West Arterial at North/South Spurs	10	A	EB	10	B	T	9	A
							R	11	B
				WB	13	B	LT	13	B
							T	15	B
				NB	8	A	L	8	A
							R	8	A
2000	Frank Sound Road at East-West Arterial North	5	A	EB	5	A	LR	5	A
				NB	4	A	LT	4	A
				SB	5	A	TR	5	A
2100	Frank Sound Road at East-West Arterial South	11	B	EB	11	B	LTR	10	A
							R	12	B
				WB	10	B	LTR	10	B
				NB	9	A	L	9	A
							LTR	9	A
				SB	19	C	LTR	19	C

2074 LOS Table - Alternative B2 AM

#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
101	EW Arterial Blvd at Hirst Rd	16	C	EB	28	D	LTR	28	D
				WB	13	B	LTR	13	B
				NB	8	A	LTR	8	A
				SB	7	A	LTR	7	A
201	Shamrock Road at Hirst Road (1)	190	F	EB	0	A	T	0	A
				SB	178	F	L	11	B
							T	190	F
202	Shamrock Road at Hirst Road (2)	10,000	F	WB	0	A	L	0	A
							T	0	A
				NB	1,793	F	L	1,793	F
				SB	10,000	F	T	10,000	F
							R	10,000	F
203	Shamrock Road at Hirst Road Jughandle	14	B	EB	0	A	T	0	A
				NB	14	B	R	14	B
300	Shamrock Road at Woodland Ave	303	F	EB	0	A	L	0	A
							T	0	A
							R	12	B
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	51	F	L	42	E
							T	0	A
							R	74	F
				SB	303	F	L	0	A
							T	0	A
							R	303	F
400	Shamrock Road at Agricola Drive	65	F	EB	5	A	LTR	5	A
				WB	96	F	LTR	96	F
				NB	13	B	LTR	13	B
				SB	8	A	LTR	8	A
500	Shamrock Road at Brightview Drive/Calla Lily Drive	57	F	EB	0	A	L	0	A
							T	0	A
							R	10	B
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	28	D	L	21	C
							T	0	A
							R	52	F
				SB	47	E	L	17	C
							T	0	A
							R	57	F
600	Shamrock Road at Beach Bay Road	416	F	EB	7	A	T	0	A
							R	16	C
				WB	0	A	L	0	A
							T	0	A
				NB	348	F	L	295	F
							R	416	F
700	Shamrock Road at Northward Road	33	D	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	8	A
				SB	22	C	L	12	B
							R	33	D
800	Shamrock Road at Condor Road	37	E	EB	0	A	L	0	A
							T	0	A
							R	0	A
				WB	0	A	L	0	A
							T	0	A
							R	8	A
				NB	12	B	L	11	B
							T	16	C
							R	0	A
				SB	37	E	L	31	D
							T	0	A
							R	37	E
902	Bodden Town Road at Bodden Town Bypass	24	C	EB	0	A	L	0	A
							T	0	A
				WB	3	A	T	0	A
							R	8	A
				SB	13	B	L	11	B
							R	24	C
1000	Bodden Town Road at Long Fellow Drive	16	C	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	0	A
				SB	16	C	L	0	A
							R	16	C
1100	Frank Sound Road at Bodden Town Road	11	B	EB	7	A	L	7	A
							T	7	A
				WB	8	A	T	6	A
							R	9	A
				SB	15	C	T	16	C
							R	3	A
1200	Frank Sound Road at Clifton Hunter High School Access #1/Tie-in with EW Arterial	13	B	EB	11	B	L	12	B
							R	8	A
				NB	10	A	L	7	A
							T	12	B
				SB	15	C	T	16	C
							R	15	B
1300	Frank Sound Road at North Side Road/Old Robin Road	14	B	WB	11	B	L	11	B
							R	14	B
				NB	2	A	T	0	A
							R	8	A
				SB	0	A	L	0	A
							T	0	A

2074 LOS Table - Alternative B2 AM

#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	5	A	EB	5	A	LTR	5	A
				WB	4	A	LTR	4	A
				NB	5	A	LTR	5	A
				SB	5	A	LTR	5	A
1501	East-West Arterial at Will T Connector 1	11	B	EB	10	A	LT	11	B
							TR	9	A
				WB	12	B	LT	13	B
							TR	11	B
				NB	19	C	L	18	C
							LTR	21	C
				SB	11	B	LTR	11	B
1502	East-West Arterial at Will T Connector 2	11	B	EB	10	A	T	10	B
							TR	9	A
				WB	10	A	LT	10	B
							T	9	A
				NB	22	C	L	20	C
							LR	24	C
1600	East-West Arterial at Northward Road	21	C	EB	0	A	T	0	A
							TR	0	A
				WB	0	A	LT	0	A
							T	0	A
				NB	21	C	L	21	C
							R	0	A
1700	East-West Arterial at Lookout Road	10	A	EB	10	A	LT	10	B
							TR	9	A
				WB	10	A	LT	11	B
							TR	9	A
				NB	15	B	LTR	15	B
				SB	11	B	LTR	11	B
1800	East-West Arterial at Longfellow Road	9	A	EB	9	A	LT	10	A
							TR	8	A
				WB	8	A	LT	8	A
							TR	7	A
				NB	10	A	LTR	10	A
				SB	10	B	LTR	10	B
1900	East-West Arterial at North/South Spurs	9	A	EB	9	A	LT	10	A
							TR	8	A
				WB	8	A	LT	8	A
							TR	7	A
				NB	9	A	LTR	9	A
				SB	11	B	LTR	11	B
2100	Frank Sound Road at East-West Arterial Road South	14	B	EB	11	B	LTR	10	A
							R	12	B
				WB	14	B	LTR	14	B
				NB	9	A	L	9	A
							LTR	9	A
				SB	35	D	LTR	17	C
							R	46	E

2074 LOS Table - Alternative B2 PM

#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
101	EW Arterial Blvd at Hirst Rd	26	D	EB	18	C	LTR	18	C
				WB	19	C	LTR	19	C
				NB	24	C	LTR	24	C
				SB	33	D	LTR	33	D
201	Shamrock Road at Hirst Road (1)	875	F	EB	0	A	T	0	A
				SB	774	F	L	24	C
							T	875	F
202	Shamrock Road at Hirst Road (2)	10,000	F	WB	0	A	L	0	A
							T	0	A
				NB	109	F	L	109	F
				SB	10,000	F	T	10,000	F
							R	10,000	F
203	Shamrock Road at Hirst Road Jughandle	49	E	EB	0	A	T	0	A
				NB	49	E	R	49	E
300	Shamrock Road at Woodland Ave	122	F	EB	0	A	L	0	A
							T	0	A
							R	10	A
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	26	D	L	16	C
							T	0	A
							R	52	F
				SB	118	F	L	84	F
							T	0	A
							R	122	F
400	Shamrock Road at Agricola Drive	11	B	EB	9	A	LTR	9	A
				WB	13	B	LTR	13	B
				NB	7	A	LTR	7	A
				SB	13	B	LTR	13	B
500	Shamrock Road at Brightview Drive/Calla Lily Drive	47	E	EB	0	A	L	0	A
							T	0	A
							R	9	A
				WB	0	A	L	0	A
							T	0	A
							R	9	A
				NB	19	C	L	13	B
							T	0	A
							R	45	E
				SB	47	E	L	0	A
							T	0	A
							R	47	E
600	Shamrock Road at Beach Bay Road	130	F	EB	2	A	T	0	A
							R	10	B
				WB	0	A	L	0	A
							T	0	A
				NB	117	F	L	92	F
							R	130	F
700	Shamrock Road at Northward Road	33	D	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	9	A
				SB	29	D	L	17	C
							R	33	D
800	Shamrock Road at Condor Road	25	C	EB	0	A	L	0	A
							T	0	A
							R	8	A
				WB	0	A	L	0	A
							T	0	A
							R	8	A
				NB	10	B	L	10	B
							T	0	A
							R	0	A
				SB	24	C	L	19	C
							T	0	A
							R	25	C
902	Bodden Town Road at Bodden Town Bypass	27	D	EB	0	A	L	0	A
							T	0	A
				WB	3	A	T	0	A
							R	8	A
				SB	19	C	L	14	B
							R	27	D
1000	Bodden Town Road at Long Fellow Drive	15	B	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	0	A
				SB	15	C	L	0	A
							R	15	C
1100	Frank Sound Road at Clifton Hunter High School Access #1/Tie-in with EW Arterial	16	C	EB	18	C	L	16	C
							R	21	C
				NB	14	B	L	14	B
							T	14	B
				SB	15	B	T	15	B
							R	14	B
1200	Frank Sound Road at Bodden Town Road	15	C	EB	7	A	L	6	A
							T	7	A
				WB	8	A	T	6	A
							R	9	A
				SB	25	C	T	27	D
							R	4	A
1300	Frank Sound Road at North Side Road/Old Robin Road	16	C	WB	12	B	L	11	B
							R	16	C
				NB	1	A	T	0	A
							R	8	A
				SB	0	A	L	0	A
							T	0	A

2074 LOS Table - Alternative B2 PM

#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	7	A	EB	8	A	LTR	8	A
				WB	5	A	LTR	5	A
				NB	3	A	LTR	3	A
				SB	7	A	LTR	7	A
1501	East-West Arterial at Will T Connector 1	16	C	EB	18	C	LT	21	C
							TR	15	B
				WB	13	B	LT	14	B
							TR	12	B
				NB	10	B	L	10	A
							LTR	11	B
				SB	19	C	LTR	19	C
1502	East-West Arterial at Will T Connector 2	12	B	EB	15	B	T	17	C
							TR	13	B
				WB	9	A	LT	10	A
							T	8	A
				NB	11	B	L	10	A
							LR	12	B
1600	East-West Arterial at Northward Road	16	C	EB	0	A	T	0	A
							TR	0	A
				WB	0	A	LT	0	A
							T	0	A
				NB	16	C	L	16	C
							R	0	A
1700	East-West Arterial at Lookout Road	14	B	EB	14	B	LT	15	C
							TR	12	B
				WB	14	B	LT	15	C
							TR	12	B
				NB	12	B	LTR	12	B
				SB	15	C	LTR	15	C
1800	East-West Arterial at Longfellow Road	9	A	EB	10	B	LT	11	B
							TR	9	A
				WB	8	A	LT	9	A
							TR	8	A
				NB	9	A	LTR	9	A
				SB	12	B	LTR	12	B
1900	East-West Arterial at North/South Spurs	9	A	EB	10	A	LT	11	B
							TR	9	A
				WB	8	A	LT	9	A
							TR	8	A
				NB	8	A	LTR	8	A
				SB	11	B	LTR	11	B
2100	Frank Sound Road at East-West Arterial Road South	14	B	EB	14	B	LTR	12	B
							R	15	C
				WB	12	B	LTR	12	B
				NB	13	B	L	13	B
							LTR	13	B
				SB	20	C	LTR	17	C
							R	23	C

2074 LOS Table - Alternative B3 AM

#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
101	EW Arterial Blvd at Hirst Rd	16	C	EB	27	D	LTR	27	D
				WB	13	B	LTR	13	B
				NB	8	A	LTR	8	A
				SB	7	A	LTR	7	A
201	Shamrock Road at Hirst Road (1)	148	F	EB	0	A	T	0	A
				SB	139	F	L	11	B
							T	148	F
202	Shamrock Road at Hirst Road (2)	10,000	F	WB	0	A	L	0	A
							T	0	A
				NB	1,826	F	L	1,826	F
				SB	10,000	F	T	10,000	F
							R	10,000	F
203	Shamrock Road at Hirst Road Jughandle	13	B	EB	0	A	T	0	A
				NB	13	B	R	13	B
300	Shamrock Road at Woodland Ave	236	F	EB	0	A	L	0	A
							T	0	A
							R	13	B
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	49	E	L	42	E
							T	0	A
							R	70	F
				SB	236	F	L	0	A
							T	0	A
							R	236	F
400	Shamrock Road at Agricola Drive	69	F	EB	5	A	LTR	5	A
				WB	102	F	LTR	102	F
				NB	13	B	LTR	13	B
				SB	8	A	LTR	8	A
500	Shamrock Road at Brightview Drive/Calla Lily Drive	62	F	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	0	A
				NB	30	D	L	21	C
							T	0	A
							R	55	F
				SB	51	F	L	18	C
							T	0	A
							R	62	F
600	Shamrock Road at Beach Bay Road	504	F	EB	7	A	T	0	A
							R	16	C
				WB	0	A	L	0	A
							T	0	A
				NB	427	F	L	365	F
							R	504	F
700	Shamrock Road at Northward Road	35	D	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	8	A
				SB	23	C	L	12	B
							R	35	D
800	Shamrock Road at Condor Road	38	E	EB	0	A	L	0	A
							T	0	A
							R	0	A
				WB	0	A	L	0	A
							T	0	A
							R	8	A
				NB	12	B	L	11	B
							T	17	C
							R	0	A
				SB	38	E	L	31	D
							T	0	A
							R	38	E
902	Bodden Town Road at Bodden Town Bypass	30	D	EB	0	A	L	0	A
							T	0	A
				WB	3	A	T	0	A
							R	8	A
				SB	15	B	L	12	B
							R	30	D
1000	Bodden Town Road at Long Fellow Drive	17	C	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	0	A
				SB	17	C	L	0	A
							R	17	C
1100	Frank Sound Road at Bodden Town Road	11	B	EB	7	A	L	7	A
							T	7	A
				WB	8	A	T	7	A
							R	9	A
				SB	15	C	T	16	C
							R	3	A
1200	Frank Sound Road at Clifton Hunter High School Access #1/Tie-in with EW Arterial	12	B	EB	10	A	L	11	B
							R	8	A
				NB	9	A	L	7	A
							T	11	B
				SB	15	B	T	15	C
							R	14	B
1300	Frank Sound Road at North Side Road/Old Robin Road	14	B	WB	11	B	L	11	B
							R	14	B
				NB	2	A	T	0	A
							R	8	A
				SB	0	A	L	0	A
							T	0	A

2074 LOS Table - Alternative B3 AM

#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	5	A	EB	6	A	L	6	A
				WB	5	A	L	5	A
				NB	5	A	L	5	A
				SB	6	A	L	6	A
1501	East-West Arterial at Will T Connector 1	11	B	EB	10	A	LT	10	B
							TR	9	A
				WB	12	B	LT	13	B
							TR	11	B
				NB	19	C	L	17	C
							LTR	21	C
				SB	11	B	LTR	11	B
1502	East-West Arterial at Will T Connector 2	10	B	EB	9	A	T	10	B
							TR	9	A
				WB	10	A	LT	10	B
							T	9	A
				NB	21	C	L	19	C
							R	23	C
1600	East-West Arterial at Northward Road	20	C	EB	0	A	T	0	A
							TR	0	A
				WB	0	A	LT	0	A
							T	0	A
				NB	20	C	L	20	C
							R	0	A
1700	East-West Arterial at Lookout Road	10	A	EB	9	A	LT	10	A
							TR	9	A
				WB	9	A	LT	10	B
							TR	9	A
				NB	16	C	LTR	16	C
				SB	11	B	LTR	11	B
1800	East-West Arterial at Longfellow Road	8	A	EB	9	A	LT	9	A
							TR	8	A
				WB	8	A	LT	8	A
							TR	7	A
				NB	9	A	LTR	9	A
				SB	10	A	LTR	10	A
1900	East-West Arterial at North/South Spurs	8	A	EB	9	A	LT	9	A
							TR	8	A
				WB	8	A	LT	8	A
							TR	7	A
				NB	10	A	LTR	10	A
				SB	10	B	LTR	10	B
2100	Frank Sound Road at East-West Arterial Road South	13	B	EB	10	B	LTR	10	A
							R	11	B
				WB	13	B	LTR	13	B
				NB	9	A	L	9	A
							LTR	9	A
				SB	30	D	LTR	18	C
							R	38	E

2074 LOS Table - Alternative B3 PM

#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
101	EW Arterial Blvd at Hirst Rd	21	C	EB	18	C	LTR	18	C
				WB	17	C	LTR	17	C
				NB	23	C	LTR	23	C
				SB	23	C	LTR	23	C
201	Shamrock Road at Hirst Road (1)	693	F	EB	0	A	T	0	A
				SB	580	F	L	27	D
							T	693	F
202	Shamrock Road at Hirst Road (2)	10,000	F	WB	0	A	L	0	A
							T	0	A
				NB	129	F	L	129	F
				SB	10,000	F	T	10,000	F
							R	10,000	F
203	Shamrock Road at Hirst Road Jughandle	50	F	EB	0	A	T	0	A
				NB	50	F	R	50	F
300	Shamrock Road at Woodland Ave	161	F	EB	0	A	L	0	A
							T	0	A
							R	10	A
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	29	D	L	18	C
							T	0	A
							R	59	F
				SB	157	F	L	117	F
							T	0	A
							R	161	F
400	Shamrock Road at Agricola Drive	12	B	EB	10	A	LTR	10	A
				WB	14	B	LTR	14	B
				NB	7	A	LTR	7	A
				SB	14	B	LTR	14	B
500	Shamrock Road at Brightview Drive/Calla Lily Drive	54	F	EB	0	A	L	0	A
							T	0	A
							R	9	A
				WB	0	A	L	0	A
							T	0	A
							R	9	A
				NB	20	C	L	14	B
							T	0	A
							R	51	F
				SB	54	F	L	0	A
							T	0	A
							R	54	F
600	Shamrock Road at Beach Bay Road	182	F	EB	2	A	T	0	A
							R	11	B
				WB	0	A	L	0	A
							T	0	A
				NB	166	F	L	136	F
							R	182	F
700	Shamrock Road at Northward Road	37	E	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	9	A
				SB	32	D	L	19	C
							R	37	E
800	Shamrock Road at Condor Road	27	D	EB	0	A	L	0	A
							T	0	A
							R	8	A
				WB	0	A	L	0	A
							T	0	A
							R	8	A
				NB	10	B	L	10	B
							T	0	A
							R	0	A
				SB	27	D	L	20	C
							T	0	A
							R	27	D
902	Bodden Town Road at Bodden Town Bypass	35	D	EB	0	A	L	0	A
							T	0	A
				WB	4	A	T	0	A
							R	9	A
				SB	23	C	L	17	C
							R	34	D
1000	Bodden Town Road at Long Fellow Drive	16	C	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	0	A
				SB	16	C	L	0	A
							R	16	C
1100	Frank Sound Road at Bodden Town Road	16	C	EB	7	A	L	6	A
							T	7	A
				WB	7	A	T	6	A
							R	8	A
							T	27	D
				SB	25	D	T	0	A
							T	0	A
							R	4	A
1200	Frank Sound Road at Clifton Hunter High School Access #1/Tie-in with EW Arterial	14	B	EB	17	C	L	15	C
							R	18	C
				NB	14	B	L	14	B
							T	14	B
				SB	14	B	T	14	B
							R	14	B
1300	Frank Sound Road at North Side Road/Old Robin Road	16	C	EB	12	B	L	11	B
							R	16	C
				NB	1	A	T	0	A
							R	8	A
				SB	0	A	L	0	A
							T	0	A

2074 LOS Table - Alternative B3 PM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	6	A	EB	6	A	L	6	A
				WB	5	A	L	5	A
				NB	3	A	L	3	A
				SB	8	A	L	8	A
1501	East-West Arterial at Will T Connector 1	15	C	EB	17	C	LT	20	C
							TR	14	B
				WB	12	B	LT	14	B
							TR	11	B
				NB	10	A	L	9	A
							LTR	11	B
				SB	18	C	LTR	18	C
1502	East-West Arterial at Will T Connector 2	12	B	EB	14	B	T	16	C
							TR	12	B
				WB	9	A	LT	9	A
							T	8	A
				NB	10	B	L	10	A
							R	11	B
1600	East-West Arterial at Northward Road	16	C	EB	0	A	T	0	A
							TR	0	A
				WB	0	A	LT	0	A
							T	0	A
				NB	16	C	L	16	C
							R	0	A
1700	East-West Arterial at Lookout Road	13	B	EB	13	B	LT	15	B
							TR	11	B
				WB	13	B	LT	14	B
							TR	12	B
				NB	12	B	LTR	12	B
				SB	15	B	LTR	15	B
1800	East-West Arterial at Longfellow Road	9	A	EB	10	A	LT	11	B
							TR	9	A
				WB	8	A	LT	8	A
							TR	7	A
				NB	9	A	LTR	9	A
				SB	11	B	LTR	11	B
1900	East-West Arterial at North/South Spurs	9	A	EB	10	A	LT	10	B
							TR	9	A
				WB	8	A	LT	8	A
							TR	7	A
				NB	9	A	LTR	9	A
				SB	11	B	LTR	11	B
2100	Frank Sound Road at East-West Arterial South	14	B	EB	13	B	LTR	12	B
							R	15	B
				WB	11	B	LTR	11	B
				NB	12	B	L	13	B
							LTR	12	B
				SB	19	C	LTR	17	C
							R	22	C

2074 LOS Table - Alternative B4 AM

#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
101	EW Arterial Blvd at Hirst Rd	16	C	EB	27	D	LTR	27	D
				WB	12	B	LTR	12	B
				NB	8	A	LTR	8	A
				SB	8	A	LTR	8	A
201	Shamrock Road at Hirst Road (1)	200	F	EB	0	A	T	0	A
				SB	193	F	L	12	B
							T	200	F
202	Shamrock Road at Hirst Road (2)	10,000	F	WB	0	A	L	0	A
							T	0	A
				NB	1,685	F	L	1,685	F
				SB	10,000	F	T	10,000	F
							R	10,000	F
203	Shamrock Road at Hirst Road Jughandle	15	B	EB	0	A	T	0	A
				NB	15	B	R	15	B
300	Shamrock Road at Woodland Drive	292	F	EB	0	A	L	0	A
							T	0	A
							R	12	B
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	46	E	L	39	E
							T	0	A
							R	74	F
				SB	292	F	L	0	A
							T	0	A
							R	292	F
400	Shamrock Road at Agricola Drive	58	F	EB	6	A	LTR	6	A
				WB	98	F	LTR	98	F
				NB	12	B	LTR	12	B
				SB	11	B	LTR	11	B
500	Shamrock Road at Brightview Drive/Calla Lily Drive	44	E	EB	0	A	L	0	A
							T	0	A
							R	10	A
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	23	C	L	17	C
							T	0	A
							R	41	E
				SB	37	E	L	15	C
							T	0	A
							R	44	E
600	Shamrock Road at Beach Bay Road	212	F	EB	5	A	T	0	A
							R	13	B
				WB	0	A	L	0	A
							T	0	A
				NB	164	F	L	137	F
							R	212	F
700	Shamrock Road at Northward Road	26	D	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	8	A
				SB	15	B	L	11	B
							R	26	D
800	Shamrock Road at Condor Road	19	C	EB	0	A	L	0	A
							T	0	A
							R	0	A
				WB	0	A	L	0	A
							T	0	A
							R	8	A
				NB	9	A	L	9	A
							T	0	A
							R	0	A
				SB	18	C	L	16	C
							T	0	A
							R	18	C
901	Lookout Road at Bodden Town Bypass	17	C	EB	22	C	LT	20	C
							TR	25	C
				WB	18	C	LTR	13	B
							R	23	C
				NB	15	C	LTR	15	C
				SB	15	C	L	16	C
							LTR	15	B
902	Bodden Town Road at Bodden Town Bypass	18	C	EB	24	C	LT	21	C
							T	26	D
				WB	20	C	T	14	B
							R	25	C
				SB	15	C	L	16	C
							R	15	B
1000	Bodden Town Road at Long Fellow Drive	14	B	EB	12	B	L	13	B
							T	12	B
				WB	16	C	T	17	C
							R	15	B
				SB	14	B	LR	14	B
1100	Frank Sound Road at Bodden Town Road	33	D	EB	47	E	L	59	F
							T	33	D
				WB	10	A	T	0	A
							R	31	D
				SB	35	E	L	11	B
							R	42	E
							R	42	E
1200	Frank Sound Road at Clifton Hunter High School Access #1/Tie-in with EW Arterial	12	B	EB	9	A	L	3	A
							R	10	A
				NB	11	B	LT	11	B
				SB	18	C	TR	18	C
1300	Frank Sound Road at North Side Road/Old Robin Road	14	B	WB	11	B	L	11	B
							R	14	B
				NB	2	A	T	0	A
							R	8	A
				SB	0	A	L	0	A
							T	0	A

2074 LOS Table - Alternative B4 AM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	4	A	EB	4	A	L	4	A
				WB	4	A	L	4	A
				NB	4	A	R	4	A
				SB	5	A	L	5	A
1501	East-West Arterial at Will T Connector 1	12	B	EB	9	A	LT	9	A
							TR	8	A
				WB	14	B	LT	15	C
							TR	12	B
				NB	24	C	L	21	C
							LTR	26	D
				SB	10	A	LTR	10	A
1502	East-West Arterial at Will T Connector 2	11	B	EB	9	A	T	9	A
							TR	8	A
				WB	11	B	LT	12	B
							T	10	A
				NB	27	D	L	24	C
							LR	29	D
1600	East-West Arterial at Northward Road	23	C	EB	0	A	T	0	A
							TR	0	A
				WB	0	A	LT	0	A
							T	0	A
				NB	23	C	L	23	C
							R	0	A
1700	East-West Arterial at Lookout Road	10	B	EB	9	A	LT	9	A
							R	8	A
				WB	12	B	T	13	B
							TR	10	B
				SB	10	A	LTR	10	A
2100	Frank Sound Road at East-West Arterial Road South	0	A	WB	0	A	L	0	A
							R	0	A
				NB	0	A	T	0	A
							R	0	A
				SB	0	A	L	0	A
							T	0	A

2074 LOS Table - Alternative B4 PM

#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
101	EW Arterial Blvd at Hirst Rd	17	C	EB	15	C	LTR	15	C
				WB	14	B	LTR	14	B
				NB	15	C	LTR	15	C
				SB	20	C	LTR	20	C
201	Shamrock Road at Hirst Road (1)	595	F	EB	0	A	T	0	A
				SB	455	F	L	42	E
							T	595	F
202	Shamrock Road at Hirst Road (2)	10,000	F	WB	0	A	L	0	A
							T	0	A
				NB	326	F	L	326	F
				SB	10,000	F	T	10,000	F
							R	10,000	F
203	Shamrock Road at Hirst Road Jughandle	45	E	EB	0	A	T	0	A
				NB	45	E	R	45	E
300	Shamrock Road at Woodland Drive	508	F	EB	0	A	L	0	A
							T	0	A
							R	11	B
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	47	E	L	26	D
							T	0	A
							R	107	F
				SB	508	F	L	0	A
							T	0	A
							R	508	F
400	Shamrock Road at Agricola Drive	20	C	EB	12	B	LTR	12	B
				WB	27	D	LTR	27	D
				NB	9	A	LTR	9	A
				SB	15	B	LTR	15	B
500	Shamrock Road at Brightview Drive/Calla Lily Drive	118	F	EB	0	A	L	0	A
							T	0	A
							R	11	B
				WB	0	A	L	0	A
							T	0	A
							R	10	A
				NB	35	D	L	20	C
							T	0	A
							R	108	F
				SB	118	F	L	0	A
							T	0	A
							R	118	F
600	Shamrock Road at Beach Bay Road	1,008	F	EB	2	A	T	0	A
							R	13	B
				WB	0	A	L	0	A
							T	0	A
				NB	965	F	L	876	F
							R	1,008	F
700	Shamrock Road at Northward Road	77	F	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	9	A
				SB	55	F	L	32	D
							R	76	F
800	Shamrock Road at Condor Road	24	C	EB	0	A	L	0	A
							T	0	A
							R	8	A
				WB	0	A	L	0	A
							T	0	A
							R	8	A
				NB	11	B	L	11	B
							T	0	A
							R	0	A
				SB	24	C	L	18	C
							T	0	A
							R	24	C
901	Lookout Road at Bodden Town Bypass	15	C	EB	11	B	LT	10	B
							TR	12	B
				WB	10	B	LTR	9	A
							R	12	B
				NB	11	B	LTR	11	B
				SB	21	C	L	22	C
							LTR	20	C
902	Bodden Town Road at Bodden Town Bypass	20	C	EB	20	C	LT	18	C
							T	22	C
				WB	17	C	T	13	B
							R	20	C
				SB	24	C	L	26	D
							R	22	C
1000	Bodden Town Road at Long Fellow Drive	14	B	EB	15	B	L	15	C
							T	14	B
				WB	14	B	T	14	B
							R	13	B
				SB	16	C	L	16	C
1100	Frank Sound Road at Bodden Town Road	28	D	EB	33	D	L	41	E
							T	24	C
				WB	4	A	T	0	A
							R	16	C
				SB	41	E	L	15	C
							R	50	E
							R	50	E
1200	Frank Sound Road at Clifton Hunter High School Access #1/Tie-in with EW Arterial	12	B	EB	9	A	L	4	A
							R	10	B
				NB	14	B	LT	14	B
				SB	11	B	TR	11	B
1300	Frank Sound Road at North Side Road/Old Robin Road	16	C	WB	12	B	L	11	B
							R	16	C
				NB	1	A	T	0	A
							R	8	A
				SB	0	A	L	0	A
							T	0	A

2074 LOS Table - Alternative B4 PM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	5	A	EB	5	A	L	5	A
				WB	4	A	L	4	A
				NB	3	A	L	3	A
				SB	6	A	T	6	A
1501	East-West Arterial at Will T Connector 1	12	B	EB	13	B	LT	15	C
							TR	12	B
				WB	9	A	LT	9	A
							TR	8	A
				NB	7	A	L	7	A
							LTR	8	A
				SB	15	C	LTR	15	C
1502	East-West Arterial at Will T Connector 2	10	A	EB	12	B	T	13	B
							TR	11	B
				WB	7	A	LT	7	A
							T	6	A
				NB	7	A	L	7	A
							LR	8	A
1600	East-West Arterial at Northward Road	13	B	EB	0	A	T	0	A
							TR	0	A
				WB	0	A	LT	0	A
							T	0	A
				NB	13	B	L	13	B
							R	0	A
1700	East-West Arterial at Lookout Road	10	A	EB	11	B	LT	12	B
							R	10	A
				WB	7	A	T	8	A
							TR	7	A
				SB	13	B	LTR	13	B
2100	Frank Sound Road at East-West Arterial Road South	0	A	WB	0	A	L	0	A
							R	0	A
				NB	0	A	T	0	A
							R	0	A
				SB	0	A	L	0	A
							T	0	A

Attachment F: Average Daily Traffic (ADT) Volume Diagrams

Attachment F1

2021 Average Daily Traffic (ADT) Volume Diagrams

N

Miles

0 0.25 0.5 1

Rum Point Dr

North Side Rd

Old Robin Rd

Frank Sound Rd

Sea View Rd

Bodden Town Rd

Hirst Rd

Shamrock Rd

Beach Bay Rd

1,980

4,310

4,660

5,920

5,960

5,920

4,410

8,980

1,760

11,950

2,680

2,940

20,880

22,320

11,240

21,960

21,350

19,790

17,010

16,790

19,240

Average Daily Traffic (ADT) Counts 2021 Existing

Study Area Road

Primary Roads

Local Roads

ADT Count

Attachment F2

2026 Average Daily Traffic (ADT) Volume Diagrams

N

Miles

0 0.25 0.5 1

Rum Point Dr

North Side Rd

Old Robin Rd

2,100

4,660

5,160

6,520

8,440

Frank Sound Rd

8,380

4,770

Sea View Rd

11,820

Bodden Town Rd

1,960

14,860

5,420

5,950

22,530

11,280

8,920

26,520

15,820

9,050

15,090

15,520

21,300

20,690

14,790

Hirst Rd

Shamrock Rd

Beach Bay Rd

Average Daily Traffic (ADT) Counts 2026 No-Build

Study Area Road

Primary Roads

Local Roads

ADT Count

N

Miles

0 0.25 0.5 1

Rum Point Dr

North Side Rd

Old Robin Rd

Sea View Rd

Bodden Town Rd

Frank Sound Rd

Hirst Rd

Shamrock Rd

Beach Bay Rd

2,140

4,870

5,450

3,500

12,700

9,820

3,400

5,260

5,090

4,820

2,110

13,440

17,540

17,380

17,240

18,240

1,620

3,290

1,950

1,980

19,270

10,360

8,670

10,950

9,100

7,990

6,360

13,520

8,430

Average Daily Traffic (ADT) Counts 2026 B1

Study Area Road

Primary Roads

Local Roads

ADT Count

N

Miles

0 0.25 0.5 1

Rum Point Dr

North Side Rd

Old Robin Rd

2,140

4,860

5,460

6,920

12,410

13,230

4,960

Frank Sound Rd

4,800

4,860

Sea View Rd

14,750

1,580

Bodden Town Rd

2,370

1,680

1,830

1,870

18,570

18,190

18,850

Hirst Rd

19,820

9,780

8,420

10,920

Shamrock Rd

Beach Bay Rd

8,510

7,210

5,680

13,320

8,190

Average Daily Traffic (ADT) Counts 2026 B2

Study Area Road

Primary Roads

Local Roads

ADT Count

N

Miles

0 0.25 0.5 1

Rum Point Dr

North Side Rd

Old Robin Rd

2,110

4,840

5,420

6,870

13,080

11,760

5,300

Frank Sound Rd

5,140

4,840

Sea View Rd

2,030

Bodden Town Rd

13,700

3,280

1,620

1,920

1,960

17,820

17,620

17,480

18,390

Hirst Rd

19,510

10,360

8,630

11,080

Beach Bay Rd

9,100

8,020

6,400

Shamrock Rd

13,500

8,400

Average Daily Traffic (ADT) Counts 2026 B3

Study Area Road

Primary Roads

Local Roads

ADT Count

N

Miles

0 0.25 0.5 1

Rum Point Dr

North Side Rd

Old Robin Rd

2,120

4,690

5,210

6,570

8,830

8,800

Frank Sound Rd

4,860

Sea View Rd

12,660

Bodden Town Rd

17,480

15,590

13,100

16,130

15,520

16,660

Hirst Rd

17,840

9,050

11,490

11,020

3,380

9,780

9,030

6,040

8,840

13,810

Shamrock Rd

Beach Bay Rd

Average Daily Traffic (ADT) Counts 2026 B4

Study Area Road

Primary Roads

Local Roads

ADT Count

Attachment F3

2036 Average Daily Traffic (ADT) Volume Diagrams

N

Miles

0 0.25 0.5 1

Rum Point Dr

North Side Rd

Old Robin Rd

2,080

5,100

5,120

6,510

10,490

10,480

Frank Sound Rd

13,310

Sea View Rd

22,060

Bodden Town Rd

Hirst Rd

10,000

13,320

12,570

Shamrock Rd

23,750

36,480

34,170

23,400

26,230

Beach Bay Rd

34,280

31,130

6,790

1,920

5,800

25,220

24,110

Average Daily Traffic (ADT) Counts 2036 No-Build

Study Area Road

Primary Roads

Local Roads

ADT Count

N

Miles

0 0.25 0.5 1

Rum Point Dr

North Side Rd

Old Robin Rd

2,260

5,240

6,030

3,760

18,540

15,250

3,750

16,870

Frank Sound Rd

19,080

13,290

13,140

Sea View Rd

6,340

Bodden Town Rd

Hirst Rd

23,580

23,460

23,350

24,340

2,010

7,860

3,250

3,400

29,670

14,860

Shamrock Rd

5,060

10,810

15,570

Beach Bay Rd

14,230

12,900

10,140

20,380

10,920

Average Daily Traffic (ADT) Counts 2036 B1

Study Area Road

Primary Roads

Local Roads

ADT Count

N

Miles

0 0.25 0.5 1

Rum Point Dr

North Side Rd

Old Robin Rd

2,250

5,210

5,980

7,450

18,190

19,080

17,910

Frank Sound Rd

14,160

13,150

Sea View Rd

20,320

5,610

Bodden Town Rd

1,630

6,780

3,490

3,640

24,240

24,110

24,280

25,000

Hirst Rd

29,910

14,230

14,970

10,520

4,820

Shamrock Rd

20,230

10,770

Beach Bay Rd

13,600

12,280

9,270

Average Daily Traffic (ADT) Counts 2036 B2

Study Area Road

Primary Roads

Local Roads

ADT Count

N

Miles

0 0.25 0.5 1

Rum Point Dr

North Side Rd

Old Robin Rd

2,248

5,218

5,982

7,453

19,828

18,493

18,187

Frank Sound Rd

20,355

14,453

13,131

Sea View Rd

5,355

Bodden Town Rd

24,398

24,350

24,170

25,136

Hirst Rd

1,596

6,785

3,523

3,675

30,047

14,166

Shamrock Rd

4,802

10,448

14,895

Beach Bay Rd

13,561

12,270

9,235

20,154

10,688

Average Daily Traffic (ADT) Counts 2036 B3

Study Area Road

Primary Roads

Local Roads

ADT Count

N

Miles

0 0.25 0.5 1

Rum Point Dr

North Side Rd

Old Robin Rd

2,430

5,170

6,120

7,580

12,180

Frank Sound Rd

12,170

13,610

Sea View Rd

23,260

Bodden Town Rd

27,930

18,280

21,290

4,480

21,190

21,170

22,330

Hirst Rd

28,700

16,710

17,340

11,560

4,730

Shamrock Rd

20,500

11,230

Beach Bay Rd

16,100

15,200

11,410

Average Daily Traffic (ADT) Counts 2036 B4

Study Area Road

Primary Roads

Local Roads

ADT Count

Attachment F4

2046 Average Daily Traffic (ADT)
Volume Diagrams

N

Miles

0 0.25 0.5 1

Rum Point Dr

North Side Rd

Old Robin Rd

1,900

5,550

5,940

7,580

9,990

Frank Sound Rd

9,120

24,050

Sea View Rd

31,240

Bodden Town Rd

2,010

34,260

6,110

7,180

41,990

12,640

10,250

Hirst Rd

33,190

14,500

Shamrock Rd

45,280

32,890

34,710

Beach Bay Rd

42,090

39,820

33,600

Average Daily Traffic (ADT) Counts 2046 No-Build

Study Area Road

Primary Roads

Local Roads

ADT Count

N

Miles

0 0.25 0.5 1

Rum Point Dr

North Side Rd

Old Robin Rd

Hirst Rd

Shamrock Rd

Beach Bay Rd

Frank Sound Rd

Bodden Town Rd

Sea View Rd

2,350

5,670

6,590

3,970

25,640

22,140

4,210

24,630

26,200

22,840

24,830

8,580

31,930

31,800

31,600

33,090

2,800

10,140

4,380

4,470

36,020

16,810

5,510

14,630

17,550

16,380

15,090

11,590

24,840

15,060

Average Daily Traffic (ADT) Counts 2046 B1

- Study Area Road
- Primary Roads
- Local Roads

ADT Count

N

Miles

0 0.25 0.5 1

Rum Point Dr

North Side Rd

Old Robin Rd

Sea View Rd

Bodden Town Rd

Frank Sound Rd

Hirst Rd

Shamrock Rd

Beach Bay Rd

2,372

5,655

6,573

8,152

26,235

26,998

26,420

24,251

25,019

28,670

7,468

8,243

2,760

3,728

3,845

34,211

33,992

34,168

35,271

37,830

15,030

5,246

13,197

15,819

14,718

13,368

10,453

13,641

23,426

Average Daily Traffic (ADT) Counts 2046 B2

Study Area Road

Primary Roads

Local Roads

ADT Count

N

Miles

0 0.25 0.5 1

Rum Point Dr

North Side Rd

Old Robin Rd

2,350

5,640

6,540

8,120

26,950

25,700

25,920

Frank Sound Rd

23,970

24,860

Sea View Rd

27,500

7,670

Bodden Town Rd

9,090

2,740

3,840

3,970

33,150

32,910

33,120

34,260

Hirst Rd

37,080

15,770

5,370

Shamrock Rd

13,600

16,460

14,050

23,850

Beach Bay Rd

15,440

14,110

11,110

Average Daily Traffic (ADT) Counts 2046 B3

Study Area Road

Primary Roads

Local Roads

ADT Count

N

Miles

0 0.25 0.5 1

Rum Point Dr

North Side Rd

Old Robin Rd

2,340

5,570

6,440

8,000

14,720

14,720

Frank Sound Rd

25,160

Sea View Rd

33,000

Bodden Town Rd

37,730

29,380

34,240

7,080

32,910

31,920

33,130

Hirst Rd

36,080

16,340

16,990

5,000

14,240

Shamrock Rd

24,520

14,670

Beach Bay Rd

15,990

14,570

8,470

Average Daily Traffic (ADT) Counts 2046 B4

Study Area Road

Primary Roads

Local Roads

ADT Count

Attachment F5

2074 Average Daily Traffic (ADT)
Volume Diagrams

N

Miles

0 0.25 0.5 1

Rum Point Dr

North Side Rd

Old Robin Rd

2,100

8,190

8,820

10,600

19,270

Frank Sound Rd

22,980

34,930

Sea View Rd

46,440

Bodden Town Rd

49,560

2,240

11,300

12,940

58,840

14,030

7,560

17,710

53,080

62,320

56,620

74,120

58,830

55,170

43,290

Beach Bay Rd

Hirst Rd

Shamrock Rd

Average Daily Traffic (ADT) Counts 2074 No-Build

Study Area Road

Primary Roads

Local Roads

ADT Count

N

Miles

0 0.25 0.5 1

Rum Point Dr

North Side Rd

Old Robin Rd

2,660

8,570

9,840

6,120

41,820

36,020

5,500

39,350

Frank Sound Rd

42,980

35,720

32,020

Sea View Rd

12,320

Bodden Town Rd

49,210

49,030

48,950

52,130

2,610

13,320

Hirst Rd

6,270

6,600

56,320

22,950

15,940

Shamrock Rd

23,770

24,700

Beach Bay Rd

22,010

20,230

14,670

24,620

44,280

Average Daily Traffic (ADT) Counts 2074 B1

Study Area Road

Primary Roads

Local Roads

ADT Count

N

Miles

0 0.25 0.5 1

Rum Point Dr

North Side Rd

Old Robin Rd

Frank Sound Rd

Sea View Rd

Bodden Town Rd

Hirst Rd

Shamrock Rd

Beach Bay Rd

2,650

8,460

9,730

11,500

42,960

44,150

42,020

38,230

31,980

45,920

9,950

10,770

2,630

5,240

5,570

51,360

51,670

51,670

54,440

58,660

20,600

17,160

21,940

22,720

19,660

17,860

13,350

43,600

22,820

Average Daily Traffic (ADT) Counts 2074 B2

Study Area Road

Primary Roads

Local Roads

ADT Count

N

Miles

0 0.25 0.5 1

Rum Point Dr

North Side Rd

Old Robin Rd

2,660

8,510

9,790

11,580

43,300

41,570

41,000

Frank Sound Rd

37,300

32,040

Sea View Rd

44,460

11,140

Bodden Town Rd

50,140

50,430

50,360

53,250

2,600

11,940

5,840

Hirst Rd

6,180

56,660

21,780

15,310

Shamrock Rd

23,130

23,720

Beach Bay Rd

20,820

19,040

13,870

42,790

23,570

Average Daily Traffic (ADT) Counts 2074 B3

Study Area Road

Primary Roads

Local Roads

ADT Count

N

Miles

0 0.25 0.5 1

Rum Point Dr

North Side Rd

Old Robin Rd

Frank Sound Rd

Sea View Rd

Bodden Town Rd

Hirst Rd

Shamrock Rd

Beach Bay Rd

2,660

8,410

9,660

11,450

27,090

32,220

32,300

51,790

56,660

38,360

42,860

42,040

45,480

49,840

13,910

28,540

50,640

11,100

28,300

29,770

27,730

26,130

13,300

28,890

44,010

Average Daily Traffic (ADT) Counts 2074 B4

Study Area Road

Primary Roads

Local Roads

ADT Count

Attachment G:
Crash Modification Factors (CMFs)

CRASH MODIFICATION FACTORS CLEARINGHOUSE

CMF / CRF Details

CMF ID: 206

CMF Name: Conversion of stop-controlled intersection into single-lane roundab

Description:

Prior Condition: No Prior Condition(s)

Category: Intersection geometry

Study ID: *Observational Before-After Study of the Safety Effect of U.S. Roundabout Conversions Using the Empirical Bayes Method*, Persaud et al. 2001

Star Quality Rating	
Star Quality Rating:	4 Stars

Crash Modification Factor (CMF)	
Value:	0.28
Adjusted Standard Error:	0.11
Unadjusted Standard Error:	0.06

Crash Reduction Factor	
Value:	72
Adjusted Standard Error:	11
Unadjusted Standard Error:	6

Applicability	
Crash Type:	All
Crash Severity:	All
Roadway Types:	Not specified
Minimum Number of Lanes:	
Maximum Number of Lanes:	
Number of Lanes Direction:	
Number of Lanes Comment:	
Road Division Type:	
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	Urban
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	
If countermeasure is intersection-based.	
Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	Not specified
Traffic Control:	Stop-controlled
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Average Major Road Volume:	
Average Minor Road Volume:	

Development Details

Date Range of Data Used:	
Municipality:	
State:	
Country:	
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes

Other Details

Included in HSM:	No
Date Added to Clearinghouse:	Dec 01, 2009
Comments:	

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CRASH MODIFICATION FACTORS CLEARINGHOUSE

CMF / CRF Details

CMF ID: 208

CMF Name: Conversion of stop-controlled intersection into multi-lane roundabo

Description:

Prior Condition: No Prior Condition(s)

Category: Intersection geometry

Study ID: *Observational Before-After Study of the Safety Effect of U.S. Roundabout Conversions Using the Empirical Bayes Method*, Persaud et al. 2001

Star Quality Rating	
Star Quality Rating:	4 Stars

Crash Modification Factor (CMF)	
Value:	0.95
Adjusted Standard Error:	0.18
Unadjusted Standard Error:	0.1

Crash Reduction Factor	
Value:	5
Adjusted Standard Error:	18
Unadjusted Standard Error:	10

Applicability	
Crash Type:	All
Crash Severity:	All
Roadway Types:	Not specified
Minimum Number of Lanes:	
Maximum Number of Lanes:	
Number of Lanes Direction:	
Number of Lanes Comment:	
Road Division Type:	
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	Urban
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	
If countermeasure is intersection-based.	
Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	Not specified
Traffic Control:	Stop-controlled
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Average Major Road Volume:	
Average Minor Road Volume:	

Development Details

Date Range of Data Used:	
Municipality:	
State:	
Country:	
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes

Other Details

Included in HSM:	No
Date Added to Clearinghouse:	Dec 01, 2009
Comments:	

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CRASH MODIFICATION FACTORS CLEARINGHOUSE

CMF / CRF Details

CMF ID: 974

CMF Name: Install median barrier

Description:

Prior Condition: No Prior Condition(s)

Category: Roadside

Study ID: *Development of Crash Reduction Factors*, Hovey and Chowdhury 2005

Star Quality Rating	
Star Quality Rating:	4 Stars

Crash Modification Factor (CMF)	
Value:	0.14
Adjusted Standard Error:	
Unadjusted Standard Error:	0.029

Crash Reduction Factor	
Value:	86
Adjusted Standard Error:	
Unadjusted Standard Error:	2.9

Applicability	
Crash Type:	All
Crash Severity:	All
Roadway Types:	All
Minimum Number of Lanes:	
Maximum Number of Lanes:	
Number of Lanes Direction:	
Number of Lanes Comment:	
Road Division Type:	
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	All
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	
If countermeasure is intersection-based.	
Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Average Major Road Volume:	
Average Minor Road Volume:	

Development Details

Date Range of Data Used:	
Municipality:	
State:	OH
Country:	
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size (sites):	4 sites after

Other Details

Included in HSM:	No
Date Added to Clearinghouse:	Dec 01, 2009
Comments:	The number of crashes in the after period were not reported in this study, however, they have been recorded as 300 to give 10 points as a beneift of doubt for one or more of the following: (1) number of miles/sites in the reference/treatment group, (2) number of crashes in the references/treatment group, (3) reporting AADTs for the aggregate dataset but not for the disaggragate dataset used for CMF development.

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CMF / CRF Details

CMF ID: 3097

CMF Name: Absence of access points

Description:

Prior Condition: No Prior Condition(s)

Category: Access management

Study ID: *Non-intersection-related Crashes at Mid-block in an Urban Divided Arterial Road with High Truck Volume*, Lee et al. 2011

Star Quality Rating	
Star Quality Rating:	4 Stars

Crash Modification Factor (CMF)	
Value:	0.56
Adjusted Standard Error:	
Unadjusted Standard Error:	0.27

Crash Reduction Factor	
Value:	44
Adjusted Standard Error:	
Unadjusted Standard Error:	26.7

Applicability	
Crash Type:	All
Crash Severity:	All
Roadway Types:	Principal Arterial Other
Minimum Number of Lanes:	
Maximum Number of Lanes:	
Number of Lanes Direction:	
Number of Lanes Comment:	
Road Division Type:	Divided by Median
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	Urban
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	All
If countermeasure is intersection-based.	
Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Average Major Road Volume:	
Average Minor Road Volume:	

Development Details

Date Range of Data Used:	2000 to 2006
Municipality:	Windsor, Ontario
State:	notusa
Country:	Canada
Type of Methodology Used:	Regression cross-section
Sample Size (crashes):	383 crashes

Other Details

Included in HSM:	No
Date Added to Clearinghouse:	Jul 15, 2011
Comments:	

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CRASH MODIFICATION FACTORS CLEARINGHOUSE

CMF / CRF Details

CMF ID: 7566

CMF Name: Convert 2 lane roadway to 4 lane divided roadway

Description: Conversion of urban and rural two-lane roadways to four-lane divi

Prior Condition: 2 lane roadway

Category: Roadway

Study ID: *Evaluation of the Safety Effectiveness of the Conversion of Two-Lane Roadways to Four-Lane Divided Roadways: Bayesian vs. Empirical Bayes*, Ahmed et al. 2015

Star Quality Rating	
Star Quality Rating:	4 Stars

Crash Modification Factor (CMF)	
Value:	0.341
Adjusted Standard Error:	
Unadjusted Standard Error:	0.091

Crash Reduction Factor	
Value:	65.88
Adjusted Standard Error:	
Unadjusted Standard Error:	9.05

Applicability	
Crash Type:	All
Crash Severity:	All
Roadway Types:	Not specified
Minimum Number of Lanes:	2
Maximum Number of Lanes:	2
Number of Lanes Direction:	
Number of Lanes Comment:	
Road Division Type:	Undivided
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	Urban
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	All
If countermeasure is intersection-based.	
Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Average Major Road Volume:	
Average Minor Road Volume:	

Development Details

Date Range of Data Used:	2002 to 2012
Municipality:	
State:	FL
Country:	USA
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size (crashes):	69 crashes before, 30 crashes after
Sample Size (sites):	41 sites before, 41 sites after
Sample Size (miles):	8.578 miles before

Other Details

Included in HSM:	No
Date Added to Clearinghouse:	Nov 01, 2015
Comments:	

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CRASH MODIFICATION FACTORS CLEARINGHOUSE

CMF / CRF Details

CMF ID: 9403

CMF Name: Convert intersection with minor-road stop control to modern round

Description:

Prior Condition: Intersection with stop-control on the minor roadway.

Category: Intersection geometry

Study ID: *Safety of Roundabout: The Details Matter*, Sun et al. 2018

Star Quality Rating	
Star Quality Rating:	4 Stars

Crash Modification Factor (CMF)	
Value:	0.28
Adjusted Standard Error:	
Unadjusted Standard Error:	0.054

Crash Reduction Factor	
Value:	72
Adjusted Standard Error:	
Unadjusted Standard Error:	5.4

Applicability	
Crash Type:	All
Crash Severity:	All
Roadway Types:	Not specified
Minimum Number of Lanes:	
Maximum Number of Lanes:	
Number of Lanes Direction:	
Number of Lanes Comment:	
Road Division Type:	
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	Urban and suburban
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	All
If countermeasure is intersection-based.	
Intersection Type:	
Intersection Geometry:	3-leg,4-leg
Traffic Control:	Stop-controlled
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Average Major Road Volume:	
Average Minor Road Volume:	

Development Details

Date Range of Data Used:	
Municipality:	
State:	LA
Country:	United States
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size (crashes):	124 crashes before, 37 crashes after
Sample Size (sites):	5 sites before, 5 sites after

Other Details

Included in HSM:	No
Date Added to Clearinghouse:	Oct 27, 2018
Comments:	This CMF is for converting 3- or 4-leg minor stop control intersections to roundabout.

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CRASH MODIFICATION FACTORS CLEARINGHOUSE

CMF / CRF Details

CMF ID: 11246

CMF Name: Install sidewalk

Description:

Prior Condition: No Prior Condition(s)

Category: Pedestrians

Study ID: *Investigating the Correlation between Sidewalks and Pedestrian Safety*, Abou-Senna et al. 2022

Star Quality Rating	
Star Quality Rating:	4 Stars

Crash Modification Factor (CMF)	
Value:	0.598
Adjusted Standard Error:	
Unadjusted Standard Error:	

Crash Reduction Factor	
Value:	40.2
Adjusted Standard Error:	
Unadjusted Standard Error:	

Applicability	
Crash Type:	Vehicle/pedestrian
Crash Severity:	All
Roadway Types:	All
Minimum Number of Lanes:	
Maximum Number of Lanes:	
Number of Lanes Direction:	
Number of Lanes Comment:	
Road Division Type:	
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	All
If countermeasure is intersection-based.	
Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Average Major Road Volume:	
Average Minor Road Volume:	

Development Details

Date Range of Data Used:	2009 to 2014
Municipality:	
State:	FL
Country:	USA
Type of Methodology Used:	

Other Details

Included in HSM:	No
Date Added to Clearinghouse:	Dec 06, 2022
Comments:	The CMF presented here is the inverse of what was presented in the paper in order to be consistent with the countermeasures present in the CMF Clearinghouse.

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Attachment H:
Future Year Planned Projects

The 2026 planned roadway infrastructure includes the following, as shown in **Figure 1**:

1. **East-West Arterial (EWA) Extension** to Woodland Drive
2. **Agricola Drive Connector** from EWA to Agricola Drive – one lane in each direction
3. **EWA Widening** between Tomlinson Roundabout and Hirst Road – two lanes in each direction
4. **EWA Widening** between Silver Oaks Roundabout and Tomlinson Roundabout – three lanes in each direction
5. **Parallel Service Road** from Silver Oaks Roundabout to Red Bay via Grand Harbour development
6. **Bobby Thompson Way (BTW) & Linford Pierson Highway (LPH) Widening** – three lanes in each direction
7. **Linford Pierson Highway (LPH) Extension** to Outpost Road – one lane in each direction
8. **Agnes Way Extension** from Linford Pierson Highway to Cayman Enterprise and Fairbanks Road – one lane in each direction
9. **Fairbank Road Widening** between LPH and Agnes Way Ext. – two lanes in each direction
10. **Airport Collector Road (ACR)** to Industrial Park – one lane in each direction
11. **Eastern Avenue Extension** from Elgin Avenue to Smith Road – one lane in each direction
12. **Godfrey Nixon Way (GNW) Extension** to North Church Street – one lane in each direction
13. **Olympic Way Connector** to Academy Way for school/stadium complex – one lane in each direction
14. **Printer Way** widened to two-direction road from Elgin Avenue to Shedden Road – one lane in each direction
15. **Esterly Tibbetts Highway (ETH) Widening** between North Sound Road and Airport Collector Road – three lanes in each direction
16. **ETH Connector** to Reverend Blackman Road – one lane in each direction
17. **Canal Point Drive Connector** to West Bay Road – one lane in each direction
18. **BP40 – Anton Bodden Connector** to Manse Road, including roundabout at Shamrock Road – one lane in each direction

The 2036 No-Build scenario includes all 2026 planned improvements as well as the following additional projects, as shown in **Figure 2:**

19. **Airport Connector Roadway (ACR)** – Full build out between Esterly Tibbetts Highway and Airport – two lanes in each direction
20. **Roberts Drive Extension** between North Sound Road and Dorcy Drive – one lane in each direction
21. **Eastern Avenue Extension** from Shedden Road to Elgin Avenue and from Smith Road to Outpost Street – one lane in each direction
22. **South Sound By-Pass Corridor –** one lane in each direction
23. **LPH Extension** to Walkers Rd – two lanes in each direction between Bobby Thompson Way and Outpost Street; one lane in each direction between Outpost Street and Walkers Road
24. **Fairbanks Road Widening** between Cayman Enterprise and LPH – two lanes in each direction
25. **Hell Road Extension** to Northwest Point Road – one lane in each direction
26. **BP 40 coastal** collector roadway from Pedro Castle Road to BP 40 Anton Bodden Connector – one lane in each direction
27. **Godfrey Nixon Way Connectors** to Fort Street and Bodden Road – one lane in each direction

The 2046 No-Build scenario includes all 2026 and 2036 planned improvements as well as the following additional projects, as shown in **Figure 3:**

28. **ACR to West Bay Road connectors** with two branches as collector roadways (one connector to Jasmin Blossom Way and another to Marbel Drive)
29. **South Sound By-Pass Corridor Widening –** two lanes in each direction along the main section to Cayman Enterprise City from Old Crewe Road
30. **Agnes Way Connector widening** – two lanes in each direction
31. **South Sound Road -** two lanes in each direction from Shamrock Rd/Crewe Rd to Old Crewe Road
32. **Spotts-Connector** - New connector from International College Cayman Islands and Hirst Road to the EWA at Chime Street, then to Shamrock Road – one lane road in each direction
33. **Extension of John McLean Drive to High Rock Drive** – one lane in each direction
34. **East End Interior** – between southern Spur of the EWA corridor by Clifton Hunter High School to Farm Road – one lane in each direction

The 2074 No-Build scenario includes all 2026, 2036, and 2046 planned improvements. No additional planned roadway infrastructure projects were provided from 2046 to 2074.

Figure 1: 2026 Planned Roadway Projects

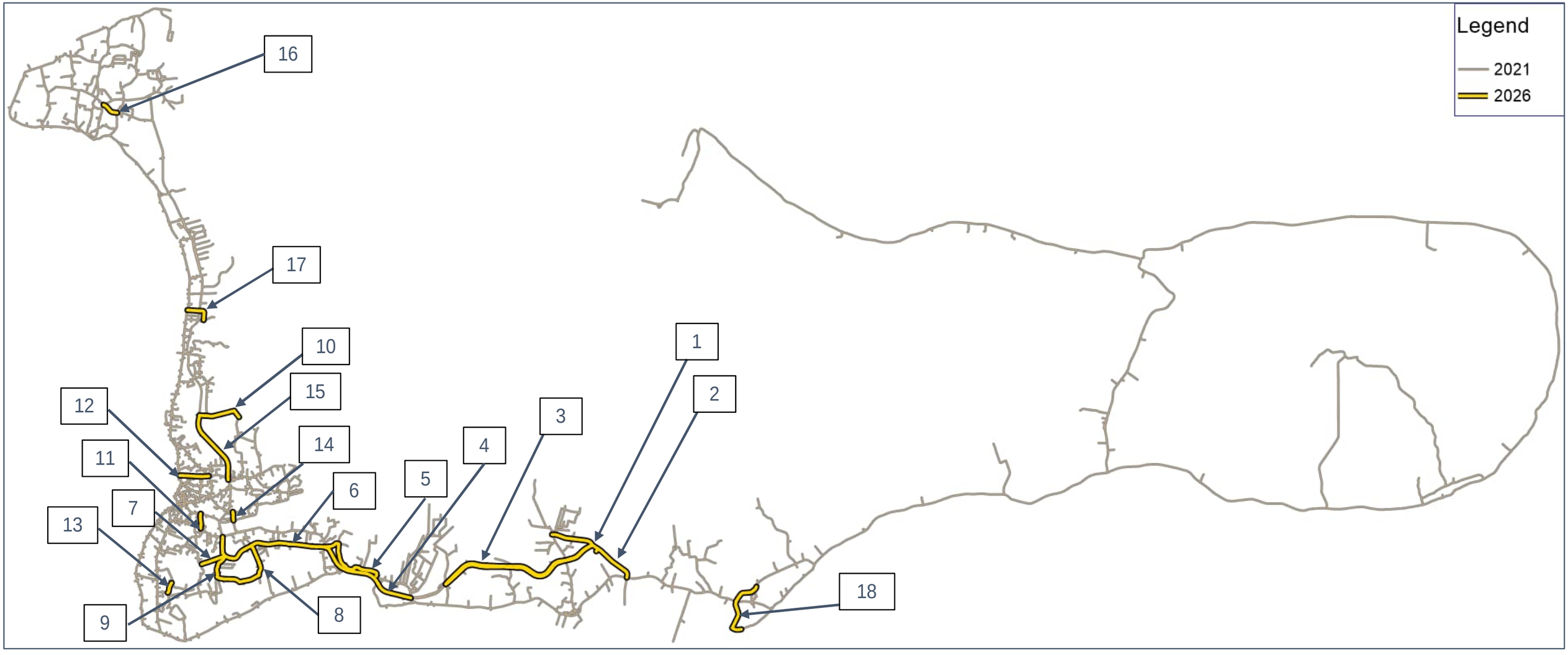

Figure 2: 2036 Planned Roadway Projects

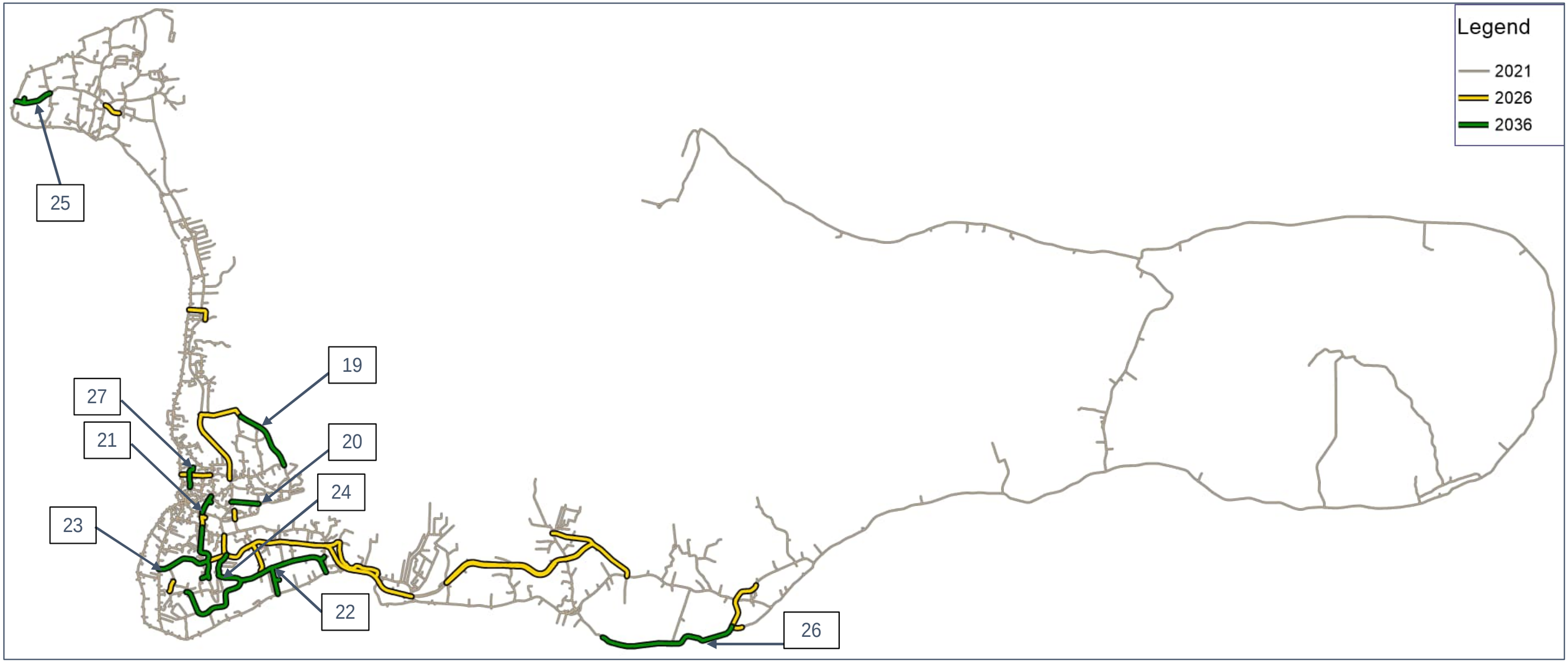
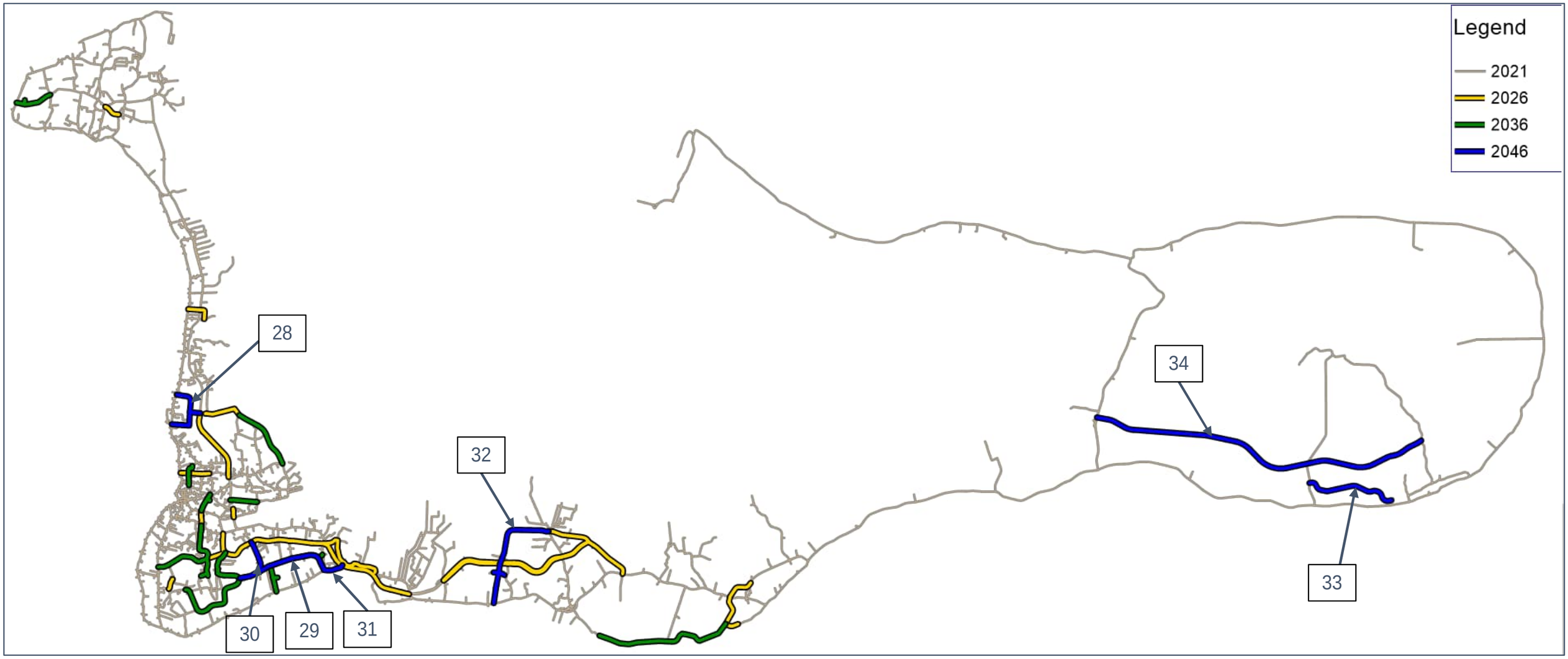
Figure 3: 2046 Planned Roadway Projects