

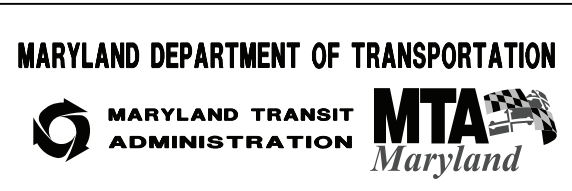
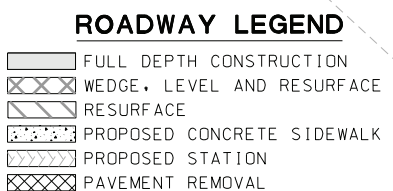
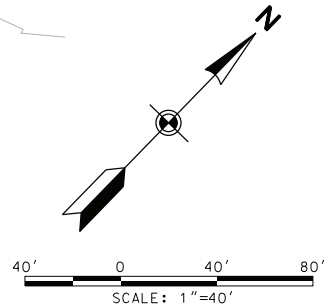
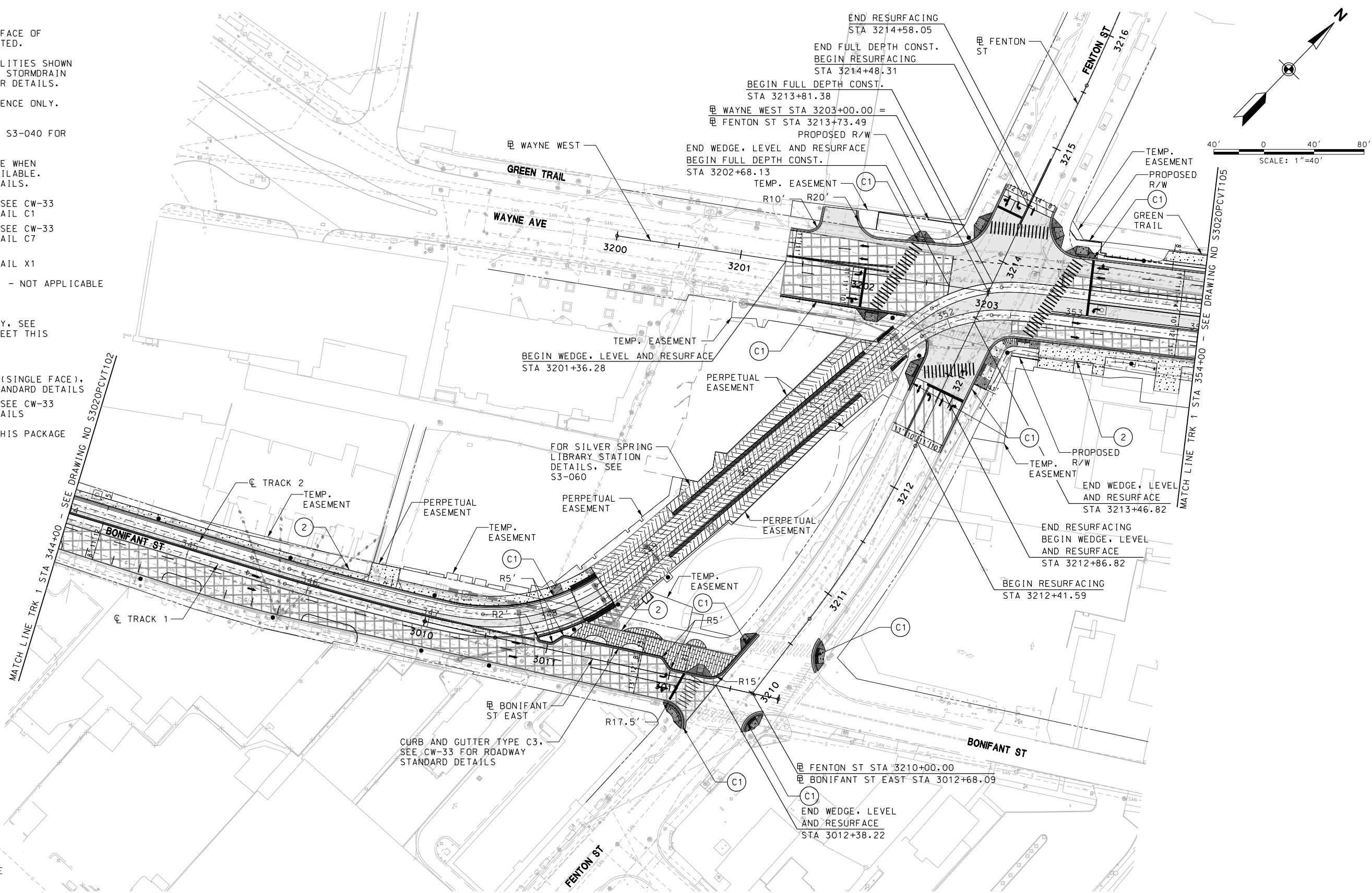
FENTON STREET CYCLE TRACK

Appendix A - Purple Line Plan
November 3, 2020

Appendix A **PURPLE LINE PLAN**

- NOTE:
1. ALL MEASUREMENTS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
 2. PROPOSED STORMDRAIN FACILITIES SHOWN FOR REFERENCE ONLY. SEE STORMDRAIN PLANS IN THIS PACKAGE FOR DETAILS.
 3. STRIPING SHOWN FOR REFERENCE ONLY. SEE S3-021 FOR DETAILS.
 4. FOR RETAINING WALLS, SEE S3-040 FOR DETAILS.
 5. TRACK SHOWN FOR REFERENCE WHEN ROADWAY ALIGNMENT IS AVAILABLE. SEE S3-050 FOR TRACK DETAILS.

- (C1) CURB AND GUTTER TYPE A, SEE CW-33 FOR ROADWAY STANDARD DETAIL C1
- (C7) COUNTY CURB AND GUTTER, SEE CW-33 FOR ROADWAY STANDARD DETAIL C7
- (X1) BALLAST CURB, SEE CW-33 FOR ROADWAY STANDARD DETAIL X1
- (1) 4 INCH CONCRETE SIDEWALK - NOT APPLICABLE
- (2) 5 INCH CONCRETE SIDEWALK
- (3) SHARED USE PATH / BIKEWAY, SEE MISCELLANEOUS DETAILS SHEET THIS PACKAGE
- (4) CONCRETE ENTRANCE
- (5) TYPE F CONCRETE BARRIER (SINGLE FACE), SEE CW-33 FOR ROADWAY STANDARD DETAILS
- (6) TRAFFIC BARRIER W BEAM, SEE CW-33 FOR ROADWAY STANDARD DETAILS
- (7) FENCE, SEE FENCE PLANS THIS PACKAGE



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 www.atkinsglobal.com

PROFESSIONAL CERTIFICATION
 I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland

License No. Expiration Date

| NO. | DESCRIPTION | BY | DATE |
|-----------|--------------------|-----|----------|
| A | PRELIMINARY DESIGN | CJC | 01/20/17 |
| REVISIONS | | | |

PURPLE LINE LIGHT RAIL
 SEGMENT 3 - CIVIL DESIGN

ROADWAY PLAN

DATE: JANUARY 20, 2017 SCALE: 1" = 40'

Not For Construction

CONTRACT NO.
0-0000-0000

DRAWING NO.
S3020PCVT104

SHEET NO.
25 OF 243

p:\CP-PWS\501.pbsj.com:ATKINMDPLO1\Documents\Purple Line P3 Design\4.0 CAD (Work in Progress)\Roadway\Segment 3\Drawings\S3-020\S3020PCVT104.dgn 1/18/2017 3:31:18 PM

FENTON STREET CYCLE TRACK

Appendix B Traffic Volume Data
November 3, 2020

Appendix B TRAFFIC VOLUME DATA

Start Date: 3/29/2017 VEHICLES & PEDS
 Start Time: 6:30:00 AM
 Site Code: FENTON ST AT CAMERON ST

| Start Time | CAMERON ST From North | | | | FENTON ST From East | | | | CAMERON ST From South | | | | FENTON ST From West | | | |
|------------|--------------------------|------|-------|------|------------------------|------|-------|------|--------------------------|------|-------|------|------------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 06:30 | 2 | 8 | 0 | 17 | 10 | 2 | 2 | 1 | 0 | 14 | 5 | 2 | 6 | 7 | 6 | 24 |
| 06:45 | 2 | 12 | 0 | 17 | 17 | 3 | 6 | 14 | 0 | 22 | 6 | 9 | 7 | 7 | 7 | 22 |
| 07:00 | 0 | 16 | 0 | 16 | 15 | 6 | 4 | 6 | 0 | 6 | 4 | 12 | 3 | 4 | 6 | 12 |
| 07:15 | 5 | 25 | 0 | 15 | 21 | 5 | 6 | 5 | 1 | 12 | 8 | 7 | 1 | 1 | 3 | 15 |
| 07:30 | 4 | 19 | 0 | 26 | 16 | 12 | 5 | 7 | 1 | 22 | 7 | 9 | 4 | 1 | 1 | 29 |
| 07:45 | 7 | 29 | 0 | 54 | 21 | 7 | 9 | 18 | 1 | 26 | 10 | 17 | 4 | 2 | 4 | 50 |
| 08:00 | 1 | 25 | 0 | 36 | 24 | 8 | 8 | 23 | 0 | 29 | 12 | 8 | 6 | 6 | 0 | 42 |
| 08:15 | 2 | 41 | 0 | 44 | 22 | 8 | 8 | 7 | 0 | 21 | 13 | 15 | 4 | 3 | 3 | 30 |
| 08:30 | 2 | 27 | 0 | 30 | 27 | 7 | 7 | 10 | 0 | 26 | 17 | 9 | 4 | 2 | 3 | 31 |
| 08:45 | 4 | 37 | 0 | 38 | 30 | 12 | 11 | 12 | 0 | 15 | 21 | 14 | 3 | 4 | 2 | 25 |
| 09:00 | 5 | 32 | 0 | 29 | 31 | 10 | 7 | 8 | 0 | 28 | 13 | 7 | 0 | 11 | 3 | 28 |
| 09:15 | 6 | 29 | 0 | 22 | 42 | 3 | 5 | 11 | 0 | 19 | 10 | 13 | 0 | 8 | 0 | 32 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 9 | 8 | 1 | 12 | 27 | 6 | 9 | 12 | 0 | 47 | 16 | 40 | 12 | 11 | 5 | 21 |
| 15:45 | 11 | 15 | 1 | 13 | 26 | 4 | 4 | 6 | 0 | 41 | 20 | 37 | 4 | 14 | 6 | 28 |
| 16:00 | 12 | 7 | 1 | 16 | 32 | 9 | 5 | 8 | 0 | 47 | 23 | 31 | 12 | 9 | 9 | 29 |
| 16:15 | 5 | 14 | 0 | 28 | 15 | 8 | 3 | 11 | 0 | 40 | 29 | 30 | 16 | 11 | 7 | 26 |
| 16:30 | 3 | 13 | 0 | 16 | 18 | 3 | 4 | 36 | 0 | 51 | 22 | 37 | 16 | 16 | 11 | 21 |
| 16:45 | 7 | 10 | 0 | 31 | 27 | 4 | 8 | 16 | 0 | 48 | 28 | 58 | 15 | 18 | 12 | 22 |
| 17:00 | 6 | 11 | 0 | 29 | 24 | 2 | 6 | 25 | 0 | 57 | 26 | 55 | 16 | 20 | 11 | 35 |
| 17:15 | 6 | 18 | 0 | 15 | 22 | 10 | 4 | 26 | 0 | 48 | 24 | 34 | 12 | 15 | 12 | 37 |
| 17:30 | 3 | 18 | 0 | 27 | 21 | 2 | 5 | 29 | 0 | 72 | 30 | 19 | 12 | 18 | 5 | 32 |
| 17:45 | 7 | 17 | 0 | 20 | 28 | 6 | 3 | 28 | 0 | 57 | 22 | 18 | 11 | 15 | 7 | 35 |
| 18:00 | 2 | 17 | 0 | 22 | 30 | 10 | 6 | 27 | 0 | 55 | 28 | 17 | 11 | 13 | 6 | 38 |
| 18:15 | 3 | 8 | 0 | 21 | 20 | 10 | 4 | 21 | 0 | 46 | 31 | 20 | 13 | 9 | 5 | 38 |
| | 114 | 456 | 3 | 594 | 566 | 157 | 139 | 367 | 3 | 849 | 425 | 518 | 192 | 225 | 134 | 702 |

Start Date: 3/29/2017 LARGE TRUCKS

Start Time: 6:30:00 AM

Site Code: FENTON ST AT CAMERON ST

| Start Time | CAMERON ST From North | | | | FENTON ST From East | | | | CAMERON ST From South | | | | FENTON ST From West | | | |
|------------|--------------------------|------|-------|------|------------------------|------|-------|------|--------------------------|------|-------|------|------------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 06:30 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 17:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 2 | 6 | 1 | 0 | 9 | 0 | 8 | 0 | 0 | 6 | 10 | 0 | 0 | 0 | 1 | 0 |

Start Date: 3/29/2017 BUSES

Start Time: 6:30:00 AM

Site Code: FENTON ST AT CAMERON ST

| Start Time | CAMERON ST From North | | | | FENTON ST From East | | | | CAMERON ST From South | | | | FENTON ST From West | | | |
|------------|--------------------------|------|-------|------|------------------------|------|-------|------|--------------------------|------|-------|------|------------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 06:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:45 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| | 3 | 4 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 3 | 20 | 0 | 0 | 0 | 1 | 0 |

Start Date: 3/29/2017 BICYCLES
 Start Time: 6:30:00 AM
 Site Code: FENTON ST AT CAMERON ST

| Start Time | CAMERON ST From North | | | | FENTON ST From East | | | | CAMERON ST From South | | | | FENTON ST From West | | | |
|------------|--------------------------|------|-------|------|------------------------|------|-------|------|--------------------------|------|-------|------|------------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 06:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:45 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| | 2 | 0 | 2 | 0 | 4 | 5 | 2 | 0 | 1 | 1 | 0 | 0 | 1 | 9 | 0 | 0 |

Start Date: 3/25/2017 VEHICLES/PEDS

Start Time: 1:00:00 PM

Site Code: FENTON STREET AT CAMERON STREET

| Start Time | CAMERON STREET From North | | | | FENTON STREET From East | | | | CAMERON STREET From South | | | | FENTON STREET From West | | | |
|------------|------------------------------|------|-------|------|----------------------------|------|-------|------|------------------------------|------|-------|------|----------------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 13:00 | 3 | 12 | 4 | 19 | 24 | 9 | 6 | 26 | 0 | 35 | 22 | 22 | 12 | 8 | 15 | 16 |
| 13:15 | 5 | 12 | 3 | 10 | 22 | 1 | 4 | 18 | 0 | 25 | 29 | 23 | 11 | 10 | 9 | 3 |
| 13:30 | 7 | 13 | 0 | 11 | 24 | 3 | 7 | 9 | 0 | 29 | 21 | 30 | 8 | 4 | 3 | 10 |
| 13:45 | 1 | 3 | 0 | 12 | 36 | 7 | 6 | 8 | 0 | 17 | 14 | 31 | 5 | 9 | 7 | 33 |
| 14:00 | 4 | 4 | 0 | 14 | 19 | 4 | 11 | 4 | 0 | 22 | 24 | 20 | 3 | 9 | 7 | 24 |
| 14:15 | 3 | 5 | 0 | 6 | 28 | 7 | 6 | 2 | 0 | 29 | 20 | 24 | 6 | 6 | 8 | 11 |
| 14:30 | 2 | 10 | 0 | 6 | 19 | 6 | 3 | 2 | 0 | 27 | 32 | 48 | 5 | 7 | 4 | 17 |
| 14:45 | 6 | 12 | 0 | 5 | 27 | 3 | 6 | 0 | 0 | 24 | 33 | 23 | 12 | 6 | 7 | 14 |
| 15:00 | 5 | 9 | 0 | 14 | 17 | 3 | 8 | 6 | 0 | 22 | 32 | 40 | 4 | 9 | 0 | 32 |
| 15:15 | 3 | 16 | 0 | 5 | 24 | 4 | 7 | 11 | 0 | 13 | 30 | 17 | 2 | 4 | 2 | 20 |
| 15:30 | 1 | 2 | 0 | 8 | 23 | 2 | 5 | 5 | 0 | 28 | 21 | 17 | 5 | 7 | 2 | 16 |
| 15:45 | 3 | 12 | 0 | 3 | 16 | 1 | 5 | 1 | 0 | 22 | 24 | 28 | 1 | 2 | 3 | 20 |
| | 43 | 110 | 7 | 113 | 279 | 50 | 74 | 92 | 0 | 293 | 302 | 323 | 74 | 81 | 67 | 216 |

Start Date: 3/25/2017 LARGE TRUCKS

Start Time: 1:00:00 PM

Site Code: FENTON STREET AT CAMERON STREET

| Start Time | CAMERON STREET From North | | | | FENTON STREET From East | | | | CAMERON STREET From South | | | | FENTON STREET From West | | | |
|------------|------------------------------|------|-------|------|----------------------------|------|-------|------|------------------------------|------|-------|------|----------------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 |

Start Date: 3/25/2017 BUSES

Start Time: 1:00:00 PM

Site Code: FENTON STREET AT CAMERON STREET

| Start Time | CAMERON STREET From North | | | | FENTON STREET From East | | | | CAMERON STREET From South | | | | FENTON STREET From West | | | |
|------------|------------------------------|------|-------|------|----------------------------|------|-------|------|------------------------------|------|-------|------|----------------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 |

Start Date: 3/25/2017 BICYCLES

Start Time: 1:00:00 PM

Site Code: FENTON STREET AT CAMERON STREET

| Start Time | CAMERON STREET From North | | | | | FENTON STREET From East | | | | | CAMERON STREET From South | | | | | FENTON STREET From West | | | | |
|------------|------------------------------|------|-------|------|---|----------------------------|------|-------|------|---|------------------------------|------|-------|------|---|----------------------------|------|-------|------|--|
| | Left | Thru | Right | Peds | | Left | Thru | Right | Peds | | Left | Thru | Right | Peds | | Left | Thru | Right | Peds | |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 13:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 13:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 14:30 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | |

Start Date: 3/29/2017 VEHICLES & PEDS
 Start Time: 6:30:00 AM
 Site Code: FENTON ST AT US 29

| Start Time | US29 From North | | | | FENTON From East | | | | US29 From South | | | | FENTON From West | | | |
|------------|--------------------|------|-------|------|---------------------|------|-------|------|--------------------|------|-------|------|---------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 06:30 | 12 | 378 | 3 | 13 | 9 | 10 | 5 | 9 | 1 | 66 | 4 | 9 | 3 | 8 | 4 | 5 |
| 06:45 | 19 | 405 | 8 | 34 | 5 | 14 | 9 | 11 | 4 | 57 | 3 | 6 | 4 | 7 | 3 | 15 |
| 07:00 | 29 | 427 | 11 | 27 | 6 | 12 | 13 | 13 | 2 | 113 | 12 | 8 | 4 | 10 | 0 | 9 |
| 07:15 | 23 | 434 | 12 | 57 | 8 | 19 | 7 | 21 | 1 | 137 | 10 | 11 | 1 | 8 | 4 | 13 |
| 07:30 | 32 | 469 | 6 | 75 | 4 | 23 | 8 | 26 | 5 | 146 | 9 | 9 | 3 | 13 | 1 | 17 |
| 07:45 | 33 | 420 | 5 | 48 | 12 | 29 | 11 | 33 | 3 | 150 | 23 | 19 | 2 | 10 | 3 | 23 |
| 08:00 | 27 | 401 | 7 | 65 | 9 | 30 | 25 | 24 | 3 | 139 | 18 | 14 | 6 | 11 | 5 | 29 |
| 08:15 | 28 | 495 | 13 | 82 | 8 | 24 | 16 | 19 | 1 | 131 | 16 | 26 | 3 | 12 | 4 | 19 |
| 08:30 | 27 | 412 | 12 | 84 | 10 | 26 | 8 | 29 | 2 | 165 | 21 | 24 | 5 | 15 | 2 | 14 |
| 08:45 | 49 | 388 | 24 | 50 | 12 | 29 | 8 | 27 | 5 | 140 | 10 | 31 | 3 | 17 | 9 | 32 |
| 09:00 | 42 | 431 | 22 | 41 | 16 | 30 | 15 | 17 | 1 | 119 | 8 | 38 | 11 | 19 | 1 | 26 |
| 09:15 | 33 | 389 | 21 | 34 | 10 | 25 | 6 | 22 | 4 | 98 | 10 | 42 | 7 | 13 | 2 | 18 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 21 | 184 | 13 | 25 | 14 | 18 | 20 | 59 | 14 | 314 | 19 | 55 | 13 | 25 | 9 | 53 |
| 15:45 | 22 | 169 | 8 | 20 | 16 | 19 | 29 | 22 | 9 | 318 | 31 | 20 | 10 | 21 | 12 | 31 |
| 16:00 | 16 | 156 | 10 | 23 | 6 | 31 | 37 | 43 | 3 | 314 | 24 | 29 | 13 | 22 | 10 | 56 |
| 16:15 | 18 | 155 | 10 | 13 | 12 | 13 | 25 | 42 | 5 | 345 | 30 | 46 | 18 | 19 | 10 | 66 |
| 16:30 | 23 | 168 | 11 | 21 | 15 | 16 | 34 | 23 | 2 | 374 | 26 | 32 | 11 | 22 | 8 | 58 |
| 16:45 | 30 | 118 | 7 | 27 | 12 | 29 | 34 | 31 | 4 | 293 | 24 | 37 | 28 | 21 | 10 | 65 |
| 17:00 | 16 | 159 | 13 | 18 | 17 | 18 | 23 | 42 | 6 | 392 | 15 | 37 | 14 | 34 | 13 | 76 |
| 17:15 | 33 | 141 | 10 | 33 | 19 | 22 | 29 | 47 | 6 | 393 | 41 | 59 | 14 | 25 | 9 | 69 |
| 17:30 | 26 | 167 | 8 | 24 | 16 | 18 | 36 | 59 | 4 | 330 | 24 | 47 | 13 | 32 | 10 | 78 |
| 17:45 | 23 | 147 | 10 | 28 | 12 | 29 | 18 | 30 | 3 | 323 | 38 | 48 | 8 | 27 | 12 | 86 |
| 18:00 | 25 | 143 | 10 | 45 | 13 | 39 | 23 | 42 | 1 | 364 | 28 | 51 | 14 | 16 | 10 | 62 |
| 18:15 | 25 | 144 | 9 | 22 | 10 | 26 | 31 | 26 | 1 | 385 | 40 | 50 | 10 | 31 | 6 | 64 |
| | 632 | 6900 | 263 | 909 | 271 | 549 | 470 | 717 | 90 | 5606 | 484 | 748 | 218 | 438 | 157 | 984 |

Start Date: 3/29/2017 BUSES
 Start Time: 6:30:00 AM
 Site Code: FENTON ST AT US 29

| Start Time | US29 From North | | | | FENTON From East | | | | US29 From South | | | | FENTON From West | | | |
|------------|--------------------|------|-------|------|---------------------|------|-------|------|--------------------|------|-------|------|---------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 06:30 | 0 | 7 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:45 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 2 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 |
| 07:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 |
| 08:30 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 1 | 1 | 0 |
| 08:45 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| 09:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 1 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 1 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 0 |
| 17:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 6 | 55 | 5 | 0 | 1 | 3 | 3 | 0 | 1 | 77 | 10 | 0 | 2 | 6 | 5 | 0 |

Start Date: 3/29/2017 BUSES
 Start Time: 6:30:00 AM
 Site Code: FENTON ST AT US 29

| Start Time | US29 From North | | | | FENTON From East | | | | US29 From South | | | | FENTON From West | | | |
|------------|--------------------|------|-------|------|---------------------|------|-------|------|--------------------|------|-------|------|---------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 06:30 | 0 | 7 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:45 | 1 | 13 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 0 | 6 | 0 | 0 | 4 | 1 | 0 | 0 | 1 | 7 | 3 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 10 | 0 | 0 | 6 | 1 | 0 | 0 | 1 | 9 | 3 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 1 | 15 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 12 | 3 | 0 | 0 | 1 | 0 | 0 |
| 07:45 | 0 | 7 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 9 | 3 | 0 | 0 | 1 | 0 | 0 |
| 08:00 | 0 | 10 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 10 | 3 | 0 | 0 | 1 | 0 | 0 |
| 08:15 | 1 | 11 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 12 | 4 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 13 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 9 | 3 | 0 | 0 | 1 | 0 | 0 |
| 08:45 | 0 | 9 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 7 | 2 | 0 | 0 | 1 | 0 | 0 |
| 09:00 | 1 | 11 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 11 | 3 | 0 | 0 | 2 | 0 | 0 |
| 09:15 | 0 | 5 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 6 | 5 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 0 | 0 | 2 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 0 | 6 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 0 | 5 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 12 | 4 | 0 | 0 | 1 | 0 | 0 |
| 16:15 | 0 | 8 | 0 | 0 | 7 | 0 | 1 | 0 | 0 | 8 | 4 | 0 | 0 | 2 | 0 | 0 |
| 16:30 | 0 | 7 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 9 | 6 | 0 | 0 | 1 | 0 | 0 |
| 16:45 | 0 | 6 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 10 | 4 | 0 | 0 | 2 | 0 | 0 |
| 17:00 | 0 | 8 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 17 | 9 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 1 | 6 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 9 | 2 | 0 | 0 | 2 | 0 | 0 |
| 17:30 | 0 | 7 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 12 | 4 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 10 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 12 | 5 | 0 | 0 | 2 | 0 | 0 |
| 18:00 | 0 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 9 | 4 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 2 | 6 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 9 | 4 | 0 | 0 | 1 | 0 | 0 |
| | 7 | 199 | 0 | 0 | 95 | 4 | 1 | 0 | 2 | 209 | 84 | 0 | 0 | 20 | 0 | 0 |

Start Date: 3/29/2017 BICYCLES
 Start Time: 6:30:00 AM
 Site Code: FENTON ST AT US 29

| Start Time | US29 From North | | | | FENTON From East | | | | US29 From South | | | | FENTON From West | | | | |
|------------|--------------------|------|-------|------|---------------------|------|-------|------|--------------------|------|-------|------|---------------------|------|-------|------|---|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| 06:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 06:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 07:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| 07:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 15:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 18:00 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| | 0 | 9 | 0 | 0 | 0 | 10 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 18 | 0 | 0 |

Start Date: 3/25/2017 VEHICLES & PEDS
 Start Time: 1:00:00 PM
 Site Code: FENTON STREET AT US 29

| Start Time | US 29 From North | | | | FENTON STREET From East | | | | | US 29 From South | | | | FENTON STREET From West | | | |
|------------|---------------------|------|-------|------|----------------------------|------|-------|------|------|---------------------|-------|------|------|----------------------------|-------|------|--|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| 13:00 | 43 | 202 | 7 | 38 | 14 | 23 | 31 | 50 | 9 | 158 | 40 | 2 | 9 | 18 | 8 | 41 | |
| 13:15 | 56 | 214 | 5 | 77 | 28 | 16 | 41 | 53 | 6 | 168 | 37 | 10 | 11 | 21 | 9 | 49 | |
| 13:30 | 55 | 215 | 10 | 36 | 34 | 22 | 42 | 44 | 3 | 161 | 40 | 0 | 8 | 19 | 7 | 49 | |
| 13:45 | 51 | 201 | 16 | 57 | 26 | 29 | 37 | 71 | 6 | 178 | 40 | 20 | 5 | 23 | 7 | 80 | |
| 14:00 | 47 | 208 | 8 | 28 | 25 | 19 | 30 | 52 | 8 | 126 | 40 | 19 | 8 | 19 | 8 | 97 | |
| 14:15 | 41 | 221 | 10 | 17 | 26 | 24 | 34 | 30 | 9 | 167 | 41 | 18 | 7 | 20 | 5 | 90 | |
| 14:30 | 52 | 200 | 5 | 19 | 24 | 20 | 24 | 37 | 3 | 154 | 40 | 8 | 5 | 29 | 6 | 47 | |
| 14:45 | 29 | 215 | 6 | 58 | 27 | 16 | 24 | 55 | 13 | 168 | 47 | 20 | 7 | 33 | 4 | 38 | |
| 15:00 | 61 | 166 | 9 | 51 | 17 | 13 | 28 | 58 | 7 | 162 | 26 | 17 | 11 | 27 | 11 | 26 | |
| 15:15 | 44 | 183 | 10 | 41 | 19 | 19 | 23 | 53 | 8 | 157 | 41 | 11 | 7 | 24 | 7 | 48 | |
| 15:30 | 39 | 201 | 8 | 57 | 24 | 13 | 36 | 44 | 7 | 179 | 30 | 7 | 3 | 22 | 4 | 39 | |
| 15:45 | 36 | 195 | 4 | 71 | 15 | 18 | 32 | 38 | 4 | 164 | 38 | 16 | 4 | 24 | 2 | 32 | |
| | 554 | 2421 | 98 | 550 | 279 | 232 | 382 | 585 | 83 | 1942 | 460 | 148 | 85 | 279 | 78 | 636 | |

Start Date: 3/25/2017 LARGE TRUCKS
 Start Time: 1:00:00 PM
 Site Code: FENTON STREET AT US 29

| Start Time | US 29 From North | | | | FENTON STREET From East | | | | US 29 From South | | | | FENTON STREET From West | | | | |
|------------|---------------------|------|-------|------|----------------------------|------|-------|------|---------------------|------|-------|------|----------------------------|------|-------|------|---|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| 13:00 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 |
| 13:30 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 |
| 15:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 2 | 4 | 0 | 0 | 1 | 2 | 3 | 0 | 2 | 25 | 2 | 0 | 1 | 2 | 0 | 0 | |

Start Date: 3/25/2017 BUSES
 Start Time: 1:00:00 PM
 Site Code: FENTON STREET AT US 29

| Start Time | US 29 From North | | | | FENTON STREET From East | | | | US 29 From South | | | | FENTON STREET From West | | | |
|------------|---------------------|------|-------|------|----------------------------|------|-------|------|---------------------|------|-------|------|----------------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 13:00 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 5 | 3 | 0 | 0 | 1 | 0 | 0 |
| 13:15 | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 |
| 13:30 | 1 | 4 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 6 | 5 | 0 | 0 | 1 | 0 | 0 |
| 13:45 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 4 | 0 | 0 | 1 | 0 | 0 |
| 14:00 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 3 | 0 | 0 | 2 | 0 | 0 |
| 14:15 | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 1 | 0 | 0 |
| 14:30 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 1 | 0 | 0 |
| 14:45 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 1 | 0 | 0 |
| 15:00 | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 1 | 0 | 0 |
| 15:15 | 0 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 1 | 0 | 0 |
| 15:30 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 1 | 0 | 0 |
| 15:45 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| | 1 | 34 | 0 | 0 | 32 | 0 | 1 | 0 | 0 | 38 | 32 | 0 | 0 | 13 | 0 | 0 |

Start Date: 3/25/2017 BICYCLES
 Start Time: 1:00:00 PM
 Site Code: FENTON STREET AT US 29

| Start Time | US 29 From North | | | | FENTON STREET From East | | | | US 29 From South | | | | FENTON STREET From West | | | |
|------------|---------------------|------|-------|------|----------------------------|------|-------|------|---------------------|------|-------|------|----------------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 3 | 1 | 0 | 3 | 3 | 3 | 0 | 0 | 0 | 11 | 6 | 0 | 0 | 4 | 1 |

Start Date: 3/29/2017 VEHICLES & PEDS
 Start Time: 6:30:00 AM
 Site Code: FENTON ST AT ELLSWORTH DR

| Start Time | ELLSWORTH DRIVE From North | | | | FENTON STREET From East | | | | ELLSWORTH DRIVE From South | | | | FENTON STREET From West | | | |
|------------|-------------------------------|------|-------|------|----------------------------|------|-------|------|-------------------------------|------|-------|------|----------------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 06:30 | 2 | 0 | 1 | 7 | 4 | 23 | 7 | 1 | 0 | 0 | 1 | 1 | 0 | 22 | 3 | 7 |
| 06:45 | 7 | 2 | 2 | 16 | 2 | 25 | 3 | 7 | 0 | 1 | 0 | 6 | 2 | 20 | 5 | 4 |
| 07:00 | 3 | 0 | 4 | 10 | 2 | 27 | 4 | 7 | 0 | 1 | 0 | 6 | 3 | 35 | 3 | 6 |
| 07:15 | 7 | 0 | 2 | 16 | 1 | 33 | 8 | 5 | 0 | 1 | 0 | 2 | 1 | 32 | 2 | 6 |
| 07:30 | 7 | 5 | 6 | 10 | 3 | 29 | 2 | 10 | 0 | 1 | 0 | 5 | 4 | 52 | 2 | 5 |
| 07:45 | 6 | 1 | 5 | 24 | 0 | 47 | 6 | 27 | 0 | 0 | 1 | 3 | 9 | 49 | 4 | 15 |
| 08:00 | 5 | 4 | 4 | 19 | 3 | 61 | 15 | 14 | 0 | 1 | 0 | 8 | 5 | 48 | 3 | 24 |
| 08:15 | 6 | 3 | 6 | 34 | 3 | 42 | 19 | 21 | 0 | 1 | 0 | 18 | 10 | 36 | 3 | 15 |
| 08:30 | 8 | 2 | 5 | 21 | 4 | 55 | 8 | 20 | 0 | 3 | 0 | 14 | 9 | 48 | 4 | 29 |
| 08:45 | 5 | 1 | 4 | 33 | 2 | 48 | 15 | 23 | 0 | 1 | 3 | 24 | 5 | 58 | 4 | 13 |
| 09:00 | 4 | 1 | 4 | 10 | 0 | 63 | 10 | 15 | 2 | 0 | 1 | 9 | 9 | 50 | 4 | 8 |
| 09:15 | 4 | 7 | 5 | 31 | 0 | 38 | 11 | 18 | 1 | 2 | 1 | 26 | 5 | 37 | 3 | 24 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 15 | 4 | 6 | 72 | 2 | 52 | 8 | 94 | 2 | 2 | 0 | 55 | 8 | 36 | 6 | 119 |
| 15:45 | 10 | 7 | 15 | 88 | 0 | 47 | 16 | 74 | 2 | 3 | 0 | 97 | 8 | 48 | 6 | 75 |
| 16:00 | 10 | 0 | 10 | 95 | 3 | 72 | 18 | 73 | 1 | 2 | 3 | 69 | 14 | 48 | 9 | 98 |
| 16:15 | 15 | 2 | 6 | 120 | 2 | 50 | 19 | 104 | 0 | 2 | 3 | 114 | 12 | 48 | 4 | 105 |
| 16:30 | 8 | 1 | 12 | 85 | 3 | 56 | 19 | 101 | 2 | 2 | 2 | 79 | 7 | 45 | 4 | 66 |
| 16:45 | 9 | 2 | 17 | 126 | 3 | 63 | 20 | 89 | 3 | 1 | 2 | 94 | 10 | 56 | 9 | 98 |
| 17:00 | 7 | 4 | 11 | 89 | 1 | 57 | 24 | 117 | 0 | 4 | 5 | 161 | 7 | 51 | 4 | 129 |
| 17:15 | 10 | 2 | 16 | 77 | 2 | 67 | 26 | 97 | 0 | 3 | 3 | 120 | 11 | 53 | 2 | 76 |
| 17:30 | 14 | 4 | 13 | 117 | 4 | 59 | 21 | 85 | 1 | 5 | 8 | 121 | 11 | 57 | 10 | 80 |
| 17:45 | 16 | 4 | 12 | 105 | 4 | 46 | 24 | 83 | 4 | 3 | 9 | 95 | 11 | 49 | 6 | 90 |
| 18:00 | 14 | 7 | 9 | 80 | 9 | 61 | 25 | 133 | 4 | 10 | 1 | 73 | 2 | 49 | 7 | 61 |
| 18:15 | 13 | 2 | 6 | 101 | 3 | 59 | 27 | 99 | 2 | 2 | 10 | 118 | 16 | 50 | 11 | 121 |
| | 205 | 65 | 181 | 1386 | 60 | 1180 | 355 | 1317 | 24 | 51 | 53 | 1318 | 179 | 1077 | 118 | 1274 |

Start Date: 3/29/2017 LARGE TRUCKS
 Start Time: 6:30:00 AM
 Site Code: FENTON ST AT ELLSWORTH DR

| Start Time | ELLSWORTH DRIVE From North | | | | FENTON STREET From East | | | | ELLSWORTH DRIVE From South | | | | FENTON STREET From West | | | |
|------------|-------------------------------|------|-------|------|----------------------------|------|-------|------|-------------------------------|------|-------|------|----------------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 06:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 |
| 06:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 |
| 07:00 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 16:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 3 | 1 | 2 | 0 | 1 | 15 | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 18 | 2 | 0 |

Start Date: 3/29/2017 BUSES
 Start Time: 6:30:00 AM
 Site Code: FENTON ST AT ELLSWORTH DR

| Start Time | ELLSWORTH DRIVE From North | | | | FENTON STREET From East | | | | ELLSWORTH DRIVE From South | | | | FENTON STREET From West | | | |
|------------|-------------------------------|------|-------|------|----------------------------|------|-------|------|-------------------------------|------|-------|------|----------------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 06:30 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| 06:45 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 |
| 07:15 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 |
| 08:30 | 0 | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | 0 | 1 | 1 | 0 | 0 | 105 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 110 | 1 | 0 |

Start Date: 3/29/2017 BICYCLES
 Start Time: 6:30:00 AM
 Site Code: FENTON ST AT ELLSWORTH DR

| Start Time | ELLSWORTH DRIVE From North | | | | FENTON STREET From East | | | | ELLSWORTH DRIVE From South | | | | FENTON STREET From West | | | |
|------------|-------------------------------|------|-------|------|----------------------------|------|-------|------|-------------------------------|------|-------|------|----------------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 06:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 4 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 08:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 09:00 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 09:15 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 24 | 1 | 0 | 3 | 8 | 2 | 0 | 0 | 2 | 1 | 0 | 7 | 4 | 2 | 0 |

Start Date: 3/25/2017 VEHICLES/PEDS

Start Time: 1:00:00 PM

Site Code: FENTON STREET AT ELLSWORTH DRIVE

| Start Time | ELLSWORTH DR From North | | | | FENTON ST From East | | | | ELLSWORTH DR From South | | | | FENTON ST From West | | | |
|------------|----------------------------|------|-------|------|------------------------|------|-------|------|----------------------------|------|-------|------|------------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 13:00 | 12 | 0 | 18 | 136 | 0 | 52 | 21 | 87 | 0 | 0 | 0 | 102 | 12 | 63 | 0 | 60 |
| 13:15 | 15 | 0 | 12 | 144 | 0 | 67 | 32 | 72 | 0 | 0 | 0 | 128 | 22 | 65 | 0 | 61 |
| 13:30 | 14 | 0 | 20 | 161 | 0 | 76 | 26 | 77 | 0 | 0 | 0 | 107 | 10 | 66 | 0 | 92 |
| 13:45 | 12 | 0 | 16 | 148 | 0 | 98 | 30 | 61 | 0 | 0 | 0 | 118 | 11 | 68 | 0 | 73 |
| 14:00 | 10 | 0 | 27 | 125 | 0 | 64 | 26 | 87 | 0 | 0 | 0 | 93 | 18 | 45 | 0 | 70 |
| 14:15 | 13 | 0 | 12 | 142 | 0 | 71 | 22 | 78 | 0 | 0 | 0 | 104 | 17 | 40 | 0 | 96 |
| 14:30 | 25 | 0 | 10 | 104 | 0 | 76 | 13 | 71 | 0 | 0 | 0 | 82 | 20 | 49 | 0 | 67 |
| 14:45 | 19 | 0 | 23 | 170 | 0 | 72 | 22 | 108 | 0 | 0 | 0 | 121 | 17 | 54 | 0 | 101 |
| 15:00 | 22 | 0 | 16 | 175 | 0 | 73 | 28 | 102 | 0 | 0 | 0 | 119 | 12 | 74 | 0 | 101 |
| 15:15 | 10 | 0 | 11 | 137 | 0 | 63 | 10 | 95 | 0 | 0 | 0 | 104 | 17 | 68 | 0 | 71 |
| 15:30 | 13 | 0 | 17 | 146 | 0 | 73 | 18 | 83 | 0 | 0 | 0 | 114 | 12 | 35 | 0 | 88 |
| 15:45 | 19 | 0 | 23 | 169 | 0 | 73 | 10 | 88 | 0 | 0 | 0 | 143 | 19 | 61 | 0 | 98 |
| | 184 | 0 | 205 | 1757 | 0 | 858 | 258 | 1009 | 0 | 0 | 0 | 1335 | 187 | 688 | 0 | 978 |

Start Date: 3/25/2017 LARGE TRUCKS

Start Time: 1:00:00 PM

Site Code: FENTON STREET AT ELLSWORTH DRIVE

| Start Time | ELLSWORTH DR From North | | | | FENTON ST From East | | | | ELLSWORTH DR From South | | | | FENTON ST From West | | | |
|------------|----------------------------|------|-------|------|------------------------|------|-------|------|----------------------------|------|-------|------|------------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 13:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 13:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| | 2 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 |

Start Date: 3/25/2017 BUSES

Start Time: 1:00:00 PM

Site Code: FENTON STREET AT ELLSWORTH DRIVE

| Start Time | ELLSWORTH DR From North | | | | FENTON ST From East | | | | ELLSWORTH DR From South | | | | FENTON ST From West | | | | |
|------------|----------------------------|------|-------|------|------------------------|------|-------|------|----------------------------|------|-------|------|------------------------|------|-------|------|---|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| 13:15 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| | 0 | 0 | 1 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 1 | 0 |

Start Date: 3/25/2017 BICYCLES

Start Time: 1:00:00 PM

Site Code: FENTON STREET AT ELLSWORTH DRIVE

| Start Time | ELLSWORTH DR From North | | | | FENTON ST From East | | | | ELLSWORTH DR From South | | | | FENTON ST From West | | | | |
|------------|----------------------------|------|-------|------|------------------------|------|-------|------|----------------------------|------|-------|------|------------------------|------|-------|------|---|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| 13:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| 13:15 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| 14:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 14:15 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | |
| 14:30 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 15:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| 15:15 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| | 4 | 1 | 8 | 0 | 0 | 4 | 3 | 0 | 1 | 1 | 0 | 0 | 9 | 3 | 0 | 0 | |

Start Date: 3/30/2017 VEHICLES & PEDS

Start Time: 6:30:00 AM

Site Code: FENTON ST AT WAYNE AVE

| Start Time | WAYNE AVE From North | | | | FENTON ST From East | | | | WAYNE AVE From South | | | | FENTON ST From West | | | |
|------------|-------------------------|------|-------|------|------------------------|------|-------|------|-------------------------|------|-------|------|------------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 06:30 | 16 | 65 | 4 | 3 | 5 | 23 | 13 | 3 | 6 | 13 | 4 | 2 | 5 | 15 | 11 | 3 |
| 06:45 | 29 | 71 | 1 | 8 | 9 | 29 | 10 | 3 | 3 | 10 | 11 | 7 | 6 | 17 | 12 | 7 |
| 07:00 | 29 | 102 | 3 | 4 | 16 | 31 | 10 | 2 | 3 | 20 | 9 | 5 | 1 | 41 | 9 | 10 |
| 07:15 | 26 | 87 | 4 | 5 | 19 | 36 | 20 | 5 | 5 | 17 | 5 | 15 | 3 | 35 | 8 | 6 |
| 07:30 | 69 | 119 | 3 | 10 | 20 | 46 | 14 | 9 | 5 | 24 | 6 | 6 | 1 | 30 | 9 | 3 |
| 07:45 | 59 | 85 | 8 | 10 | 19 | 51 | 21 | 7 | 6 | 22 | 12 | 15 | 4 | 58 | 6 | 5 |
| 08:00 | 58 | 150 | 3 | 4 | 23 | 35 | 24 | 9 | 4 | 33 | 10 | 7 | 1 | 52 | 7 | 13 |
| 08:15 | 41 | 138 | 10 | 4 | 16 | 44 | 22 | 11 | 6 | 33 | 9 | 2 | 2 | 50 | 13 | 10 |
| 08:30 | 70 | 155 | 8 | 7 | 12 | 60 | 30 | 5 | 6 | 43 | 6 | 7 | 0 | 31 | 14 | 9 |
| 08:45 | 53 | 119 | 12 | 4 | 9 | 42 | 33 | 8 | 4 | 30 | 8 | 0 | 3 | 36 | 13 | 20 |
| 09:00 | 70 | 130 | 4 | 30 | 16 | 47 | 29 | 6 | 4 | 34 | 8 | 8 | 5 | 43 | 4 | 33 |
| 09:15 | 54 | 135 | 7 | 17 | 12 | 39 | 31 | 2 | 4 | 49 | 8 | 6 | 8 | 45 | 12 | 23 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 40 | 67 | 15 | 15 | 12 | 64 | 51 | 10 | 8 | 65 | 20 | 30 | 2 | 26 | 14 | 47 |
| 15:45 | 41 | 56 | 6 | 17 | 14 | 50 | 49 | 9 | 22 | 117 | 21 | 31 | 2 | 29 | 14 | 58 |
| 16:00 | 33 | 72 | 9 | 19 | 12 | 65 | 64 | 11 | 13 | 98 | 12 | 8 | 17 | 36 | 13 | 33 |
| 16:15 | 29 | 63 | 2 | 18 | 18 | 38 | 43 | 7 | 16 | 114 | 23 | 22 | 9 | 38 | 8 | 62 |
| 16:30 | 46 | 66 | 14 | 25 | 12 | 52 | 56 | 11 | 13 | 86 | 25 | 42 | 2 | 41 | 19 | 20 |
| 16:45 | 51 | 62 | 5 | 9 | 13 | 56 | 64 | 8 | 19 | 136 | 28 | 26 | 5 | 37 | 17 | 33 |
| 17:00 | 38 | 48 | 6 | 2 | 15 | 45 | 72 | 10 | 11 | 127 | 18 | 35 | 1 | 29 | 14 | 28 |
| 17:15 | 45 | 64 | 14 | 1 | 12 | 52 | 54 | 8 | 32 | 121 | 29 | 28 | 8 | 37 | 12 | 49 |
| 17:30 | 41 | 69 | 5 | 7 | 13 | 53 | 62 | 5 | 18 | 140 | 30 | 38 | 6 | 39 | 13 | 46 |
| 17:45 | 53 | 75 | 2 | 6 | 20 | 55 | 65 | 7 | 15 | 133 | 26 | 41 | 12 | 43 | 7 | 49 |
| 18:00 | 59 | 79 | 0 | 17 | 26 | 64 | 85 | 9 | 19 | 128 | 21 | 33 | 5 | 42 | 16 | 39 |
| 18:15 | 56 | 87 | 1 | 4 | 24 | 54 | 66 | 4 | 15 | 122 | 31 | 27 | 4 | 33 | 13 | 53 |

Start Date: 3/30/2017 LARGE TRUCKS
 Start Time: 6:30:00 AM
 Site Code: FENTON ST AT WAYNE AVE

| Start Time | WAYNE AVE From North | | | | FENTON ST From East | | | | WAYNE AVE From South | | | | FENTON ST From West | | | |
|------------|-------------------------|------|-------|------|------------------------|------|-------|------|-------------------------|------|-------|------|------------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 06:30 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 |
| 06:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 |
| 07:00 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| 07:15 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 |
| 07:30 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 |
| 07:45 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 |
| 08:00 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | 0 | 0 |
| 08:15 | 0 | 3 | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| 08:30 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 |
| 08:45 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 |
| 09:15 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 16:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| 16:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |

Start Date: 3/30/2017 BUSES
 Start Time: 6:30:00 AM
 Site Code: FENTON ST AT WAYNE AVE

| Start Time | WAYNE AVE From North | | | | FENTON ST From East | | | | WAYNE AVE From South | | | | FENTON ST From West | | | |
|------------|-------------------------|------|-------|------|------------------------|------|-------|------|-------------------------|------|-------|------|------------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 06:30 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 |
| 06:45 | 0 | 4 | 0 | 0 | 1 | 6 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 |
| 07:00 | 1 | 4 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 |
| 07:15 | 0 | 4 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 3 | 0 | 0 |
| 07:30 | 2 | 5 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 0 |
| 07:45 | 2 | 4 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 7 | 0 | 0 |
| 08:00 | 0 | 4 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 4 | 0 | 0 |
| 08:15 | 0 | 2 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 |
| 08:30 | 0 | 4 | 0 | 0 | 1 | 4 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 0 |
| 08:45 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 |
| 09:00 | 1 | 3 | 0 | 0 | 2 | 5 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 |
| 09:15 | 0 | 1 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 0 | 4 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 4 | 1 | 0 | 0 | 5 | 0 | 0 |
| 15:45 | 0 | 4 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 6 | 0 | 0 |
| 16:00 | 1 | 4 | 1 | 0 | 1 | 4 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 8 | 0 | 0 |
| 16:15 | 1 | 1 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 5 | 0 | 0 | 0 | 4 | 0 | 0 |
| 16:30 | 0 | 6 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 6 | 0 | 0 |
| 16:45 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 3 | 0 | 0 |
| 17:00 | 0 | 3 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 7 | 1 | 0 |
| 17:15 | 1 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 0 |
| 17:30 | 2 | 1 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 7 | 0 | 0 |
| 17:45 | 0 | 2 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 6 | 0 | 0 |
| 18:00 | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 0 |
| 18:15 | 0 | 2 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 |

Start Date: 3/30/2017 BICYCLES
 Start Time: 6:30:00 AM
 Site Code: FENTON ST AT WAYNE AVE

| Start Time | WAYNE AVE From North | | | | FENTON ST From East | | | | WAYNE AVE From South | | | | FENTON ST From West | | | |
|------------|-------------------------|------|-------|------|------------------------|------|-------|------|-------------------------|------|-------|------|------------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 06:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 06:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| 07:30 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 09:15 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| 18:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 |

Start Date: 4/1/2017 VEHICLES & PEDS
 Start Time: 1:00:00 PM
 Site Code: WAYNE AVE AT FENTON ST

| Start Time | WAYNE AVE From North | | | | FENTON ST From East | | | | WAYNE AVE From South | | | | FENTON ST From West | | | |
|------------|-------------------------|------|-------|------|------------------------|------|-------|------|-------------------------|------|-------|------|------------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 13:00 | 51 | 71 | 17 | 37 | 36 | 80 | 46 | 4 | 26 | 75 | 24 | 18 | 17 | 42 | 21 | 72 |
| 13:15 | 60 | 61 | 13 | 41 | 24 | 69 | 41 | 2 | 24 | 61 | 22 | 23 | 18 | 49 | 39 | 32 |
| 13:30 | 71 | 75 | 16 | 33 | 31 | 91 | 45 | 3 | 26 | 85 | 46 | 33 | 27 | 50 | 22 | 43 |
| 13:45 | 55 | 62 | 12 | 46 | 46 | 61 | 38 | 1 | 14 | 60 | 38 | 45 | 19 | 46 | 28 | 51 |
| 14:00 | 58 | 32 | 5 | 37 | 32 | 43 | 37 | 0 | 8 | 55 | 26 | 39 | 16 | 34 | 19 | 26 |
| 14:15 | 61 | 57 | 12 | 25 | 34 | 64 | 46 | 0 | 11 | 49 | 38 | 53 | 12 | 26 | 25 | 46 |
| 14:30 | 53 | 83 | 9 | 29 | 32 | 61 | 42 | 1 | 7 | 58 | 39 | 22 | 8 | 39 | 35 | 38 |
| 14:45 | 38 | 80 | 12 | 19 | 26 | 89 | 40 | 0 | 27 | 72 | 30 | 36 | 15 | 37 | 25 | 26 |
| 15:00 | 61 | 81 | 9 | 26 | 21 | 100 | 34 | 0 | 21 | 90 | 33 | 41 | 12 | 45 | 37 | 44 |
| 15:15 | 52 | 78 | 16 | 31 | 28 | 97 | 24 | 1 | 18 | 74 | 31 | 28 | 10 | 53 | 28 | 32 |
| 15:30 | 36 | 80 | 14 | 27 | 26 | 78 | 30 | 1 | 20 | 77 | 39 | 19 | 13 | 56 | 20 | 18 |
| 15:45 | 49 | 69 | 9 | 20 | 30 | 67 | 43 | 0 | 21 | 75 | 17 | 23 | 20 | 42 | 37 | 26 |

Start Date: 4/1/2017 LARGE TRUCKS

Start Time: 1:00:00 PM

Site Code: WAYNE AVE AT FENTON ST

| Start Time | WAYNE AVE From North | | | | FENTON ST From East | | | | WAYNE AVE From South | | | | FENTON ST From West | | | |
|------------|-------------------------|------|-------|------|------------------------|------|-------|------|-------------------------|------|-------|------|------------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 13:00 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |

Start Date: 4/1/2017 BUSES

Start Time: 1:00:00 PM

Site Code: WAYNE AVE AT FENTON ST

| Start Time | WAYNE AVE From North | | | | FENTON ST From East | | | | WAYNE AVE From South | | | | FENTON ST From West | | | |
|------------|-------------------------|------|-------|------|------------------------|------|-------|------|-------------------------|------|-------|------|------------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 13:00 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 |
| 13:15 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 |
| 13:30 | 0 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 0 |
| 13:45 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 8 | 0 | 0 |
| 14:00 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 |
| 14:15 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 |
| 14:30 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 6 | 0 | 0 |
| 14:45 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 |
| 15:00 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 1 | 0 |
| 15:15 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 0 |
| 15:30 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 7 | 0 | 0 |
| 15:45 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 |

Start Date: 3/30/2017 VEHICLES & PEDS

Start Time: 6:30:00 AM

Site Code: FENTON ST AT BONIFANT ST

| Start Time | BONIFANT ST From North | | | | FENTON ST From East | | | | BONIFANT ST From South | | | | FENTON ST From West | | | |
|------------|---------------------------|------|-------|------|------------------------|------|-------|------|---------------------------|------|-------|------|------------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 06:30 | 2 | 0 | 0 | 2 | 2 | 41 | 1 | 2 | 2 | 0 | 2 | 0 | 2 | 34 | 1 | 4 |
| 06:45 | 1 | 0 | 0 | 9 | 2 | 49 | 0 | 6 | 1 | 2 | 3 | 3 | 2 | 51 | 4 | 1 |
| 07:00 | 1 | 3 | 0 | 5 | 2 | 59 | 0 | 6 | 0 | 1 | 0 | 2 | 8 | 73 | 2 | 6 |
| 07:15 | 1 | 0 | 1 | 6 | 1 | 62 | 2 | 6 | 0 | 1 | 3 | 4 | 0 | 70 | 3 | 6 |
| 07:30 | 2 | 0 | 2 | 14 | 4 | 76 | 1 | 6 | 4 | 0 | 4 | 3 | 5 | 97 | 9 | 5 |
| 07:45 | 0 | 2 | 0 | 12 | 4 | 86 | 1 | 12 | 2 | 2 | 3 | 2 | 3 | 128 | 5 | 0 |
| 08:00 | 0 | 2 | 1 | 23 | 4 | 80 | 4 | 7 | 3 | 3 | 4 | 8 | 3 | 116 | 6 | 8 |
| 08:15 | 2 | 4 | 0 | 17 | 3 | 74 | 2 | 11 | 4 | 0 | 2 | 7 | 1 | 100 | 7 | 6 |
| 08:30 | 0 | 4 | 0 | 14 | 9 | 99 | 1 | 6 | 5 | 4 | 4 | 4 | 3 | 103 | 6 | 3 |
| 08:45 | 1 | 1 | 2 | 14 | 3 | 82 | 1 | 3 | 2 | 5 | 3 | 2 | 2 | 98 | 5 | 6 |
| 09:00 | 0 | 0 | 0 | 3 | 7 | 91 | 2 | 7 | 4 | 3 | 3 | 9 | 2 | 107 | 10 | 1 |
| 09:15 | 0 | 0 | 1 | 0 | 9 | 73 | 3 | 4 | 5 | 4 | 1 | 1 | 0 | 103 | 4 | 4 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 1 | 0 | 2 | 1 | 2 | 119 | 5 | 0 | 8 | 9 | 3 | 9 | 3 | 79 | 7 | 14 |
| 15:45 | 2 | 2 | 2 | 3 | 1 | 104 | 0 | 10 | 7 | 9 | 6 | 13 | 2 | 78 | 9 | 15 |
| 16:00 | 3 | 1 | 3 | 3 | 6 | 131 | 3 | 6 | 10 | 5 | 11 | 8 | 0 | 73 | 11 | 11 |
| 16:15 | 0 | 4 | 3 | 7 | 8 | 84 | 2 | 8 | 17 | 11 | 5 | 21 | 1 | 87 | 6 | 13 |
| 16:30 | 2 | 1 | 2 | 2 | 6 | 115 | 5 | 20 | 6 | 9 | 6 | 18 | 3 | 101 | 13 | 12 |
| 16:45 | 0 | 2 | 1 | 11 | 9 | 118 | 4 | 15 | 14 | 18 | 7 | 14 | 6 | 104 | 11 | 13 |
| 17:00 | 2 | 0 | 1 | 5 | 2 | 114 | 3 | 15 | 15 | 12 | 10 | 16 | 1 | 78 | 14 | 29 |
| 17:15 | 0 | 0 | 1 | 15 | 7 | 105 | 6 | 16 | 16 | 23 | 9 | 28 | 1 | 104 | 15 | 16 |
| 17:30 | 1 | 4 | 1 | 6 | 7 | 126 | 6 | 22 | 10 | 12 | 8 | 20 | 1 | 104 | 9 | 22 |
| 17:45 | 1 | 6 | 1 | 6 | 3 | 122 | 10 | 10 | 13 | 19 | 9 | 12 | 0 | 118 | 9 | 16 |
| 18:00 | 1 | 3 | 2 | 8 | 7 | 154 | 2 | 19 | 16 | 16 | 7 | 21 | 7 | 116 | 11 | 11 |
| 18:15 | 2 | 4 | 2 | 19 | 3 | 133 | 8 | 25 | 12 | 17 | 7 | 26 | 2 | 95 | 19 | 12 |

Start Date: 3/30/2017 BUSES
 Start Time: 6:30:00 AM
 Site Code: FENTON ST AT BONIFANT ST

| Start Time | BONIFANT ST From North | | | | FENTON ST From East | | | | BONIFANT ST From South | | | | FENTON ST From West | | | |
|------------|---------------------------|------|-------|------|------------------------|------|-------|------|---------------------------|------|-------|------|------------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 06:30 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 |
| 06:45 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 5 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 7 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |

Start Date: 3/30/2017 BICYCLES
 Start Time: 6:30:00 AM
 Site Code: FENTON ST AT BONIFANT ST

| Start Time | BONIFANT ST From North | | | | FENTON ST From East | | | | BONIFANT ST From South | | | | FENTON ST From West | | | |
|------------|---------------------------|------|-------|------|------------------------|------|-------|------|---------------------------|------|-------|------|------------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 06:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| 08:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 08:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| 08:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 0 |

Start Date: 4/1/2017 VEHICLES & PEDS
 Start Time: 1:00:00 PM
 Site Code: FENTON ST AT BONIFANT ST

| Start Time | BONIFANT ST From North | | | | FENTON ST From East | | | | BONIFANT ST From South | | | | FENTON ST From West | | | |
|------------|---------------------------|------|-------|------|------------------------|------|-------|------|---------------------------|------|-------|------|------------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 13:00 | 6 | 2 | 4 | 10 | 4 | 129 | 9 | 25 | 15 | 13 | 12 | 11 | 3 | 98 | 11 | 28 |
| 13:15 | 2 | 4 | 1 | 14 | 9 | 134 | 6 | 14 | 8 | 9 | 3 | 18 | 1 | 118 | 11 | 14 |
| 13:30 | 4 | 0 | 3 | 11 | 7 | 145 | 3 | 8 | 14 | 7 | 9 | 9 | 4 | 140 | 17 | 17 |
| 13:45 | 3 | 5 | 2 | 10 | 5 | 115 | 3 | 4 | 22 | 6 | 13 | 9 | 2 | 106 | 14 | 21 |
| 14:00 | 1 | 0 | 0 | 12 | 6 | 103 | 1 | 12 | 10 | 6 | 8 | 15 | 1 | 103 | 11 | 22 |
| 14:15 | 1 | 2 | 2 | 11 | 7 | 128 | 1 | 18 | 15 | 4 | 9 | 17 | 2 | 113 | 8 | 39 |
| 14:30 | 1 | 0 | 0 | 11 | 3 | 133 | 1 | 19 | 2 | 3 | 4 | 7 | 0 | 119 | 10 | 9 |
| 14:45 | 0 | 2 | 5 | 12 | 9 | 129 | 1 | 19 | 17 | 5 | 10 | 26 | 1 | 87 | 9 | 17 |
| 15:00 | 1 | 1 | 3 | 10 | 8 | 141 | 1 | 11 | 13 | 3 | 12 | 16 | 0 | 123 | 14 | 12 |
| 15:15 | 2 | 2 | 4 | 8 | 6 | 137 | 3 | 12 | 7 | 0 | 13 | 11 | 3 | 103 | 16 | 15 |
| 15:30 | 3 | 2 | 0 | 5 | 5 | 120 | 4 | 14 | 15 | 3 | 11 | 17 | 1 | 114 | 10 | 22 |
| 15:45 | 0 | 0 | 1 | 8 | 3 | 118 | 2 | 9 | 21 | 4 | 6 | 4 | 1 | 99 | 13 | 13 |

Start Date: 4/1/2017 LARGE TRUCKS

Start Time: 1:00:00 PM

Site Code: FENTON ST AT BONIFANT ST

| Start Time | BONIFANT From North | | | | FENTON From East | | | | BONIFANT From South | | | | FENTON From West | | | | |
|------------|---------------------|------|-------|------|------------------|------|-------|------|---------------------|------|-------|------|------------------|------|-------|------|---|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| 14:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| 14:45 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | |
| 15:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | |

Start Date: 4/1/2017 BUSES

Start Time: 1:00:00 PM

Site Code: FENTON ST AT BONIFANT ST

| Start Time | BONIFANT From North | | | | FENTON From East | | | | BONIFANT From South | | | | FENTON From West | | | | |
|------------|---------------------|------|-------|------|------------------|------|-------|------|---------------------|------|-------|------|------------------|------|-------|------|--|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | |

Start Date: 3/30/2017 VEHICLES & PEDS

Start Time: 6:30:00 AM

Site Code: FENTON ST AT THAYER AVE

| Start Time | THAYER AVE From North | | | | FENTON ST From East | | | | THAYER AVE From South | | | | FENTON ST From West | | | |
|------------|--------------------------|------|-------|------|------------------------|------|-------|------|--------------------------|------|-------|------|------------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 06:30 | 3 | 8 | 1 | 1 | 2 | 35 | 2 | 3 | 3 | 1 | 3 | 2 | 1 | 35 | 0 | 1 |
| 06:45 | 4 | 6 | 0 | 4 | 6 | 45 | 1 | 1 | 1 | 5 | 6 | 3 | 0 | 48 | 5 | 5 |
| 07:00 | 4 | 8 | 0 | 5 | 7 | 56 | 2 | 3 | 3 | 2 | 5 | 5 | 0 | 68 | 4 | 5 |
| 07:15 | 8 | 14 | 1 | 11 | 8 | 65 | 0 | 4 | 2 | 6 | 3 | 8 | 0 | 64 | 6 | 6 |
| 07:30 | 0 | 11 | 3 | 5 | 7 | 72 | 1 | 5 | 3 | 2 | 2 | 5 | 2 | 96 | 7 | 6 |
| 07:45 | 8 | 12 | 1 | 13 | 10 | 82 | 1 | 9 | 2 | 4 | 7 | 9 | 5 | 111 | 8 | 6 |
| 08:00 | 2 | 9 | 4 | 12 | 10 | 86 | 4 | 4 | 0 | 5 | 12 | 3 | 3 | 106 | 8 | 11 |
| 08:15 | 5 | 11 | 1 | 16 | 17 | 75 | 3 | 9 | 4 | 9 | 7 | 5 | 2 | 99 | 9 | 9 |
| 08:30 | 5 | 8 | 1 | 18 | 9 | 97 | 5 | 10 | 5 | 5 | 8 | 11 | 0 | 92 | 8 | 9 |
| 08:45 | 5 | 13 | 1 | 9 | 13 | 105 | 2 | 13 | 3 | 4 | 8 | 6 | 4 | 91 | 4 | 12 |
| 09:00 | 4 | 9 | 0 | 14 | 8 | 89 | 1 | 14 | 4 | 4 | 7 | 5 | 3 | 106 | 3 | 13 |
| 09:15 | 6 | 15 | 1 | 10 | 11 | 82 | 2 | 7 | 7 | 10 | 7 | 3 | 0 | 94 | 8 | 8 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 1 | 8 | 1 | 9 | 12 | 124 | 2 | 10 | 7 | 8 | 13 | 6 | 1 | 86 | 5 | 15 |
| 15:45 | 3 | 8 | 2 | 7 | 12 | 94 | 4 | 11 | 4 | 7 | 15 | 5 | 1 | 81 | 11 | 17 |
| 16:00 | 2 | 7 | 1 | 10 | 9 | 124 | 3 | 9 | 15 | 8 | 12 | 1 | 4 | 79 | 4 | 8 |
| 16:15 | 1 | 9 | 2 | 18 | 13 | 96 | 7 | 18 | 2 | 12 | 18 | 10 | 3 | 84 | 13 | 6 |
| 16:30 | 3 | 7 | 1 | 12 | 21 | 107 | 5 | 12 | 8 | 14 | 17 | 8 | 2 | 90 | 8 | 18 |
| 16:45 | 5 | 13 | 4 | 10 | 9 | 125 | 1 | 18 | 8 | 18 | 21 | 7 | 5 | 94 | 16 | 15 |
| 17:00 | 3 | 11 | 0 | 17 | 8 | 115 | 7 | 14 | 6 | 19 | 8 | 6 | 1 | 91 | 4 | 19 |
| 17:15 | 2 | 9 | 3 | 26 | 11 | 116 | 1 | 15 | 9 | 22 | 14 | 7 | 4 | 101 | 8 | 18 |
| 17:30 | 5 | 4 | 1 | 15 | 14 | 127 | 8 | 9 | 12 | 16 | 16 | 9 | 6 | 103 | 11 | 20 |
| 17:45 | 5 | 8 | 3 | 10 | 20 | 129 | 7 | 17 | 14 | 22 | 18 | 13 | 7 | 116 | 8 | 16 |
| 18:00 | 3 | 12 | 1 | 19 | 15 | 158 | 9 | 25 | 9 | 12 | 18 | 10 | 9 | 105 | 9 | 20 |
| 18:15 | 2 | 6 | 2 | 22 | 9 | 143 | 7 | 7 | 12 | 27 | 14 | 14 | 5 | 99 | 4 | 18 |
| | 89 | 226 | 35 | 293 | 261 | 2347 | 85 | 247 | 143 | 242 | 259 | 161 | 68 | 2139 | 171 | 281 |

Start Date: 3/30/2017 LARGE TRUCKS
 Start Time: 6:30:00 AM
 Site Code: FENTON ST AT THAYER AVE

| Start Time | THAYER AVE From North | | | | FENTON ST From East | | | | THAYER AVE From South | | | | FENTON ST From West | | | | |
|------------|--------------------------|------|-------|------|------------------------|------|-------|------|--------------------------|------|-------|------|------------------------|------|-------|------|---|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| 06:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 |
| 06:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 |
| 08:15 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 1 | 0 | 0 |
| 09:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 0 | 0 | 0 | 4 | 1 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 2 | 5 | 0 | 5 | 11 | 2 | 0 | 0 | 3 | 30 | 0 | 1 | 20 | 4 | 0 | 0 |

Start Date: 3/30/2017 BUSES
 Start Time: 6:30:00 AM
 Site Code: FENTON ST AT THAYER AVE

| Start Time | THAYER AVE From North | | | | FENTON ST From East | | | | THAYER AVE From South | | | | FENTON ST From West | | | |
|------------|--------------------------|------|-------|------|------------------------|------|-------|------|--------------------------|------|-------|------|------------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 06:30 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 |
| 06:45 | 0 | 0 | 2 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 0 |
| 07:00 | 0 | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 |
| 07:15 | 0 | 0 | 2 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 0 |
| 07:30 | 0 | 0 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 |
| 07:45 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 1 | 0 |
| 08:00 | 0 | 1 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 |
| 08:15 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 |
| 08:30 | 0 | 1 | 2 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 | 1 | 0 |
| 08:45 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 |
| 09:00 | 0 | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 |
| 09:15 | 0 | 0 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 0 | 0 | 1 | 0 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 2 | 0 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 |
| 16:00 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 0 |
| 16:15 | 0 | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 2 | 0 |
| 16:45 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 |
| 17:00 | 1 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 |
| 17:30 | 0 | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 1 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 2 | 0 |
| 18:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 |
| 18:15 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| | 1 | 3 | 29 | 0 | 0 | 84 | 3 | 0 | 1 | 1 | 0 | 0 | 23 | 79 | 21 | 0 |

Start Date: 4/1/2017 VEHICLES & PEDS

Start Time: 1:00:00 PM

Site Code: FENTON ST AT THAYER ST

| Start Time | THAYER ST From North | | | | FENTON ST From East | | | | THAYER ST From South | | | | FENTON ST From West | | | |
|------------|-------------------------|------|-------|------|------------------------|------|-------|------|-------------------------|------|-------|------|------------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 13:00 | 4 | 14 | 5 | 7 | 22 | 130 | 5 | 24 | 8 | 23 | 10 | 12 | 3 | 102 | 13 | 17 |
| 13:15 | 7 | 10 | 1 | 21 | 12 | 132 | 6 | 16 | 18 | 10 | 14 | 10 | 6 | 109 | 10 | 15 |
| 13:30 | 6 | 9 | 1 | 13 | 14 | 139 | 4 | 14 | 17 | 8 | 28 | 3 | 5 | 128 | 17 | 29 |
| 13:45 | 8 | 10 | 6 | 21 | 17 | 104 | 17 | 10 | 10 | 13 | 19 | 7 | 10 | 99 | 11 | 26 |
| 14:00 | 4 | 11 | 1 | 7 | 23 | 107 | 5 | 15 | 9 | 8 | 13 | 8 | 8 | 100 | 11 | 21 |
| 14:15 | 1 | 8 | 5 | 31 | 14 | 117 | 1 | 13 | 16 | 13 | 14 | 4 | 9 | 106 | 8 | 28 |
| 14:30 | 0 | 10 | 8 | 9 | 14 | 124 | 3 | 12 | 4 | 7 | 22 | 5 | 5 | 108 | 13 | 24 |
| 14:45 | 5 | 16 | 2 | 10 | 21 | 126 | 1 | 8 | 10 | 11 | 17 | 3 | 7 | 76 | 9 | 28 |
| 15:00 | 6 | 8 | 1 | 11 | 9 | 125 | 4 | 21 | 14 | 7 | 12 | 6 | 1 | 123 | 8 | 23 |
| 15:15 | 1 | 9 | 6 | 18 | 14 | 111 | 6 | 25 | 24 | 19 | 23 | 1 | 2 | 112 | 10 | 24 |
| 15:30 | 2 | 9 | 4 | 4 | 19 | 103 | 4 | 9 | 6 | 11 | 25 | 3 | 1 | 109 | 10 | 19 |
| 15:45 | 4 | 16 | 4 | 7 | 19 | 104 | 6 | 10 | 13 | 12 | 10 | 1 | 3 | 88 | 12 | 15 |

Start Date: 4/1/2017 BUSES

Start Time: 1:00:00 PM

Site Code: FENTON ST AT THAYER ST

| Start Time | THAYER ST From North | | | | FENTON ST From East | | | | THAYER ST From South | | | | FENTON ST From West | | | | |
|------------|-------------------------|------|-------|------|------------------------|------|-------|------|-------------------------|------|-------|------|------------------------|------|-------|------|---|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| 13:00 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 |
| 13:30 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 0 |
| 13:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 |
| 14:00 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 |
| 14:30 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 2 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 |
| 15:15 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 |
| 15:30 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 0 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |

Start Date: 4/4/2017 VEHICLES & PEDS
 Start Time: 6:30:00 AM
 Site Code: FENTON ST AT SILVER SPRING AVE

| Start Time | FENTON ST From North | | | | SILVER SPRING AVE From East | | | | FENTON ST From South | | | | SILVER SPRING AVE From West | | | |
|------------|-------------------------|------|-------|------|--------------------------------|------|-------|------|-------------------------|------|-------|------|--------------------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 06:30 | 1 | 43 | 0 | 3 | 0 | 3 | 0 | 1 | 5 | 36 | 0 | 3 | 3 | 2 | 2 | 0 |
| 06:45 | 0 | 52 | 2 | 3 | 3 | 2 | 0 | 1 | 3 | 53 | 1 | 5 | 0 | 0 | 5 | 0 |
| 07:00 | 0 | 66 | 1 | 2 | 3 | 1 | 1 | 5 | 7 | 44 | 2 | 2 | 0 | 2 | 2 | 3 |
| 07:15 | 1 | 78 | 8 | 0 | 2 | 3 | 3 | 5 | 4 | 55 | 0 | 0 | 2 | 1 | 7 | 3 |
| 07:30 | 0 | 96 | 5 | 1 | 0 | 5 | 3 | 5 | 4 | 62 | 2 | 4 | 4 | 1 | 9 | 2 |
| 07:45 | 0 | 119 | 6 | 2 | 1 | 8 | 1 | 4 | 5 | 76 | 3 | 6 | 2 | 2 | 7 | 9 |
| 08:00 | 0 | 113 | 3 | 2 | 1 | 2 | 2 | 4 | 5 | 80 | 1 | 5 | 7 | 3 | 9 | 11 |
| 08:15 | 2 | 103 | 6 | 4 | 1 | 2 | 2 | 4 | 10 | 94 | 8 | 9 | 7 | 2 | 7 | 10 |
| 08:30 | 3 | 93 | 9 | 8 | 1 | 5 | 1 | 15 | 9 | 88 | 9 | 12 | 2 | 6 | 7 | 10 |
| 08:45 | 2 | 102 | 2 | 0 | 2 | 4 | 3 | 7 | 9 | 89 | 5 | 2 | 10 | 6 | 4 | 5 |
| 09:00 | 2 | 94 | 5 | 5 | 2 | 10 | 5 | 10 | 6 | 85 | 7 | 1 | 9 | 5 | 8 | 2 |
| 09:15 | 7 | 81 | 5 | 3 | 2 | 2 | 5 | 9 | 12 | 99 | 6 | 2 | 8 | 3 | 7 | 16 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 6 | 76 | 3 | 2 | 4 | 4 | 2 | 14 | 11 | 112 | 14 | 3 | 12 | 10 | 14 | 19 |
| 15:45 | 5 | 98 | 6 | 8 | 0 | 5 | 7 | 20 | 7 | 106 | 13 | 8 | 11 | 6 | 11 | 12 |
| 16:00 | 3 | 85 | 3 | 10 | 3 | 7 | 4 | 17 | 16 | 129 | 13 | 9 | 9 | 9 | 14 | 16 |
| 16:15 | 4 | 95 | 4 | 11 | 3 | 8 | 9 | 18 | 10 | 111 | 5 | 9 | 12 | 13 | 12 | 17 |
| 16:30 | 9 | 93 | 7 | 1 | 2 | 5 | 5 | 10 | 4 | 132 | 10 | 11 | 13 | 10 | 14 | 7 |
| 16:45 | 7 | 113 | 3 | 8 | 1 | 9 | 6 | 19 | 6 | 103 | 8 | 14 | 11 | 12 | 14 | 23 |
| 17:00 | 5 | 118 | 6 | 16 | 5 | 7 | 5 | 10 | 9 | 126 | 10 | 8 | 8 | 13 | 16 | 20 |
| 17:15 | 0 | 114 | 7 | 6 | 3 | 9 | 2 | 10 | 8 | 141 | 7 | 3 | 9 | 16 | 13 | 15 |
| 17:30 | 5 | 119 | 11 | 7 | 5 | 7 | 5 | 11 | 9 | 152 | 9 | 18 | 13 | 9 | 14 | 29 |
| 17:45 | 6 | 110 | 9 | 11 | 3 | 5 | 3 | 22 | 7 | 147 | 10 | 7 | 16 | 18 | 23 | 23 |
| 18:00 | 1 | 122 | 8 | 13 | 1 | 3 | 4 | 15 | 8 | 153 | 24 | 12 | 25 | 19 | 16 | 33 |
| 18:15 | 7 | 95 | 11 | 11 | 5 | 1 | 7 | 10 | 13 | 130 | 6 | 6 | 22 | 16 | 23 | 12 |

Start Date: 4/4/2017 LARGE TRUCKS
 Start Time: 6:30:00 AM
 Site Code: FENTON ST AT SILVER SPRING AVE

| Start Time | FENTON ST From North | | | | SILVER SPRING AVE From East | | | | FENTON ST From South | | | | SILVER SPRING AVE From West | | | |
|------------|-------------------------|------|-------|------|--------------------------------|------|-------|------|-------------------------|------|-------|------|--------------------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 06:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| 06:45 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 |
| 07:00 | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 4 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 |
| 08:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 |

Start Date: 4/4/2017 BUSES

Start Time: 6:30:00 AM

Site Code: FENTON ST AT SILVER SPRING AVE

| Start Time | FENTON ST From North | | | | SILVER SPRING AVE From East | | | | FENTON ST From South | | | | SILVER SPRING AVE From West | | | |
|------------|-------------------------|------|-------|------|--------------------------------|------|-------|------|-------------------------|------|-------|------|--------------------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 06:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 |
| 09:00 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 |
| 09:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 1 | 0 |
| 15:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 |
| 17:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |

Start Date: 4/1/2017 VEHICLES & PEDS

Start Time: 1:00:00 PM

Site Code: FENTON ST AT SILVER SPRING AVE

| Start Time | SILVER SPRING AVE From North | | | | FENTON ST From East | | | | SILVER SPRING AVE From South | | | | FENTON ST From West | | | |
|------------|---------------------------------|------|-------|------|------------------------|------|-------|------|---------------------------------|------|-------|------|------------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 13:00 | 3 | 6 | 3 | 12 | 13 | 145 | 8 | 21 | 8 | 8 | 17 | 10 | 9 | 95 | 10 | 8 |
| 13:15 | 4 | 6 | 4 | 7 | 8 | 134 | 5 | 8 | 12 | 3 | 13 | 6 | 4 | 113 | 14 | 22 |
| 13:30 | 5 | 3 | 4 | 9 | 13 | 141 | 9 | 14 | 14 | 13 | 13 | 11 | 8 | 120 | 24 | 17 |
| 13:45 | 7 | 7 | 5 | 11 | 3 | 122 | 17 | 3 | 11 | 6 | 10 | 5 | 5 | 106 | 12 | 26 |
| 14:00 | 3 | 6 | 6 | 11 | 13 | 118 | 2 | 24 | 9 | 7 | 11 | 10 | 2 | 102 | 14 | 20 |
| 14:15 | 2 | 7 | 4 | 6 | 10 | 113 | 3 | 19 | 12 | 9 | 12 | 7 | 4 | 107 | 13 | 19 |
| 14:30 | 5 | 2 | 6 | 7 | 6 | 130 | 5 | 23 | 7 | 11 | 9 | 18 | 7 | 110 | 12 | 4 |
| 14:45 | 2 | 6 | 6 | 3 | 9 | 127 | 5 | 10 | 13 | 11 | 6 | 2 | 7 | 76 | 11 | 12 |
| 15:00 | 0 | 3 | 4 | 10 | 6 | 124 | 9 | 22 | 9 | 2 | 8 | 10 | 7 | 115 | 15 | 19 |
| 15:15 | 0 | 5 | 2 | 14 | 10 | 116 | 11 | 21 | 12 | 9 | 12 | 6 | 5 | 117 | 11 | 12 |
| 15:30 | 2 | 6 | 6 | 11 | 3 | 112 | 7 | 15 | 8 | 6 | 8 | 8 | 8 | 110 | 9 | 16 |
| 15:45 | 3 | 4 | 5 | 10 | 4 | 116 | 0 | 18 | 8 | 6 | 6 | 11 | 3 | 92 | 6 | 14 |

Start Date: 4/1/2017 LARGE TRUCKS

Start Time: 1:00:00 PM

Site Code: FENTON ST AT SILVER SPRING AVE

| Start Time | SILVER SPRING AVE From North | | | | FENTON ST From East | | | | SILVER SPRING AVE From South | | | | FENTON ST From West | | | | |
|------------|---------------------------------|------|-------|------|------------------------|------|-------|------|---------------------------------|------|-------|------|------------------------|------|-------|------|---|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 |

Start Date: 4/1/2017 BUSES

Start Time: 1:00:00 PM

Site Code: FENTON ST AT SILVER SPRING AVE

| Start Time | SILVER SPRING AVE From North | | | | FENTON ST From East | | | | SILVER SPRING AVE From South | | | | FENTON ST From West | | | | |
|------------|---------------------------------|------|-------|------|------------------------|------|-------|------|---------------------------------|------|-------|------|------------------------|------|-------|------|---|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |

Start Date: 4/4/2017 VEHICLE & PEDS
 Start Time: 6:30:00 AM
 Site Code: FENTON ST AT SLIGO AVE

| Start Time | FENTON ST From North | | | | SLIGO AVE From East | | | | FENTON ST From South | | | | SLIGO AVE From West | | | |
|------------|-------------------------|------|-------|------|------------------------|------|-------|------|-------------------------|------|-------|------|------------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 06:30 | 2 | 41 | 2 | 5 | 28 | 23 | 6 | 7 | 5 | 39 | 6 | 8 | 0 | 9 | 5 | 3 |
| 06:45 | 1 | 54 | 1 | 6 | 21 | 26 | 4 | 5 | 9 | 51 | 4 | 8 | 1 | 9 | 2 | 2 |
| 07:00 | 2 | 66 | 3 | 3 | 16 | 18 | 4 | 9 | 4 | 50 | 2 | 1 | 0 | 7 | 3 | 0 |
| 07:15 | 2 | 79 | 3 | 7 | 31 | 26 | 10 | 13 | 5 | 46 | 8 | 6 | 4 | 7 | 7 | 3 |
| 07:30 | 3 | 100 | 4 | 3 | 24 | 18 | 8 | 6 | 7 | 62 | 15 | 7 | 1 | 14 | 12 | 1 |
| 07:45 | 8 | 112 | 2 | 1 | 24 | 27 | 8 | 4 | 11 | 73 | 13 | 5 | 5 | 18 | 21 | 4 |
| 08:00 | 9 | 103 | 6 | 13 | 23 | 28 | 5 | 4 | 18 | 83 | 10 | 7 | 2 | 10 | 16 | 4 |
| 08:15 | 7 | 84 | 16 | 2 | 21 | 46 | 10 | 8 | 10 | 97 | 8 | 5 | 3 | 10 | 18 | 2 |
| 08:30 | 7 | 89 | 4 | 16 | 25 | 40 | 11 | 11 | 9 | 102 | 12 | 18 | 3 | 13 | 8 | 10 |
| 08:45 | 8 | 82 | 11 | 13 | 28 | 46 | 14 | 11 | 13 | 90 | 15 | 3 | 4 | 16 | 13 | 3 |
| 09:00 | 9 | 82 | 8 | 4 | 36 | 39 | 11 | 1 | 6 | 81 | 16 | 3 | 4 | 13 | 16 | 3 |
| 09:15 | 7 | 79 | 3 | 8 | 33 | 30 | 13 | 7 | 9 | 94 | 10 | 5 | 8 | 11 | 17 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 16 | 70 | 11 | 3 | 16 | 22 | 15 | 8 | 8 | 113 | 22 | 5 | 7 | 21 | 15 | 3 |
| 15:45 | 24 | 81 | 7 | 2 | 12 | 15 | 10 | 6 | 9 | 104 | 31 | 10 | 9 | 23 | 16 | 1 |
| 16:00 | 14 | 79 | 8 | 12 | 15 | 26 | 17 | 0 | 3 | 123 | 21 | 10 | 12 | 25 | 19 | 1 |
| 16:15 | 16 | 93 | 5 | 4 | 12 | 18 | 13 | 2 | 5 | 102 | 26 | 7 | 9 | 12 | 15 | 0 |
| 16:30 | 14 | 86 | 8 | 7 | 13 | 23 | 12 | 2 | 9 | 127 | 25 | 7 | 11 | 34 | 20 | 6 |
| 16:45 | 11 | 109 | 10 | 14 | 16 | 17 | 9 | 8 | 7 | 108 | 24 | 5 | 4 | 23 | 9 | 7 |
| 17:00 | 22 | 107 | 7 | 9 | 10 | 28 | 15 | 10 | 6 | 121 | 28 | 2 | 7 | 28 | 22 | 6 |
| 17:15 | 16 | 103 | 10 | 15 | 8 | 31 | 16 | 7 | 9 | 131 | 25 | 4 | 6 | 31 | 17 | 6 |
| 17:30 | 21 | 109 | 12 | 12 | 19 | 24 | 25 | 21 | 8 | 135 | 36 | 4 | 6 | 24 | 22 | 0 |
| 17:45 | 13 | 114 | 14 | 18 | 23 | 28 | 9 | 14 | 11 | 143 | 29 | 10 | 11 | 21 | 15 | 5 |
| 18:00 | 15 | 117 | 8 | 11 | 14 | 21 | 26 | 21 | 8 | 142 | 32 | 2 | 10 | 28 | 15 | 0 |
| 18:15 | 15 | 100 | 5 | 4 | 15 | 34 | 16 | 4 | 12 | 125 | 28 | 10 | 5 | 35 | 24 | 0 |

Start Date: 4/4/2017 LARGE TRUCKS
 Start Time: 6:30:00 AM
 Site Code: FENTON ST AT SLIGO AVE

| Start Time | FENTON ST From North | | | | SLIGO AVE From East | | | | FENTON ST From South | | | | SLIGO AVE From West | | | |
|------------|-------------------------|------|-------|------|------------------------|------|-------|------|-------------------------|------|-------|------|------------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 06:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 06:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 | 0 |
| 08:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 08:45 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 |
| 16:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| 18:15 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 1 | 0 | 0 |

Start Date: 4/4/2017 BUSES
 Start Time: 6:30:00 AM
 Site Code: FENTON ST AT SLIGO AVE

| Start Time | FENTON ST From North | | | | SLIGO AVE From East | | | | FENTON ST From South | | | | SLIGO AVE From West | | | | |
|------------|-------------------------|------|-------|------|------------------------|------|-------|------|-------------------------|------|-------|------|------------------------|------|-------|------|---|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| 06:30 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 |
| 06:45 | 1 | 3 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 0 | 3 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 07:15 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 07:30 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 08:00 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 08:15 | 0 | 3 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 08:30 | 2 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 1 | 3 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 1 | 2 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 1 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| 15:45 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 2 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| 16:15 | 2 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| 16:30 | 1 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 16:45 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 2 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Start Date: 4/8/2017 VEHICLES & PEDS

Start Time: 1:00:00 PM

Site Code: FENTON ST @ SLIGO AVE

| Start Time | FENTON ST From North | | | | SLIGO AVE From East | | | | FENTON ST From South | | | | SLIGO AVE From West | | | |
|------------|----------------------|------|-------|------|---------------------|------|-------|------|----------------------|------|-------|------|---------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 13:00 | 16 | 85 | 7 | 19 | 18 | 29 | 16 | 6 | 7 | 124 | 20 | 8 | 10 | 19 | 22 | 13 |
| 13:15 | 25 | 94 | 13 | 8 | 17 | 29 | 18 | 3 | 7 | 111 | 11 | 6 | 7 | 22 | 16 | 8 |
| 13:30 | 16 | 84 | 10 | 10 | 10 | 19 | 14 | 2 | 11 | 106 | 25 | 11 | 7 | 23 | 7 | 4 |
| 13:45 | 14 | 104 | 9 | 12 | 13 | 18 | 10 | 1 | 8 | 110 | 12 | 2 | 10 | 29 | 23 | 0 |
| 14:00 | 16 | 89 | 5 | 8 | 14 | 19 | 7 | 1 | 6 | 120 | 18 | 8 | 7 | 23 | 14 | 7 |
| 14:15 | 9 | 90 | 11 | 7 | 16 | 24 | 17 | 3 | 2 | 117 | 17 | 4 | 16 | 20 | 16 | 11 |
| 14:30 | 13 | 93 | 5 | 9 | 18 | 41 | 9 | 1 | 8 | 113 | 13 | 7 | 9 | 16 | 13 | 3 |
| 14:45 | 18 | 88 | 9 | 8 | 10 | 24 | 23 | 3 | 8 | 99 | 18 | 4 | 16 | 22 | 13 | 3 |
| 15:00 | 9 | 114 | 7 | 8 | 16 | 21 | 17 | 4 | 9 | 131 | 23 | 9 | 6 | 18 | 13 | 8 |
| 15:15 | 17 | 97 | 9 | 6 | 12 | 26 | 10 | 5 | 9 | 90 | 19 | 7 | 10 | 19 | 16 | 2 |
| 15:30 | 19 | 113 | 8 | 8 | 10 | 20 | 15 | 7 | 9 | 112 | 24 | 8 | 6 | 12 | 10 | 5 |
| 15:45 | 10 | 98 | 12 | 5 | 10 | 19 | 22 | 5 | 5 | 106 | 21 | 7 | 5 | 18 | 13 | 6 |
| | 182 | 1149 | 105 | 108 | 164 | 289 | 178 | 41 | 89 | 1339 | 221 | 81 | 109 | 241 | 176 | 70 |

Start Date: 4/8/2017 LARGE TRUCKS

Start Time: 1:00:00 PM

Site Code: FENTON ST @ SLIGO AVE

| Start Time | FENTON ST From North | | | | SLIGO AVE From East | | | | FENTON ST From South | | | | SLIGO AVE From West | | | |
|------------|-------------------------|------|-------|------|------------------------|------|-------|------|-------------------------|------|-------|------|------------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 |
| 13:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 |
| 15:15 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| | 2 | 2 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 2 | 1 | 0 | 2 | 7 | 3 | 0 |

Start Date: 4/8/2017 BUSES

Start Time: 1:00:00 PM

Site Code: FENTON ST @ SLIGO AVE

| Start Time | FENTON ST From North | | | | SLIGO AVE From East | | | | FENTON ST From South | | | | SLIGO AVE From West | | | |
|------------|-------------------------|------|-------|------|------------------------|------|-------|------|-------------------------|------|-------|------|------------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 13:00 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 2 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 |
| 13:45 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 14:30 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 |
| 15:15 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 |
| 15:45 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 |
| | 13 | 15 | 0 | 0 | 0 | 0 | 13 | 0 | 1 | 16 | 1 | 0 | 0 | 1 | 4 | 0 |

Start Date: 4/8/2017 BICYCLES
 Start Time: 1:00:00 PM
 Site Code: FENTON ST @ SLIGO AVE

| Start Time | FENTON ST From North | | | | SLIGO AVE From East | | | | FENTON ST From South | | | | SLIGO AVE From West | | | |
|------------|-------------------------|------|-------|------|------------------------|------|-------|------|-------------------------|------|-------|------|------------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 13:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 |
| 14:45 | 0 | 1 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 |
| 15:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 |
| | 0 | 6 | 0 | 0 | 0 | 5 | 4 | 0 | 0 | 7 | 6 | 0 | 4 | 6 | 1 | 0 |

Start Date: 4/4/2017 VEHICLES & PEDS

Start Time: 6:30:00 AM

Site Code: FENTON ST AT BURLINGTON AVE / PHILADELPHIA AVE

| Start Time | FENTON ST From North | | | | BURLINGTON / PHILADELPHIA AVE From East | | | | FENTON ST From South | | | | BURLINGTON / PHILADELPHIA AVE From West | | | |
|------------|-------------------------|------|-------|------|--|------|-------|------|-------------------------|------|-------|------|--|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 06:30 | 11 | 18 | 55 | 1 | 0 | 91 | 21 | 0 | 17 | 15 | 1 | 1 | 9 | 16 | 3 | 0 |
| 06:45 | 12 | 26 | 43 | 0 | 0 | 76 | 31 | 0 | 14 | 26 | 3 | 1 | 8 | 15 | 8 | 2 |
| 07:00 | 8 | 34 | 49 | 2 | 0 | 90 | 19 | 1 | 22 | 31 | 5 | 1 | 6 | 20 | 8 | 1 |
| 07:15 | 11 | 41 | 58 | 3 | 0 | 93 | 24 | 1 | 27 | 30 | 2 | 1 | 15 | 33 | 9 | 0 |
| 07:30 | 21 | 79 | 48 | 4 | 2 | 92 | 24 | 4 | 20 | 30 | 4 | 1 | 27 | 28 | 7 | 4 |
| 07:45 | 25 | 88 | 35 | 1 | 5 | 88 | 29 | 1 | 26 | 42 | 2 | 1 | 19 | 39 | 10 | 1 |
| 08:00 | 27 | 80 | 45 | 6 | 1 | 100 | 37 | 4 | 34 | 40 | 2 | 4 | 27 | 33 | 8 | 4 |
| 08:15 | 24 | 66 | 44 | 0 | 2 | 89 | 39 | 0 | 29 | 45 | 4 | 2 | 23 | 32 | 21 | 2 |
| 08:30 | 28 | 63 | 38 | 2 | 3 | 102 | 41 | 2 | 22 | 42 | 2 | 0 | 24 | 25 | 11 | 0 |
| 08:45 | 18 | 48 | 51 | 13 | 5 | 96 | 32 | 2 | 23 | 40 | 1 | 1 | 39 | 29 | 15 | 0 |
| 09:00 | 30 | 60 | 43 | 2 | 0 | 88 | 24 | 1 | 21 | 43 | 2 | 6 | 27 | 27 | 7 | 0 |
| 09:15 | 22 | 61 | 43 | 7 | 1 | 59 | 33 | 1 | 29 | 39 | 0 | 2 | 24 | 24 | 16 | 2 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 38 | 40 | 24 | 3 | 1 | 36 | 33 | 1 | 18 | 62 | 2 | 5 | 48 | 72 | 19 | 9 |
| 15:45 | 40 | 44 | 29 | 0 | 1 | 54 | 40 | 1 | 24 | 42 | 1 | 4 | 58 | 84 | 17 | 3 |
| 16:00 | 32 | 45 | 41 | 2 | 1 | 41 | 29 | 1 | 26 | 50 | 3 | 10 | 72 | 91 | 23 | 3 |
| 16:15 | 34 | 53 | 36 | 7 | 1 | 64 | 34 | 2 | 15 | 43 | 4 | 5 | 59 | 74 | 16 | 4 |
| 16:30 | 35 | 59 | 38 | 6 | 0 | 43 | 49 | 0 | 27 | 55 | 6 | 6 | 57 | 75 | 10 | 3 |
| 16:45 | 32 | 66 | 40 | 3 | 2 | 48 | 34 | 3 | 22 | 45 | 2 | 12 | 59 | 81 | 16 | 7 |
| 17:00 | 49 | 71 | 29 | 3 | 2 | 45 | 32 | 2 | 23 | 43 | 7 | 2 | 87 | 90 | 14 | 2 |
| 17:15 | 35 | 69 | 19 | 0 | 1 | 61 | 39 | 1 | 25 | 56 | 3 | 3 | 82 | 106 | 26 | 1 |
| 17:30 | 41 | 70 | 59 | 3 | 2 | 55 | 47 | 0 | 25 | 64 | 5 | 2 | 70 | 80 | 25 | 5 |
| 17:45 | 33 | 83 | 46 | 5 | 1 | 50 | 55 | 2 | 16 | 60 | 4 | 1 | 82 | 73 | 32 | 4 |
| 18:00 | 54 | 72 | 26 | 7 | 1 | 67 | 31 | 1 | 17 | 66 | 2 | 7 | 89 | 76 | 28 | 4 |
| 18:15 | 42 | 63 | 24 | 11 | 2 | 54 | 26 | 2 | 19 | 69 | 1 | 0 | 80 | 82 | 30 | 6 |

Start Date: 4/4/2017 BUSES

Start Time: 6:30:00 AM

Site Code: FENTON ST AT BURLINGTON AVE / PHILADELPHIA AVE

| Start Time | FENTON ST From North | | | | BURLINGTON / PHILADELPHIA AVE From East | | | | FENTON ST From South | | | | BURLINGTON / PHILADELPHIA AVE From West | | | | |
|------------|-------------------------|------|-------|------|--|------|-------|------|-------------------------|------|-------|------|--|------|-------|------|---|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| 06:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 06:45 | 2 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 1 | 0 | 3 | 0 | 0 | 2 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 1 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 |
| 07:30 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 |
| 07:45 | 1 | 2 | 1 | 0 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 |
| 08:00 | 4 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 08:15 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 1 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 |
| 08:45 | 2 | 1 | 0 | 0 | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 |
| 09:00 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 09:15 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 15:45 | 2 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 |
| 16:00 | 1 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| 16:15 | 3 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 |
| 16:30 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 |
| 16:45 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 2 | 0 | 0 |
| 17:00 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 17:15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 17:30 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 18:00 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |

Start Date: 4/4/2017 BICYCLES

Start Time: 6:30:00 AM

Site Code: FENTON ST AT BURLINGTON AVE / PHILADELPHIA AVE

| Start Time | FENTON ST From North | | | | BURLINGTON / PHILADELPHIA AVE From East | | | | FENTON ST From South | | | | BURLINGTON / PHILADELPHIA AVE From West | | | |
|------------|-------------------------|------|-------|------|--|------|-------|------|-------------------------|------|-------|------|--|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 06:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 |
| 07:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 09:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 17:45 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |

Start Date: 4/8/2017 VEHICLES & PEDS

Start Time: 1:00:00 PM

Site Code: FENTON STREET AT BURLINGTON AVE / PHILADELPHIA AVE

| Start Time | FENTON ST From North | | | | PHILADELPHIA AVE From East | | | | FENTON ST From South | | | | BURLINGTON AVE From West | | | |
|------------|-------------------------|------|-------|------|-------------------------------|------|-------|------|-------------------------|------|-------|------|-----------------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 13:00 | 36 | 48 | 41 | 5 | 0 | 51 | 43 | 4 | 16 | 58 | 0 | 2 | 44 | 37 | 8 | 4 |
| 13:15 | 35 | 59 | 37 | 3 | 1 | 55 | 42 | 0 | 13 | 43 | 2 | 3 | 41 | 62 | 14 | 0 |
| 13:30 | 27 | 46 | 24 | 0 | 0 | 58 | 36 | 0 | 17 | 46 | 0 | 1 | 55 | 63 | 7 | 2 |
| 13:45 | 42 | 52 | 46 | 9 | 0 | 56 | 41 | 4 | 13 | 45 | 0 | 3 | 43 | 70 | 11 | 3 |
| 14:00 | 32 | 55 | 33 | 1 | 0 | 53 | 50 | 3 | 12 | 46 | 2 | 3 | 45 | 54 | 10 | 0 |
| 14:15 | 44 | 40 | 48 | 1 | 0 | 76 | 50 | 2 | 13 | 34 | 0 | 2 | 53 | 63 | 17 | 2 |
| 14:30 | 41 | 47 | 36 | 1 | 0 | 47 | 40 | 2 | 17 | 49 | 0 | 2 | 39 | 61 | 14 | 5 |
| 14:45 | 29 | 50 | 36 | 2 | 3 | 75 | 49 | 1 | 14 | 45 | 0 | 3 | 38 | 69 | 18 | 3 |
| 15:00 | 40 | 62 | 38 | 2 | 2 | 44 | 53 | 4 | 13 | 59 | 1 | 10 | 53 | 56 | 8 | 4 |
| 15:15 | 44 | 49 | 28 | 2 | 0 | 49 | 42 | 0 | 18 | 39 | 1 | 5 | 36 | 73 | 17 | 2 |
| 15:30 | 51 | 39 | 38 | 1 | 0 | 48 | 47 | 0 | 20 | 48 | 2 | 6 | 44 | 66 | 11 | 1 |
| 15:45 | 48 | 42 | 36 | 2 | 0 | 37 | 36 | 0 | 24 | 46 | 1 | 5 | 47 | 58 | 14 | 3 |
| | 469 | 589 | 441 | 29 | 6 | 649 | 529 | 20 | 190 | 558 | 9 | 45 | 538 | 732 | 149 | 29 |

Start Date: 4/8/2017 LARGE TRUCKS

Start Time: 1:00:00 PM

Site Code: FENTON STREET AT BURLINGTON AVE / PHILADELPHIA AVE

| Start Time | FENTON ST From North | | | | PHILADELPHIA AVE From East | | | | FENTON ST From South | | | | BURLINGTON AVE From West | | | | |
|------------|-------------------------|------|-------|------|-------------------------------|------|-------|------|-------------------------|------|-------|------|-----------------------------|------|-------|------|---|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 15:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 3 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 0 | 0 |

Start Date: 4/8/2017 BUSES

Start Time: 1:00:00 PM

Site Code: FENTON STREET AT BURLINGTON AVE / PHILADELPHIA AVE

| Start Time | FENTON ST From North | | | | PHILADELPHIA AVE From East | | | | FENTON ST From South | | | | BURLINGTON AVE From West | | | |
|------------|-------------------------|------|-------|------|-------------------------------|------|-------|------|-------------------------|------|-------|------|-----------------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 13:00 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 |
| 13:30 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 14:00 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 14:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 15:00 | 2 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 |
| 15:30 | 2 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 14 | 4 | 2 | 0 | 0 | 0 | 16 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 6 | 0 |

Start Date: 4/8/2017 BICYCLES

Start Time: 1:00:00 PM

Site Code: FENTON STREET AT BURLINGTON AVE / PHILADELPHIA AVE

| Start Time | FENTON ST From North | | | | PHILADELPHIA AVE From East | | | | FENTON ST From South | | | | BURLINGTON AVE From West | | | |
|------------|-------------------------|------|-------|------|-------------------------------|------|-------|------|-------------------------|------|-------|------|-----------------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 13:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 |
| 14:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 |
| 15:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 |
| | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 0 | 0 | 3 | 1 | 1 | 0 |

Start Date: 4/5/2017 VEHICLES & PEDS
 Start Time: 6:30:00 AM
 Site Code: SPRING ST AT WOODLAND DR

| Start Time | WOODLAND DR From North | | | | SPRING ST From East | | | | WOODLAND DR From South | | | | SPRING ST From West | | | |
|------------|---------------------------|------|-------|------|------------------------|------|-------|------|---------------------------|------|-------|------|------------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 06:30 | 0 | 0 | 1 | 0 | 0 | 53 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 23 | 0 | 0 |
| 06:45 | 0 | 0 | 2 | 0 | 0 | 75 | 3 | 2 | 0 | 0 | 0 | 3 | 0 | 38 | 0 | 1 |
| 07:00 | 0 | 0 | 11 | 1 | 0 | 77 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 37 | 0 | 2 |
| 07:15 | 0 | 0 | 11 | 1 | 0 | 108 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 2 |
| 07:30 | 0 | 0 | 10 | 2 | 0 | 98 | 7 | 1 | 0 | 0 | 0 | 1 | 0 | 52 | 0 | 3 |
| 07:45 | 0 | 0 | 25 | 5 | 0 | 67 | 8 | 1 | 0 | 0 | 0 | 2 | 0 | 78 | 0 | 8 |
| 08:00 | 0 | 0 | 18 | 6 | 0 | 107 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 82 | 0 | 9 |
| 08:15 | 0 | 0 | 19 | 5 | 0 | 72 | 7 | 4 | 0 | 0 | 0 | 3 | 0 | 75 | 0 | 4 |
| 08:30 | 0 | 0 | 25 | 3 | 0 | 80 | 5 | 4 | 0 | 0 | 0 | 4 | 0 | 70 | 0 | 3 |
| 08:45 | 0 | 0 | 30 | 4 | 0 | 80 | 4 | 3 | 0 | 0 | 0 | 5 | 0 | 84 | 0 | 1 |
| 09:00 | 0 | 0 | 11 | 1 | 0 | 106 | 6 | 1 | 0 | 0 | 0 | 1 | 0 | 86 | 0 | 2 |
| 09:15 | 0 | 0 | 11 | 3 | 0 | 102 | 4 | 1 | 0 | 0 | 0 | 1 | 0 | 71 | 0 | 4 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 0 | 2 | 1 | 4 | 0 | 67 | 8 | 2 | 0 | 0 | 0 | 4 | 0 | 102 | 0 | 5 |
| 15:45 | 0 | 0 | 1 | 7 | 0 | 68 | 5 | 4 | 0 | 0 | 0 | 7 | 0 | 118 | 0 | 4 |
| 16:00 | 0 | 0 | 7 | 0 | 0 | 66 | 3 | 2 | 0 | 0 | 0 | 2 | 0 | 131 | 0 | 6 |
| 16:15 | 0 | 0 | 5 | 6 | 0 | 70 | 5 | 2 | 0 | 0 | 0 | 5 | 0 | 123 | 0 | 5 |
| 16:30 | 0 | 0 | 5 | 1 | 0 | 65 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 114 | 0 | 1 |
| 16:45 | 0 | 0 | 2 | 7 | 0 | 68 | 6 | 5 | 0 | 0 | 0 | 6 | 0 | 108 | 0 | 7 |
| 17:00 | 0 | 0 | 9 | 4 | 0 | 77 | 7 | 2 | 0 | 0 | 0 | 3 | 0 | 124 | 0 | 6 |
| 17:15 | 0 | 0 | 9 | 2 | 0 | 85 | 3 | 2 | 0 | 0 | 0 | 6 | 0 | 109 | 0 | 10 |
| 17:30 | 0 | 0 | 4 | 6 | 0 | 80 | 3 | 0 | 0 | 0 | 0 | 4 | 0 | 113 | 0 | 8 |
| 17:45 | 0 | 0 | 7 | 2 | 0 | 73 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 124 | 0 | 4 |
| 18:00 | 0 | 0 | 8 | 8 | 0 | 63 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 136 | 0 | 3 |
| 18:15 | 0 | 0 | 8 | 9 | 0 | 61 | 7 | 0 | 0 | 0 | 0 | 2 | 0 | 126 | 0 | 9 |

Start Date: 4/8/2017

Start Time: 1:00:00 PM

Site Code: SPRING ST AT WOODLAND DR

| Start Time | WOODLAND DR From North | | | | SPRING ST From East | | | | From South | | | | SPRING ST From West | | | |
|------------|---------------------------|------|-------|------|------------------------|------|-------|------|------------|------|-------|------|------------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 13:00 | 0 | 0 | 2 | 4 | 0 | 66 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 76 | 0 | 4 |
| 13:15 | 0 | 0 | 5 | 4 | 0 | 65 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 58 | 0 | 4 |
| 13:30 | 0 | 0 | 10 | 4 | 0 | 56 | 5 | 0 | 0 | 0 | 0 | 3 | 0 | 69 | 0 | 5 |
| 13:45 | 0 | 0 | 3 | 6 | 0 | 75 | 9 | 4 | 0 | 0 | 0 | 3 | 0 | 79 | 0 | 3 |
| 14:00 | 0 | 0 | 3 | 1 | 0 | 65 | 9 | 1 | 0 | 0 | 0 | 1 | 0 | 50 | 0 | 5 |
| 14:15 | 0 | 0 | 2 | 2 | 0 | 77 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 0 | 1 |
| 14:30 | 0 | 0 | 2 | 4 | 0 | 58 | 3 | 2 | 0 | 0 | 0 | 1 | 0 | 102 | 0 | 2 |
| 14:45 | 0 | 0 | 3 | 0 | 0 | 77 | 8 | 0 | 0 | 0 | 0 | 1 | 0 | 103 | 0 | 0 |
| 15:00 | 0 | 0 | 3 | 6 | 0 | 70 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 10 |
| 15:15 | 0 | 0 | 2 | 2 | 0 | 76 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 89 | 0 | 2 |
| 15:30 | 0 | 0 | 2 | 4 | 0 | 60 | 11 | 0 | 0 | 0 | 0 | 5 | 0 | 110 | 0 | 3 |
| 15:45 | 0 | 0 | 5 | 7 | 0 | 72 | 5 | 1 | 0 | 0 | 0 | 2 | 0 | 87 | 0 | 10 |
| | 0 | 0 | 42 | 44 | 0 | 817 | 75 | 14 | 0 | 0 | 0 | 17 | 0 | 996 | 0 | 49 |

Start Date: 4/8/2017 BICYCLES
 Start Time: 1:00:00 PM
 Site Code: SPRING ST AT WOODLAND DR

| Start Time | WOODLAND DR From North | | | | SPRING ST From East | | | | From South | | | | SPRING ST From West | | | | |
|------------|---------------------------|------|-------|------|------------------------|------|-------|------|------------|------|-------|------|------------------------|------|-------|------|---|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |

Start Date: 4/4/2017 VEHICLES & PEDS
 Start Time: 6:30:00 AM
 Site Code: THAYER AVE AT GROVE ST

| Start Time | GROVE ST From North | | | | THAYER AVE From East | | | | GROVE ST From South | | | | THAYER AVE From West | | | |
|------------|------------------------|------|-------|------|-------------------------|------|-------|------|------------------------|------|-------|------|-------------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 06:30 | 0 | 5 | 0 | 0 | 2 | 11 | 2 | 2 | 0 | 4 | 0 | 0 | 3 | 3 | 1 | 0 |
| 06:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 0 | 4 | 4 | 0 | 3 | 11 | 0 | 3 | 4 | 9 | 0 | 1 | 3 | 4 | 3 | 8 |
| 07:15 | 1 | 9 | 2 | 0 | 4 | 9 | 1 | 2 | 1 | 14 | 1 | 1 | 2 | 2 | 0 | 0 |
| 07:30 | 0 | 8 | 1 | 1 | 1 | 11 | 2 | 3 | 5 | 11 | 0 | 1 | 3 | 6 | 1 | 2 |
| 07:45 | 0 | 17 | 2 | 1 | 5 | 10 | 1 | 3 | 5 | 24 | 1 | 1 | 2 | 2 | 2 | 0 |
| 08:00 | 0 | 18 | 3 | 1 | 8 | 9 | 0 | 5 | 3 | 17 | 2 | 1 | 5 | 3 | 2 | 2 |
| 08:15 | 1 | 13 | 3 | 0 | 3 | 9 | 1 | 3 | 3 | 18 | 3 | 1 | 4 | 3 | 0 | 3 |
| 08:30 | 1 | 13 | 3 | 1 | 3 | 12 | 1 | 2 | 3 | 12 | 0 | 0 | 4 | 6 | 3 | 4 |
| 08:45 | 0 | 4 | 1 | 6 | 5 | 10 | 1 | 10 | 3 | 15 | 3 | 0 | 0 | 2 | 3 | 1 |
| 09:00 | 0 | 12 | 3 | 0 | 4 | 11 | 0 | 3 | 3 | 12 | 2 | 1 | 1 | 3 | 4 | 2 |
| 09:15 | 0 | 10 | 4 | 1 | 2 | 7 | 1 | 5 | 2 | 16 | 0 | 2 | 5 | 4 | 1 | 5 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 2 | 11 | 1 | 5 | 3 | 7 | 1 | 1 | 0 | 14 | 1 | 0 | 6 | 10 | 5 | 5 |
| 15:45 | 3 | 16 | 1 | 5 | 2 | 4 | 0 | 2 | 0 | 23 | 0 | 0 | 5 | 10 | 3 | 9 |
| 16:00 | 1 | 9 | 6 | 1 | 5 | 6 | 2 | 1 | 4 | 23 | 5 | 3 | 6 | 13 | 4 | 2 |
| 16:15 | 1 | 11 | 2 | 6 | 3 | 6 | 0 | 0 | 3 | 18 | 3 | 8 | 4 | 13 | 4 | 6 |
| 16:30 | 0 | 8 | 5 | 1 | 5 | 5 | 1 | 3 | 2 | 36 | 2 | 2 | 10 | 10 | 5 | 3 |
| 16:45 | 1 | 3 | 0 | 3 | 1 | 6 | 1 | 3 | 3 | 28 | 1 | 0 | 4 | 17 | 7 | 2 |
| 17:00 | 0 | 8 | 3 | 6 | 2 | 5 | 2 | 2 | 2 | 45 | 3 | 2 | 11 | 15 | 3 | 4 |
| 17:15 | 1 | 8 | 2 | 12 | 1 | 6 | 1 | 8 | 3 | 36 | 3 | 2 | 3 | 17 | 4 | 0 |
| 17:30 | 1 | 10 | 2 | 9 | 2 | 7 | 1 | 6 | 3 | 34 | 6 | 0 | 12 | 12 | 2 | 5 |
| 17:45 | 3 | 12 | 3 | 4 | 2 | 8 | 0 | 2 | 3 | 43 | 4 | 0 | 6 | 9 | 3 | 0 |
| 18:00 | 1 | 4 | 3 | 8 | 3 | 5 | 1 | 6 | 3 | 47 | 4 | 1 | 6 | 15 | 2 | 5 |
| 18:15 | 1 | 12 | 4 | 4 | 2 | 10 | 0 | 3 | 3 | 36 | 5 | 2 | 8 | 14 | 2 | 1 |

Start Date: 4/4/2017 BUSES
 Start Time: 6:30:00 AM
 Site Code: THAYER AVE AT GROVE ST

| Start Time | GROVE ST From North | | | | THAYER AVE From East | | | | GROVE ST From South | | | | THAYER AVE From West | | | |
|------------|------------------------|------|-------|------|-------------------------|------|-------|------|------------------------|------|-------|------|-------------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 06:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| 06:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| 07:15 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 |
| 16:15 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |

Start Date: 4/8/2017 VEHICLES & PEDS

Start Time: 1:00:00 PM

Site Code: GROVE ST AT THAYER AVE

| Start Time | GROVE ST From North | | | | THAYER AVE From East | | | | GROVE ST From South | | | | THAYER AVE From West | | | |
|------------|---------------------|------|-------|------|----------------------|------|-------|------|---------------------|------|-------|------|----------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 13:00 | 0 | 2 | 1 | 0 | 0 | 11 | 1 | 1 | 1 | 8 | 0 | 1 | 3 | 7 | 0 | 2 |
| 13:15 | 0 | 10 | 2 | 1 | 3 | 7 | 1 | 2 | 5 | 19 | 3 | 6 | 7 | 15 | 0 | 3 |
| 13:30 | 1 | 3 | 2 | 3 | 5 | 11 | 3 | 6 | 1 | 21 | 1 | 3 | 6 | 13 | 6 | 6 |
| 13:45 | 0 | 8 | 1 | 0 | 6 | 6 | 2 | 3 | 4 | 17 | 3 | 1 | 6 | 8 | 2 | 3 |
| 14:00 | 0 | 6 | 3 | 0 | 3 | 9 | 0 | 1 | 3 | 15 | 0 | 1 | 6 | 11 | 3 | 2 |
| 14:15 | 0 | 5 | 1 | 1 | 1 | 8 | 1 | 2 | 1 | 5 | 3 | 0 | 2 | 4 | 4 | 3 |
| 14:30 | 1 | 3 | 3 | 5 | 1 | 9 | 0 | 9 | 3 | 16 | 3 | 3 | 4 | 9 | 5 | 2 |
| 14:45 | 1 | 7 | 2 | 2 | 2 | 15 | 1 | 0 | 2 | 17 | 3 | 1 | 10 | 9 | 2 | 2 |
| 15:00 | 0 | 9 | 3 | 1 | 2 | 8 | 0 | 2 | 3 | 14 | 2 | 1 | 5 | 7 | 5 | 1 |
| 15:15 | 0 | 5 | 1 | 1 | 3 | 4 | 1 | 1 | 1 | 9 | 2 | 2 | 7 | 4 | 4 | 1 |
| 15:30 | 1 | 6 | 2 | 0 | 1 | 6 | 1 | 1 | 0 | 6 | 4 | 2 | 4 | 8 | 6 | 3 |
| 15:45 | 0 | 4 | 1 | 1 | 1 | 5 | 0 | 2 | 1 | 8 | 1 | 1 | 8 | 3 | 2 | 1 |
| | 4 | 68 | 22 | 15 | 28 | 99 | 11 | 30 | 25 | 155 | 25 | 22 | 68 | 98 | 39 | 29 |

Start Date: 4/8/2017 BUSES
 Start Time: 1:00:00 PM
 Site Code: GROVE ST AT THAYER AVE

| Start Time | GROVE ST From North | | | | THAYER AVE From East | | | | GROVE ST From South | | | | THAYER AVE From West | | | | |
|------------|---------------------|------|-------|------|----------------------|------|-------|------|---------------------|------|-------|------|----------------------|------|-------|------|---|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |

Start Date: 4/8/2017 BICYCLES
 Start Time: 1:00:00 PM
 Site Code: GROVE ST AT THAYER AVE

| Start Time | GROVE ST From North | | | | THAYER AVE From East | | | | GROVE ST From South | | | | THAYER AVE From West | | | | |
|------------|------------------------|------|-------|------|-------------------------|------|-------|------|------------------------|------|-------|------|-------------------------|------|-------|------|---|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 2 | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |

Start Date: 4/5/2017
 Start Time: 6:30:00 AM VEHICLES & PEDS
 Site Code: GROVE ST AT SLIGO AVE

| Start Time | GROVE ST From North | | | | SLIGO AVE From East | | | | GROVE ST From South | | | | SLIGO AVE From West | | | |
|------------|------------------------|------|-------|------|------------------------|------|-------|------|------------------------|------|-------|------|------------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 06:30 | 0 | 0 | 3 | 0 | 0 | 60 | 4 | 3 | 0 | 0 | 0 | 0 | 3 | 9 | 0 | 0 |
| 06:45 | 1 | 0 | 7 | 1 | 0 | 64 | 8 | 7 | 0 | 0 | 0 | 0 | 1 | 13 | 0 | 0 |
| 07:00 | 3 | 0 | 8 | 1 | 0 | 58 | 6 | 7 | 0 | 0 | 0 | 0 | 1 | 18 | 0 | 0 |
| 07:15 | 3 | 0 | 14 | 0 | 0 | 74 | 7 | 9 | 0 | 0 | 0 | 0 | 6 | 21 | 0 | 0 |
| 07:30 | 2 | 0 | 14 | 0 | 0 | 70 | 8 | 12 | 0 | 0 | 0 | 0 | 2 | 24 | 0 | 0 |
| 07:45 | 5 | 0 | 18 | 9 | 0 | 75 | 14 | 20 | 0 | 0 | 0 | 0 | 3 | 27 | 0 | 0 |
| 08:00 | 9 | 0 | 13 | 2 | 0 | 68 | 12 | 8 | 0 | 0 | 0 | 0 | 5 | 24 | 0 | 0 |
| 08:15 | 4 | 0 | 11 | 2 | 0 | 87 | 17 | 16 | 0 | 0 | 0 | 0 | 1 | 29 | 0 | 0 |
| 08:30 | 4 | 0 | 14 | 1 | 0 | 88 | 14 | 6 | 0 | 0 | 0 | 0 | 2 | 32 | 0 | 0 |
| 08:45 | 4 | 0 | 12 | 0 | 0 | 84 | 16 | 13 | 0 | 0 | 0 | 0 | 4 | 25 | 0 | 0 |
| 09:00 | 3 | 0 | 8 | 2 | 0 | 79 | 8 | 6 | 0 | 0 | 0 | 0 | 1 | 29 | 0 | 0 |
| 09:15 | 11 | 0 | 7 | 1 | 0 | 72 | 7 | 3 | 0 | 0 | 0 | 0 | 3 | 28 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 6 | 0 | 6 | 0 | 0 | 40 | 10 | 4 | 0 | 0 | 0 | 0 | 8 | 46 | 0 | 0 |
| 15:45 | 9 | 0 | 11 | 1 | 0 | 41 | 12 | 12 | 0 | 0 | 0 | 0 | 6 | 45 | 0 | 0 |
| 16:00 | 7 | 0 | 4 | 1 | 0 | 53 | 6 | 5 | 0 | 0 | 0 | 0 | 14 | 64 | 0 | 0 |
| 16:15 | 8 | 0 | 8 | 1 | 0 | 51 | 7 | 10 | 0 | 0 | 0 | 0 | 10 | 56 | 0 | 0 |
| 16:30 | 7 | 0 | 2 | 4 | 0 | 50 | 12 | 9 | 0 | 0 | 0 | 0 | 14 | 59 | 0 | 0 |
| 16:45 | 7 | 0 | 9 | 0 | 0 | 38 | 11 | 6 | 0 | 0 | 0 | 0 | 16 | 60 | 0 | 0 |
| 17:00 | 8 | 0 | 3 | 0 | 0 | 60 | 9 | 9 | 0 | 0 | 0 | 0 | 13 | 71 | 0 | 0 |
| 17:15 | 12 | 0 | 8 | 7 | 0 | 55 | 12 | 11 | 0 | 0 | 0 | 0 | 13 | 77 | 0 | 0 |
| 17:30 | 9 | 0 | 7 | 1 | 0 | 57 | 7 | 13 | 0 | 0 | 0 | 0 | 13 | 69 | 0 | 0 |
| 17:45 | 7 | 0 | 5 | 3 | 0 | 59 | 14 | 17 | 0 | 0 | 0 | 0 | 14 | 57 | 0 | 0 |
| 18:00 | 8 | 0 | 6 | 0 | 0 | 44 | 10 | 10 | 0 | 0 | 0 | 0 | 20 | 71 | 0 | 0 |
| 18:15 | 6 | 0 | 5 | 3 | 0 | 62 | 12 | 11 | 0 | 0 | 0 | 0 | 11 | 73 | 0 | 0 |

Start Date: 4/5/2017
 Start Time: 6:30:00 AM BUSES
 Site Code: GROVE ST AT SLIGO AVE

| Start Time | GROVE ST From North | | | | SLIGO AVE From East | | | | GROVE ST From South | | | | SLIGO AVE From West | | | |
|------------|------------------------|------|-------|------|------------------------|------|-------|------|------------------------|------|-------|------|------------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 06:30 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 06:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| 07:15 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| 07:45 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| 08:15 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| 16:00 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| 16:15 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |

Start Date: 4/8/2017 VEHICLES & PEDS

Start Time: 1:00:00 PM

Site Code: GROVE ST AT SLIGO AVE

| Start Time | GROVE ST From North | | | | SLIGO AVE From East | | | | GROVE ST From South | | | | SLIGO AVE From West | | | |
|------------|---------------------|------|-------|------|---------------------|------|-------|------|---------------------|------|-------|------|---------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 13:00 | 3 | 0 | 6 | 0 | 0 | 58 | 7 | 9 | 0 | 0 | 0 | 0 | 5 | 50 | 0 | 0 |
| 13:15 | 6 | 0 | 7 | 1 | 0 | 57 | 13 | 17 | 0 | 0 | 0 | 0 | 6 | 52 | 0 | 0 |
| 13:30 | 8 | 0 | 7 | 6 | 0 | 36 | 7 | 20 | 0 | 0 | 0 | 0 | 8 | 57 | 0 | 0 |
| 13:45 | 7 | 0 | 7 | 1 | 0 | 36 | 12 | 9 | 0 | 0 | 0 | 0 | 8 | 45 | 0 | 0 |
| 14:00 | 5 | 0 | 4 | 3 | 0 | 37 | 10 | 8 | 0 | 0 | 0 | 0 | 2 | 56 | 0 | 0 |
| 14:15 | 8 | 0 | 8 | 6 | 0 | 47 | 7 | 9 | 0 | 0 | 0 | 0 | 7 | 39 | 0 | 0 |
| 14:30 | 4 | 0 | 6 | 0 | 0 | 65 | 6 | 11 | 0 | 0 | 0 | 0 | 8 | 39 | 0 | 0 |
| 14:45 | 6 | 0 | 5 | 1 | 0 | 53 | 9 | 13 | 0 | 0 | 0 | 0 | 11 | 48 | 0 | 0 |
| 15:00 | 9 | 0 | 6 | 0 | 0 | 50 | 7 | 13 | 0 | 0 | 0 | 0 | 4 | 47 | 0 | 0 |
| 15:15 | 5 | 0 | 7 | 5 | 0 | 41 | 7 | 11 | 0 | 0 | 0 | 0 | 6 | 48 | 0 | 0 |
| 15:30 | 12 | 0 | 5 | 1 | 0 | 40 | 7 | 10 | 0 | 0 | 0 | 0 | 2 | 53 | 0 | 0 |
| 15:45 | 9 | 0 | 1 | 2 | 0 | 52 | 10 | 8 | 0 | 0 | 0 | 0 | 3 | 46 | 0 | 0 |
| | 82 | 0 | 69 | 26 | 0 | 572 | 102 | 138 | 0 | 0 | 0 | 0 | 70 | 580 | 0 | 0 |

Start Date: 4/8/2017 LARGE TRUCKS

Start Time: 1:00:00 PM

Site Code: GROVE ST AT SLIGO AVE

| Start Time | GROVE ST From North | | | | SLIGO AVE From East | | | | GROVE ST From South | | | | SLIGO AVE From West | | | | |
|------------|------------------------|------|-------|------|------------------------|------|-------|------|------------------------|------|-------|------|------------------------|------|-------|------|---|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| 15:15 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | 2 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |

Start Date: 4/8/2017 BUSES

Start Time: 1:00:00 PM

Site Code: GROVE ST AT SLIGO AVE

| Start Time | GROVE ST From North | | | | SLIGO AVE From East | | | | GROVE ST From South | | | | SLIGO AVE From West | | | | |
|------------|---------------------|------|-------|------|---------------------|------|-------|------|---------------------|------|-------|------|---------------------|------|-------|------|---|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 |

Start Date: 4/8/2017 BICYCLES
 Start Time: 1:00:00 PM
 Site Code: GROVE ST AT SLIGO AVE

| Start Time | GROVE ST From North | | | | SLIGO AVE From East | | | | GROVE ST From South | | | | SLIGO AVE From West | | | |
|------------|------------------------|------|-------|------|------------------------|------|-------|------|------------------------|------|-------|------|------------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 |
| 14:45 | 2 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 |
| | 4 | 0 | 5 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 9 | 0 | 0 |

Start Date: 4/5/2017 VEHICLES & PEDS

Start Time: 6:30:00 AM

Site Code: WAYNE AVE AT CEDAR ST

| Start Time | WAYNE AVE From North | | | | CEDAR ST From East | | | | WAYNE AVE From South | | | | CEDAR ST From West | | | |
|------------|-------------------------|------|-------|------|-----------------------|------|-------|------|-------------------------|------|-------|------|-----------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 06:30 | 0 | 96 | 7 | 1 | 2 | 5 | 4 | 3 | 0 | 19 | 0 | 2 | 3 | 0 | 7 | 2 |
| 06:45 | 0 | 93 | 15 | 4 | 2 | 6 | 6 | 2 | 3 | 23 | 0 | 0 | 3 | 0 | 4 | 1 |
| 07:00 | 0 | 122 | 17 | 0 | 1 | 8 | 4 | 3 | 5 | 25 | 0 | 1 | 9 | 0 | 15 | 1 |
| 07:15 | 0 | 157 | 12 | 2 | 5 | 10 | 4 | 4 | 6 | 34 | 0 | 5 | 3 | 0 | 18 | 1 |
| 07:30 | 0 | 163 | 15 | 2 | 3 | 10 | 6 | 0 | 5 | 42 | 0 | 2 | 7 | 0 | 18 | 2 |
| 07:45 | 0 | 191 | 22 | 3 | 3 | 14 | 3 | 2 | 4 | 49 | 0 | 0 | 25 | 0 | 18 | 1 |
| 08:00 | 0 | 194 | 36 | 8 | 5 | 7 | 6 | 3 | 6 | 40 | 0 | 4 | 17 | 0 | 21 | 3 |
| 08:15 | 0 | 212 | 25 | 3 | 4 | 13 | 8 | 2 | 2 | 53 | 0 | 2 | 11 | 0 | 21 | 2 |
| 08:30 | 0 | 196 | 37 | 3 | 3 | 10 | 6 | 2 | 3 | 57 | 0 | 3 | 12 | 0 | 19 | 5 |
| 08:45 | 0 | 174 | 19 | 2 | 3 | 13 | 5 | 0 | 2 | 46 | 0 | 3 | 25 | 0 | 29 | 0 |
| 09:00 | 0 | 177 | 21 | 11 | 7 | 10 | 5 | 2 | 3 | 47 | 0 | 3 | 15 | 0 | 28 | 7 |
| 09:15 | 0 | 159 | 13 | 4 | 3 | 5 | 9 | 1 | 4 | 63 | 0 | 0 | 19 | 0 | 28 | 2 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 0 | 54 | 16 | 2 | 3 | 9 | 13 | 1 | 8 | 121 | 0 | 5 | 33 | 0 | 20 | 10 |
| 15:45 | 0 | 61 | 9 | 6 | 1 | 15 | 11 | 3 | 12 | 114 | 0 | 9 | 42 | 0 | 34 | 10 |
| 16:00 | 0 | 61 | 12 | 9 | 0 | 14 | 13 | 9 | 24 | 115 | 0 | 7 | 38 | 0 | 24 | 7 |
| 16:15 | 0 | 77 | 13 | 9 | 2 | 12 | 21 | 0 | 19 | 140 | 0 | 5 | 42 | 0 | 17 | 10 |
| 16:30 | 0 | 107 | 16 | 7 | 5 | 11 | 14 | 0 | 17 | 120 | 0 | 0 | 40 | 0 | 18 | 11 |
| 16:45 | 0 | 78 | 20 | 5 | 2 | 14 | 24 | 0 | 15 | 126 | 0 | 3 | 48 | 0 | 18 | 15 |
| 17:00 | 0 | 83 | 25 | 8 | 4 | 9 | 20 | 1 | 9 | 151 | 0 | 3 | 60 | 0 | 24 | 8 |
| 17:15 | 0 | 73 | 9 | 2 | 3 | 12 | 25 | 3 | 19 | 159 | 0 | 7 | 52 | 0 | 28 | 6 |
| 17:30 | 0 | 85 | 27 | 8 | 3 | 14 | 26 | 4 | 10 | 164 | 0 | 8 | 48 | 0 | 21 | 13 |
| 17:45 | 0 | 88 | 21 | 8 | 1 | 9 | 30 | 0 | 14 | 133 | 0 | 1 | 62 | 0 | 23 | 15 |
| 18:00 | 0 | 96 | 17 | 2 | 3 | 11 | 26 | 4 | 20 | 137 | 0 | 8 | 50 | 0 | 31 | 14 |
| 18:15 | 0 | 88 | 22 | 19 | 2 | 15 | 15 | 2 | 20 | 146 | 0 | 3 | 43 | 0 | 34 | 23 |

Start Date: 4/5/2017 LARGE TRUCKS

Start Time: 6:30:00 AM

Site Code: WAYNE AVE AT CEDAR ST

| Start Time | WAYNE AVE From North | | | | CEDAR ST From East | | | | WAYNE AVE From South | | | | CEDAR ST From West | | | |
|------------|-------------------------|------|-------|------|-----------------------|------|-------|------|-------------------------|------|-------|------|-----------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 06:30 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 08:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 |
| 08:30 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 1 | 0 |
| 09:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |

Start Date: 4/5/2017 BUSES
 Start Time: 6:30:00 AM
 Site Code: WAYNE AVE AT CEDAR ST

| Start Time | WAYNE AVE From North | | | | CEDAR ST From East | | | | WAYNE AVE From South | | | | CEDAR ST From West | | | |
|------------|-------------------------|------|-------|------|-----------------------|------|-------|------|-------------------------|------|-------|------|-----------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 06:30 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| 06:45 | 0 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 2 | 0 | 0 | 0 |
| 07:00 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 |
| 07:30 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 |
| 07:45 | 0 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 |
| 08:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 |
| 08:15 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 0 |
| 08:30 | 0 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 |
| 08:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 |
| 09:00 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 2 | 0 | 1 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 |
| 15:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 0 |
| 16:00 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 |
| 16:15 | 0 | 2 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 7 | 0 | 0 | 2 | 0 | 0 | 0 |
| 16:30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 |
| 16:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 |
| 17:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 |
| 17:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 0 |
| 18:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 |
| 18:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |

Start Date: 4/8/2017 VEHICLES & PEDS

Start Time: 1:00:00 PM

Site Code: WAYNE AVE AT CEDAR ST

| Start Time | WAYNE AVE From North | | | | CEDAR ST From East | | | | WAYNE AVE From South | | | | CEDAR ST From West | | | |
|------------|-------------------------|------|-------|------|-----------------------|------|-------|------|-------------------------|------|-------|------|-----------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 13:00 | 0 | 90 | 17 | 7 | 2 | 9 | 10 | 2 | 19 | 81 | 0 | 5 | 48 | 0 | 31 | 14 |
| 13:15 | 0 | 83 | 14 | 4 | 6 | 8 | 14 | 2 | 18 | 74 | 0 | 7 | 38 | 0 | 26 | 15 |
| 13:30 | 0 | 76 | 16 | 9 | 5 | 10 | 14 | 4 | 11 | 99 | 0 | 9 | 38 | 0 | 35 | 4 |
| 13:45 | 0 | 99 | 12 | 3 | 3 | 12 | 10 | 4 | 10 | 109 | 0 | 10 | 43 | 0 | 34 | 6 |
| 14:00 | 0 | 82 | 16 | 1 | 6 | 18 | 4 | 0 | 12 | 88 | 0 | 5 | 32 | 0 | 39 | 2 |
| 14:15 | 0 | 62 | 17 | 5 | 2 | 10 | 16 | 3 | 19 | 68 | 0 | 10 | 41 | 0 | 41 | 2 |
| 14:30 | 0 | 88 | 11 | 3 | 4 | 7 | 13 | 0 | 10 | 90 | 0 | 5 | 39 | 0 | 35 | 11 |
| 14:45 | 0 | 92 | 16 | 7 | 3 | 10 | 15 | 1 | 10 | 90 | 0 | 4 | 40 | 0 | 54 | 9 |
| 15:00 | 0 | 79 | 15 | 8 | 5 | 8 | 13 | 0 | 12 | 87 | 0 | 6 | 47 | 0 | 58 | 9 |
| 15:15 | 0 | 81 | 20 | 10 | 1 | 13 | 9 | 2 | 8 | 100 | 0 | 3 | 28 | 0 | 48 | 8 |
| 15:30 | 0 | 76 | 19 | 11 | 5 | 6 | 10 | 0 | 9 | 76 | 0 | 4 | 42 | 0 | 56 | 14 |
| 15:45 | 0 | 83 | 21 | 10 | 3 | 10 | 7 | 2 | 14 | 81 | 0 | 17 | 46 | 0 | 56 | 9 |
| | 0 | 991 | 194 | 78 | 45 | 121 | 135 | 20 | 152 | 1043 | 0 | 85 | 482 | 0 | 513 | 103 |

Start Date: 4/8/2017 LARGE TRUCKS

Start Time: 1:00:00 PM

Site Code: WAYNE AVE AT CEDAR ST

| Start Time | WAYNE AVE From North | | | | CEDAR ST From East | | | | WAYNE AVE From South | | | | CEDAR ST From West | | | | |
|------------|-------------------------|------|-------|------|-----------------------|------|-------|------|-------------------------|------|-------|------|-----------------------|------|-------|------|---|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 15:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 |

Start Date: 4/8/2017 BUSES
 Start Time: 1:00:00 PM
 Site Code: WAYNE AVE AT CEDAR ST

| Start Time | WAYNE AVE From North | | | | CEDAR ST From East | | | | WAYNE AVE From South | | | | CEDAR ST From West | | | |
|------------|-------------------------|------|-------|------|-----------------------|------|-------|------|-------------------------|------|-------|------|-----------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 13:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| 13:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 |
| 14:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| 14:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 |
| 15:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 16 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 6 | 0 | 0 | 0 |

Start Date: 4/8/2017 BICYCLES
 Start Time: 1:00:00 PM
 Site Code: WAYNE AVE AT CEDAR ST

| Start Time | WAYNE AVE From North | | | | CEDAR ST From East | | | | WAYNE AVE From South | | | | CEDAR ST From West | | | |
|------------|-------------------------|------|-------|------|-----------------------|------|-------|------|-------------------------|------|-------|------|-----------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 2 | 0 | 0 | 0 | 2 | 4 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 0 |

Speed Statistics by Hour



Connor Support Services, LLC

Site: 250 FT EAST OF CAMERON.2.3EW
Description: 250 FT EAST OF CAMERON EASTBOUND
Filter time: 0:00 Tuesday, April 4, 2017 => 0:00 Thursday, April 6, 2017
Scheme: Vehicle classification (FHWA MD SHA 1)
Filter: Cls(1-13) Dir(E) Sp(5,100) Headway(>0) Span(0 - 300) Lane(0-16)

Vehicles = 4947

Posted speed limit = 25 mph, Exceeding = 223 (4.508%), Mean Exceeding = 27.55 mph

Maximum = 39.4 mph, Minimum = 5.1 mph, Mean = 16.6 mph

85% Speed = 21.59 mph, 95% Speed = 24.66 mph, Median = 16.61 mph

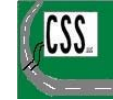
10 mph Pace = 12 - 22, Number in Pace = 3439 (69.52%)

Variance = 23.65, Standard Deviation = 4.86 mph

Hour Bins

| Time | Bin | Min | Max | Mean | Median | 85% | 95% | >PSL 25 mph |
|------|--------------------|------------|-------------|-------------|-------------|-------------|-------------|-------------------|
| 0000 | 28 0.566% | 14.3 | 30.2 | 21.1 | 20.6 | 26.0 | 29.6 | 8 28.57% |
| 0100 | 18 0.364% | 12.7 | 27.4 | 20.6 | 19.7 | 24.3 | 27.4 | 2 11.11% |
| 0200 | 12 0.243% | 10.1 | 30.5 | 19.0 | 16.6 | 28.1 | 30.5 | 3 25.00% |
| 0300 | 8 0.162% | 15.5 | 31.1 | 21.8 | 20.7 | 29.1 | 31.1 | 2 25.00% |
| 0400 | 12 0.243% | 10.0 | 29.2 | 21.0 | 21.0 | 28.5 | 29.2 | 5 41.67% |
| 0500 | 37 0.748% | 10.7 | 31.5 | 20.2 | 19.8 | 25.3 | 29.9 | 5 13.51% |
| 0600 | 118 2.385% | 6.4 | 30.8 | 20.4 | 20.6 | 25.9 | 28.8 | 24 20.34% |
| 0700 | 151 3.052% | 6.1 | 38.4 | 18.6 | 18.8 | 23.1 | 26.7 | 16 10.60% |
| 0800 | 214 4.326% | 5.7 | 32.9 | 16.9 | 16.8 | 21.7 | 24.3 | 8 3.738% |
| 0900 | 270 5.458% | 5.6 | 31.9 | 14.9 | 14.6 | 19.6 | 22.6 | 5 1.852% |
| 1000 | 294 5.943% | 5.1 | 29.8 | 14.8 | 14.9 | 19.4 | 22.6 | 5 1.701% |
| 1100 | 324 6.549% | 5.1 | 29.0 | 14.6 | 14.7 | 18.9 | 21.1 | 2 0.617% |
| 1200 | 349 7.055% | 5.1 | 32.4 | 15.3 | 15.2 | 20.1 | 22.6 | 5 1.433% |
| 1300 | 361 7.297% | 6.0 | 28.2 | 15.4 | 15.4 | 20.2 | 23.0 | 7 1.939% |
| 1400 | 343 6.933% | 5.2 | 33.6 | 16.5 | 16.4 | 21.2 | 24.0 | 8 2.332% |
| 1500 | 345 6.974% | 5.7 | 30.9 | 16.4 | 16.4 | 21.0 | 23.7 | 7 2.029% |
| 1600 | 365 7.378% | 5.4 | 33.6 | 16.2 | 16.3 | 21.9 | 24.4 | 13 3.562% |
| 1700 | 355 7.176% | 6.8 | 32.3 | 17.2 | 17.6 | 21.9 | 23.8 | 11 3.099% |
| 1800 | 342 6.913% | 5.2 | 30.6 | 16.7 | 16.7 | 21.6 | 24.4 | 14 4.094% |
| 1900 | 294 5.943% | 5.4 | 33.9 | 16.3 | 16.2 | 21.3 | 24.6 | 12 4.082% |
| 2000 | 238 4.811% | 6.3 | 39.4 | 17.8 | 17.2 | 22.7 | 26.8 | 19 7.983% |
| 2100 | 214 4.326% | 7.2 | 36.7 | 19.2 | 18.8 | 24.1 | 26.9 | 20 9.346% |
| 2200 | 187 3.780% | 8.4 | 37.1 | 18.8 | 18.8 | 22.8 | 26.1 | 13 6.952% |
| 2300 | 68 1.375% | 9.3 | 29.5 | 20.2 | 20.9 | 24.2 | 27.0 | 9 13.24% |
| ---- | 4947 100.0% | 5.1 | 39.4 | 16.6 | 16.6 | 21.6 | 24.7 | 223 4.508% |

Speed Statistics by Hour



Connor Support Services, LLC

Site: 250 FT EAST OF CAMERON.2.3EW
Description: 250 FT EAST OF CAMERON WEST BOUND
Filter time: 0:00 Tuesday, April 4, 2017 => 0:00 Thursday, April 6, 2017
Scheme: Vehicle classification (FHWA MD SHA 1)
Filter: Cls(1-13) Dir(W) Sp(5,100) Headway(>0) Span(0 - 300) Lane(0-16)

Vehicles = 5366

Posted speed limit = 25 mph, Exceeding = 324 (6.038%), Mean Exceeding = 27.41 mph

Maximum = 39.2 mph, Minimum = 5.0 mph, Mean = 17.3 mph

85% Speed = 22.43 mph, 95% Speed = 25.45 mph, Median = 17.56 mph

10 mph Pace = 13 - 23, Number in Pace = 3626 (67.57%)

Variance = 25.40, Standard Deviation = 5.04 mph

Hour Bins

| Time | Bin | Min | Max | Mean | Median | 85% | 95% | >PSL 25 mph |
|------|--------------------|------------|-------------|-------------|-------------|-------------|-------------|-------------------|
| 0000 | 30 0.559% | 15.9 | 31.1 | 22.2 | 21.7 | 26.2 | 31.1 | 7 23.33% |
| 0100 | 16 0.298% | 7.8 | 26.6 | 21.0 | 22.4 | 25.4 | 26.6 | 3 18.75% |
| 0200 | 17 0.317% | 10.1 | 31.7 | 21.1 | 20.5 | 28.6 | 31.7 | 3 17.65% |
| 0300 | 15 0.280% | 12.6 | 39.2 | 23.4 | 21.8 | 30.0 | 39.2 | 6 40.00% |
| 0400 | 21 0.391% | 11.4 | 31.2 | 22.1 | 22.3 | 25.5 | 30.9 | 4 19.05% |
| 0500 | 70 1.305% | 8.1 | 37.1 | 21.9 | 21.2 | 28.2 | 32.1 | 17 24.29% |
| 0600 | 142 2.646% | 7.6 | 37.5 | 21.5 | 21.5 | 26.3 | 30.6 | 31 21.83% |
| 0700 | 274 5.106% | 6.3 | 33.8 | 20.5 | 20.7 | 24.4 | 28.2 | 31 11.31% |
| 0800 | 394 7.343% | 5.4 | 37.1 | 18.8 | 19.1 | 23.6 | 25.9 | 32 8.122% |
| 0900 | 419 7.808% | 5.8 | 29.3 | 15.7 | 15.8 | 20.6 | 23.9 | 14 3.341% |
| 1000 | 337 6.280% | 5.0 | 28.2 | 15.2 | 15.2 | 21.0 | 23.3 | 7 2.077% |
| 1100 | 306 5.703% | 5.3 | 29.6 | 16.3 | 16.4 | 21.6 | 24.2 | 14 4.575% |
| 1200 | 366 6.821% | 5.3 | 27.8 | 15.4 | 15.2 | 20.4 | 23.0 | 8 2.186% |
| 1300 | 368 6.858% | 6.1 | 33.5 | 16.2 | 16.6 | 21.1 | 23.8 | 11 2.989% |
| 1400 | 324 6.038% | 5.1 | 28.0 | 16.4 | 16.7 | 21.0 | 24.8 | 13 4.012% |
| 1500 | 318 5.926% | 5.0 | 30.5 | 16.2 | 16.1 | 21.4 | 24.2 | 12 3.774% |
| 1600 | 323 6.019% | 5.6 | 38.3 | 17.4 | 17.7 | 22.1 | 24.6 | 12 3.715% |
| 1700 | 303 5.647% | 7.0 | 29.3 | 17.0 | 16.8 | 22.0 | 25.7 | 17 5.611% |
| 1800 | 317 5.908% | 7.0 | 32.7 | 17.0 | 16.7 | 21.9 | 25.4 | 16 5.047% |
| 1900 | 340 6.336% | 5.7 | 28.5 | 16.8 | 17.2 | 21.5 | 23.7 | 12 3.529% |
| 2000 | 256 4.771% | 6.4 | 30.9 | 18.3 | 18.6 | 22.3 | 24.8 | 12 4.688% |
| 2100 | 229 4.268% | 5.1 | 30.0 | 18.8 | 19.0 | 23.2 | 25.8 | 16 6.987% |
| 2200 | 123 2.292% | 5.5 | 33.0 | 19.7 | 19.7 | 24.2 | 26.7 | 13 10.57% |
| 2300 | 58 1.081% | 10.5 | 32.1 | 20.9 | 20.3 | 26.2 | 28.7 | 13 22.41% |
| ---- | 5366 100.0% | 5.0 | 39.2 | 17.3 | 17.6 | 22.4 | 25.4 | 324 6.038% |

Speed Statistics by Hour



Connor Support Services, LLC

Site: 300 FT EAST OF ELLSWORTH. NORTH BOUND
Description: 300 FT EAST OF ELLSWORTH
Filter time: 0:00 Tuesday, April 4, 2017 => 0:00 Thursday, April 6, 2017
Scheme: Vehicle classification (FHWA MD SHA 1)
Filter: Cls(1-13) Dir(W) Sp(5,100) Headway(>0) Span(0 - 300) Lane(0-16)

Vehicles = 11007

Posted speed limit = 25 mph, Exceeding = 336 (3.053%), Mean Exceeding = 28.00 mph

Maximum = 86.1 mph, Minimum = 5.0 mph, Mean = 16.0 mph

85% Speed = 20.69 mph, 95% Speed = 23.71 mph, Median = 15.83 mph

10 mph Pace = 11 - 21, Number in Pace = 7965 (72.36%)

Variance = 23.23, Standard Deviation = 4.82 mph

Hour Bins

| Time | Bin | Min | Max | Mean | Median | 85% | 95% | >PSL 25 mph |
|------|--------------|------|------|------|--------|------|------|----------------|
| 0000 | 89 0.809% | 8.7 | 29.8 | 21.3 | 21.4 | 25.7 | 27.3 | 16 17.98% |
| 0100 | 42 0.382% | 9.1 | 28.6 | 19.6 | 20.2 | 24.7 | 26.9 | 5 11.90% |
| 0200 | 37 0.336% | 6.1 | 32.9 | 21.2 | 21.5 | 25.1 | 29.5 | 5 13.51% |
| 0300 | 23 0.209% | 15.0 | 37.5 | 22.1 | 21.5 | 27.4 | 36.1 | 5 21.74% |
| 0400 | 40 0.363% | 5.9 | 35.4 | 21.9 | 21.6 | 27.8 | 30.5 | 9 22.50% |
| 0500 | 123 1.117% | 5.1 | 32.8 | 21.7 | 21.3 | 27.7 | 30.9 | 31 25.20% |
| 0600 | 260 2.362% | 6.0 | 39.1 | 21.2 | 21.3 | 25.8 | 27.8 | 50 19.23% |
| 0700 | 438 3.979% | 6.1 | 32.5 | 20.4 | 20.6 | 24.3 | 27.4 | 51 11.64% |
| 0800 | 537 4.879% | 5.9 | 36.0 | 20.1 | 20.3 | 23.8 | 25.6 | 45 8.380% |
| 0900 | 624 5.669% | 5.2 | 28.9 | 18.7 | 19.2 | 22.3 | 24.8 | 26 4.167% |
| 1000 | 585 5.315% | 5.9 | 56.4 | 17.9 | 18.0 | 21.9 | 23.9 | 20 3.419% |
| 1100 | 608 5.524% | 5.2 | 28.2 | 16.4 | 16.8 | 20.5 | 22.3 | 7 1.151% |
| 1200 | 709 6.441% | 5.1 | 86.1 | 14.3 | 14.1 | 18.5 | 20.7 | 4 0.564% |
| 1300 | 731 6.641% | 5.0 | 28.5 | 14.4 | 14.6 | 18.1 | 20.5 | 6 0.821% |
| 1400 | 691 6.278% | 5.1 | 28.6 | 15.2 | 15.3 | 19.2 | 21.5 | 6 0.868% |
| 1500 | 708 6.432% | 5.3 | 29.4 | 15.0 | 15.2 | 18.8 | 21.0 | 6 0.847% |
| 1600 | 710 6.450% | 5.4 | 68.6 | 15.5 | 15.4 | 19.2 | 22.1 | 10 1.408% |
| 1700 | 742 6.741% | 5.1 | 27.5 | 14.7 | 14.8 | 18.2 | 20.0 | 3 0.404% |
| 1800 | 778 7.068% | 5.1 | 23.6 | 12.6 | 12.8 | 16.1 | 18.1 | 0 0.000% |
| 1900 | 734 6.668% | 5.0 | 24.7 | 13.1 | 13.3 | 16.7 | 19.3 | 0 0.000% |
| 2000 | 665 6.042% | 5.1 | 24.2 | 13.8 | 14.0 | 17.6 | 19.5 | 0 0.000% |
| 2100 | 641 5.824% | 5.1 | 26.7 | 15.2 | 15.2 | 19.0 | 21.1 | 2 0.312% |
| 2200 | 327 2.971% | 5.8 | 28.1 | 17.0 | 17.3 | 21.1 | 24.6 | 11 3.364% |
| 2300 | 165 1.499% | 5.7 | 29.9 | 20.2 | 20.0 | 24.3 | 28.3 | 18 10.91% |
| ---- | 11007 100.0% | 5.0 | 86.1 | 16.0 | 15.8 | 20.7 | 23.7 | 336 3.053% |

Speed Statistics by Hour



Connor Support Services, LLC

Site: 300 FT EAST OF ELLSWORTH SOUTH BOUND
Description: 300 FT EAST OF ELLSWORTH
Filter time: 0:00 Tuesday, April 4, 2017 => 0:00 Thursday, April 6, 2017
Scheme: Vehicle classification (FHWA MD SHA 1)
Filter: Cls(1-13) Dir(E) Sp(5,100) Headway(>0) Span(0 - 300) Lane(0-16)

Vehicles = 8607

Posted speed limit = 25 mph, Exceeding = 382 (4.438%), Mean Exceeding = 27.53 mph

Maximum = 86.1 mph, **Minimum** = 5.0 mph, **Mean** = 15.5 mph

85% Speed = 21.36 mph, **95% Speed** = 24.66 mph, **Median** = 15.27 mph

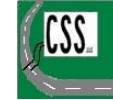
10 mph Pace = 10 - 20, **Number in Pace** = 5288 (61.44%)

Variance = 30.26, **Standard Deviation** = 5.50 mph

Hour Bins

| Time | Bin | Min | Max | Mean | Median | 85% | 95% | >PSL 25 mph |
|------|--------------------|------------|-------------|-------------|-------------|-------------|-------------|-------------------|
| 0000 | 63 0.732% | 9.2 | 28.0 | 19.2 | 19.6 | 23.2 | 26.0 | 5 7.937% |
| 0100 | 38 0.442% | 14.5 | 32.7 | 22.1 | 21.6 | 28.5 | 32.2 | 8 21.05% |
| 0200 | 20 0.232% | 6.1 | 31.7 | 20.0 | 22.2 | 25.7 | 31.4 | 3 15.00% |
| 0300 | 20 0.232% | 14.1 | 29.6 | 22.1 | 23.2 | 27.0 | 29.6 | 5 25.00% |
| 0400 | 44 0.511% | 7.4 | 29.9 | 19.8 | 19.8 | 26.7 | 29.6 | 7 15.91% |
| 0500 | 102 1.185% | 9.5 | 32.9 | 20.9 | 21.5 | 25.3 | 28.2 | 17 16.67% |
| 0600 | 237 2.754% | 6.0 | 36.4 | 19.8 | 19.7 | 25.1 | 28.0 | 37 15.61% |
| 0700 | 417 4.845% | 6.1 | 33.2 | 20.1 | 20.1 | 25.0 | 27.9 | 61 14.63% |
| 0800 | 554 6.437% | 5.4 | 34.2 | 17.8 | 18.3 | 24.3 | 26.6 | 58 10.47% |
| 0900 | 488 5.670% | 5.2 | 30.3 | 18.0 | 18.6 | 23.0 | 25.8 | 35 7.172% |
| 1000 | 514 5.972% | 5.1 | 36.6 | 17.7 | 17.8 | 23.1 | 25.3 | 29 5.642% |
| 1100 | 522 6.065% | 5.4 | 32.5 | 14.8 | 14.5 | 19.7 | 23.0 | 11 2.107% |
| 1200 | 542 6.297% | 5.1 | 86.1 | 12.5 | 11.6 | 17.5 | 20.7 | 8 1.476% |
| 1300 | 543 6.309% | 5.0 | 31.2 | 14.8 | 14.7 | 19.6 | 22.2 | 15 2.762% |
| 1400 | 539 6.262% | 5.2 | 30.4 | 15.4 | 15.2 | 20.2 | 22.9 | 12 2.226% |
| 1500 | 511 5.937% | 5.2 | 29.0 | 15.0 | 14.7 | 20.3 | 23.0 | 9 1.761% |
| 1600 | 548 6.367% | 5.2 | 68.6 | 15.1 | 14.7 | 19.7 | 23.6 | 18 3.285% |
| 1700 | 527 6.123% | 5.1 | 33.7 | 12.4 | 11.7 | 17.1 | 20.6 | 3 0.569% |
| 1800 | 470 5.461% | 5.1 | 26.2 | 10.6 | 9.8 | 14.6 | 18.1 | 1 0.213% |
| 1900 | 536 6.227% | 5.0 | 27.2 | 12.6 | 12.8 | 16.7 | 20.4 | 4 0.746% |
| 2000 | 470 5.461% | 5.1 | 27.2 | 13.6 | 13.5 | 17.9 | 20.7 | 2 0.426% |
| 2100 | 439 5.100% | 5.5 | 28.9 | 15.1 | 15.5 | 19.9 | 22.6 | 8 1.822% |
| 2200 | 308 3.578% | 5.8 | 34.2 | 17.7 | 17.9 | 22.5 | 25.0 | 16 5.195% |
| 2300 | 155 1.801% | 5.4 | 28.6 | 19.2 | 19.3 | 23.3 | 25.1 | 10 6.452% |
| ---- | 8607 100.0% | 5.0 | 86.1 | 15.5 | 15.3 | 21.4 | 24.7 | 382 4.438% |

Speed Statistics by Hour



Connor Support Services, LLC

Site: 200 FT NORTH OF SILVER SPRING AVE NORTH BOUND
Description: 200 FT NORTH OF SILVER SPRING AVE NORTH BOUND
Filter time: 0:00 Wednesday, April 5, 2017 => 0:00 Friday, April 7, 2017
Scheme: Vehicle classification (FHWA MD SHA 1)
Filter: Cls(1-13) Dir(N) Sp(5,100) Headway(>0) Span(0 - 300) Lane(0-16)

Vehicles = 14195

Posted speed limit = 25 mph, **Exceeding** = 2314 (16.30%), **Mean Exceeding** = 28.41 mph

Maximum = 56.9 mph, **Minimum** = 5.0 mph, **Mean** = 20.0 mph

85% Speed = 25.28 mph, **95% Speed** = 28.97 mph, **Median** = 19.96 mph

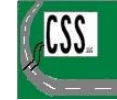
10 mph Pace = 15 - 25, **Number in Pace** = 9452 (66.59%)

Variance = 29.98, **Standard Deviation** = 5.48 mph

Hour Bins

| Time | Bin | Min | Max | Mean | Median | 85% | 95% | >PSL 25 mph |
|------|---------------------|------------|-------------|-------------|-------------|-------------|-------------|--------------------|
| 0000 | 113 0.796% | 12.1 | 42.4 | 23.4 | 23.4 | 28.5 | 31.0 | 41 36.28% |
| 0100 | 62 0.437% | 12.4 | 35.1 | 23.6 | 23.6 | 28.4 | 34.1 | 22 35.48% |
| 0200 | 43 0.303% | 15.8 | 37.5 | 25.9 | 25.9 | 31.9 | 36.8 | 22 51.16% |
| 0300 | 30 0.211% | 15.9 | 41.7 | 26.7 | 26.3 | 31.8 | 39.6 | 18 60.00% |
| 0400 | 69 0.486% | 5.5 | 44.9 | 25.4 | 25.1 | 32.1 | 34.6 | 35 50.72% |
| 0500 | 136 0.958% | 9.6 | 52.5 | 28.0 | 28.2 | 32.8 | 37.5 | 102 75.00% |
| 0600 | 337 2.374% | 6.1 | 42.2 | 24.2 | 23.9 | 29.8 | 33.5 | 141 41.84% |
| 0700 | 652 4.593% | 5.2 | 52.7 | 21.8 | 22.1 | 28.0 | 31.4 | 195 29.91% |
| 0800 | 829 5.840% | 5.4 | 39.1 | 21.4 | 21.6 | 26.0 | 28.8 | 163 19.66% |
| 0900 | 885 6.235% | 5.4 | 36.3 | 20.8 | 21.0 | 25.5 | 28.3 | 159 17.97% |
| 1000 | 775 5.460% | 5.5 | 36.3 | 20.6 | 20.7 | 25.1 | 27.6 | 122 15.74% |
| 1100 | 862 6.073% | 5.2 | 34.1 | 19.2 | 19.3 | 24.3 | 27.2 | 97 11.25% |
| 1200 | 958 6.749% | 5.3 | 37.2 | 18.7 | 18.7 | 23.4 | 26.1 | 69 7.203% |
| 1300 | 913 6.432% | 5.1 | 39.1 | 19.1 | 19.1 | 24.2 | 27.3 | 107 11.72% |
| 1400 | 966 6.805% | 5.1 | 35.7 | 19.0 | 19.3 | 23.8 | 26.5 | 93 9.627% |
| 1500 | 1030 7.256% | 5.8 | 38.8 | 19.8 | 19.7 | 24.7 | 27.5 | 141 13.69% |
| 1600 | 1100 7.749% | 5.3 | 33.3 | 18.0 | 17.8 | 23.0 | 25.8 | 81 7.364% |
| 1700 | 1216 8.566% | 5.2 | 35.8 | 18.6 | 18.3 | 24.5 | 28.4 | 151 12.42% |
| 1800 | 935 6.587% | 5.0 | 56.9 | 19.7 | 19.2 | 25.0 | 30.7 | 143 15.29% |
| 1900 | 755 5.319% | 6.2 | 41.2 | 19.1 | 18.8 | 24.2 | 28.0 | 92 12.19% |
| 2000 | 625 4.403% | 6.1 | 53.4 | 20.9 | 20.4 | 26.8 | 32.0 | 125 20.00% |
| 2100 | 581 4.093% | 5.3 | 49.3 | 20.1 | 19.4 | 26.3 | 31.9 | 112 19.28% |
| 2200 | 202 1.423% | 7.9 | 37.3 | 21.2 | 21.4 | 25.5 | 28.0 | 41 20.30% |
| 2300 | 121 0.852% | 9.7 | 41.2 | 23.7 | 23.4 | 28.3 | 32.4 | 42 34.71% |
| ---- | 14195 100.0% | 5.0 | 56.9 | 20.0 | 20.0 | 25.3 | 29.0 | 2314 16.30% |

Speed Statistics by Hour



Connor Support Services, LLC

Site: 200 FT NORTH OF SILVER SPRING AVE SOUTH BOUND
Description: 200 FT NORTH OF SILVER SPRING AVE SOUTH BOUND
Filter time: 0:00 Wednesday, April 5, 2017 => 0:00 Friday, April 7, 2017
Scheme: Vehicle classification (FHWA MD SHA 1)
Filter: Cls(1-13) Dir(S) Sp(5,100) Headway(>0) Span(0 - 300) Lane(0-16)

Vehicles = 12979

Posted speed limit = 25 mph, **Exceeding** = 2284 (17.60%), **Mean Exceeding** = 28.02 mph

Maximum = 48.2 mph, **Minimum** = 5.0 mph, **Mean** = 19.5 mph

85% Speed = 25.56 mph, **95% Speed** = 28.86 mph, **Median** = 19.57 mph

10 mph Pace = 14 - 24, **Number in Pace** = 7613 (58.66%)

Variance = 34.22, **Standard Deviation** = 5.85 mph

Hour Bins

| Time | Bin | Min | Max | Mean | Median | 85% | 95% | >PSL 25 mph |
|------|---------------------|------------|-------------|-------------|-------------|-------------|-------------|--------------------|
| 0000 | 79 0.609% | 10.7 | 45.0 | 24.0 | 23.7 | 29.8 | 35.3 | 28 35.44% |
| 0100 | 57 0.439% | 15.1 | 44.7 | 24.8 | 24.1 | 29.5 | 33.7 | 25 43.86% |
| 0200 | 28 0.216% | 19.3 | 35.9 | 25.2 | 25.0 | 30.0 | 34.4 | 14 50.00% |
| 0300 | 28 0.216% | 19.0 | 36.7 | 29.0 | 29.0 | 34.1 | 36.1 | 24 85.71% |
| 0400 | 45 0.347% | 17.7 | 33.9 | 26.0 | 25.8 | 29.2 | 31.9 | 29 64.44% |
| 0500 | 127 0.979% | 10.3 | 48.2 | 27.1 | 26.9 | 32.5 | 36.2 | 85 66.93% |
| 0600 | 336 2.589% | 5.7 | 40.3 | 24.1 | 24.6 | 30.4 | 33.9 | 159 47.32% |
| 0700 | 882 6.796% | 5.5 | 42.0 | 22.2 | 23.0 | 27.9 | 31.1 | 307 34.81% |
| 0800 | 962 7.412% | 5.9 | 38.4 | 22.0 | 22.8 | 27.0 | 29.8 | 290 30.15% |
| 0900 | 883 6.803% | 5.6 | 36.0 | 20.9 | 21.7 | 26.8 | 28.9 | 221 25.03% |
| 1000 | 842 6.487% | 5.5 | 37.9 | 20.3 | 20.4 | 25.8 | 28.2 | 156 18.53% |
| 1100 | 844 6.503% | 5.5 | 34.3 | 17.5 | 17.1 | 23.8 | 26.5 | 74 8.768% |
| 1200 | 774 5.963% | 6.3 | 35.6 | 19.3 | 19.3 | 24.7 | 27.7 | 96 12.40% |
| 1300 | 843 6.495% | 5.1 | 39.8 | 18.5 | 18.8 | 24.3 | 27.1 | 92 10.91% |
| 1400 | 856 6.595% | 5.1 | 36.1 | 19.0 | 19.0 | 25.0 | 28.2 | 128 14.95% |
| 1500 | 811 6.249% | 7.1 | 35.8 | 20.4 | 20.7 | 25.6 | 28.4 | 151 18.62% |
| 1600 | 872 6.719% | 5.7 | 33.0 | 18.3 | 18.6 | 23.0 | 26.2 | 68 7.798% |
| 1700 | 952 7.335% | 5.1 | 30.8 | 16.4 | 16.4 | 21.6 | 24.9 | 44 4.622% |
| 1800 | 779 6.002% | 5.4 | 34.3 | 17.2 | 16.4 | 23.3 | 26.2 | 64 8.216% |
| 1900 | 621 4.785% | 5.0 | 39.9 | 17.2 | 17.2 | 22.8 | 26.3 | 44 7.085% |
| 2000 | 558 4.299% | 5.3 | 34.8 | 17.1 | 16.5 | 22.9 | 26.7 | 49 8.781% |
| 2100 | 480 3.698% | 5.3 | 37.3 | 17.9 | 17.4 | 23.1 | 27.2 | 37 7.708% |
| 2200 | 196 1.510% | 5.8 | 34.3 | 21.2 | 22.0 | 26.3 | 29.6 | 52 26.53% |
| 2300 | 124 0.955% | 7.4 | 34.9 | 23.2 | 23.7 | 28.8 | 31.8 | 47 37.90% |
| ---- | 12979 100.0% | 5.0 | 48.2 | 19.5 | 19.6 | 25.6 | 28.9 | 2284 17.60% |

FENTON STREET CYCLE TRACK

Appendix C Existing Synchro Capacity Analysis
November 3, 2020

Appendix C EXISTING SYNCHRO CAPACITY ANALYSIS

Summary of All Intervals

| Run Number | 1 | 2 | 3 | 4 | 5 | Avg |
|-------------------------|-------|-------|-------|-------|-------|-------|
| Start Time | 6:50 | 6:50 | 6:50 | 6:50 | 6:50 | 6:50 |
| End Time | 8:00 | 8:00 | 8:00 | 8:00 | 8:00 | 8:00 |
| Total Time (min) | 70 | 70 | 70 | 70 | 70 | 70 |
| Time Recorded (min) | 60 | 60 | 60 | 60 | 60 | 60 |
| # of Intervals | 2 | 2 | 2 | 2 | 2 | 2 |
| # of Recorded Intervals | 1 | 1 | 1 | 1 | 1 | 1 |
| Vehs Entered | 10123 | 10065 | 9988 | 10135 | 10010 | 10055 |
| Vehs Exited | 10125 | 10050 | 9942 | 10111 | 9977 | 10041 |
| Starting Vehs | 355 | 312 | 293 | 314 | 317 | 311 |
| Ending Vehs | 353 | 327 | 339 | 338 | 350 | 332 |
| Travel Distance (mi) | 4447 | 4423 | 4397 | 4411 | 4407 | 4417 |
| Travel Time (hr) | 345.9 | 340.1 | 336.7 | 344.6 | 342.3 | 341.9 |
| Total Delay (hr) | 172.6 | 167.5 | 165.2 | 172.8 | 170.1 | 169.6 |
| Total Stops | 14839 | 14562 | 14344 | 14641 | 14649 | 14613 |
| Fuel Used (gal) | 202.4 | 200.5 | 199.2 | 202.0 | 200.4 | 200.9 |

Interval #0 Information Seeding

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

Interval #1 Information Recording

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

| Run Number | 1 | 2 | 3 | 4 | 5 | Avg |
|----------------------|-------|-------|-------|-------|-------|-------|
| Vehs Entered | 10123 | 10065 | 9988 | 10135 | 10010 | 10055 |
| Vehs Exited | 10125 | 10050 | 9942 | 10111 | 9977 | 10041 |
| Starting Vehs | 355 | 312 | 293 | 314 | 317 | 311 |
| Ending Vehs | 353 | 327 | 339 | 338 | 350 | 332 |
| Travel Distance (mi) | 4447 | 4423 | 4397 | 4411 | 4407 | 4417 |
| Travel Time (hr) | 345.9 | 340.1 | 336.7 | 344.6 | 342.3 | 341.9 |
| Total Delay (hr) | 172.6 | 167.5 | 165.2 | 172.8 | 170.1 | 169.6 |
| Total Stops | 14839 | 14562 | 14344 | 14641 | 14649 | 14613 |
| Fuel Used (gal) | 202.4 | 200.5 | 199.2 | 202.0 | 200.4 | 200.9 |

1: Cameron St & Fenton St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|------|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.2 | 0.5 | 0.2 |
| Total Del/Veh (s) | 25.1 | 27.4 | 7.0 | 6.2 | 15.4 |

2: US 29 (Colesville Rd.) & Fenton St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.2 | 0.3 | 0.3 | 0.3 |
| Total Del/Veh (s) | 43.0 | 44.8 | 19.7 | 16.5 | 20.3 |

3: Fenton St & Ellsworth Dr Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.0 | 0.1 |
| Total Del/Veh (s) | 23.6 | 24.7 | 7.6 | 6.7 | 9.0 |

4: Fenton St & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 27.2 | 37.2 | 11.7 | 15.1 | 27.4 |

5: Fenton St & Bonifant Street Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.1 | 0.1 | 0.0 |
| Total Del/Veh (s) | 22.9 | 7.5 | 4.5 | 8.0 | 7.3 |

6: Fenton St & Thayer Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.1 | 0.0 | 0.0 |
| Total Del/Veh (s) | 25.2 | 18.4 | 5.4 | 5.8 | 8.0 |

7: Fenton St & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 19.2 | 13.0 | 5.8 | 7.0 | 8.0 |

8: Fenton St & Sligo Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|------|------|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 17.4 | 23.9 | 8.2 | 12.2 | 14.9 |

9: Fenton St & Burlington Ave/Philadelphia Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 2.5 | 1.0 | 0.2 | 0.1 | 0.8 |
| Total Del/Veh (s) | 11.6 | 13.0 | 43.6 | 24.0 | 21.7 |

10: Spring St & Woodland Dr Performance by approach

| Approach | SE | NE | SW | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.2 | 0.3 | 0.3 | 0.3 |
| Total Del/Veh (s) | 4.3 | 0.3 | 0.5 | 0.9 |

11: Grove St. & Thayer Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 3.5 | 3.8 | 1.6 | 4.9 | 3.7 |

12: Sligo Ave & Grove St. Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.4 | 0.0 | 0.2 |
| Total Del/Veh (s) | 1.1 | 0.5 | 2.5 | 1.0 |

13: Wayne Ave & Cedar St Performance by approach

| Approach | SE | NW | NE | SW | All |
|--------------------|------|------|-----|-----|------|
| Denied Del/Veh (s) | 2.6 | 0.2 | 0.0 | 0.3 | 0.5 |
| Total Del/Veh (s) | 30.8 | 27.8 | 5.3 | 6.6 | 10.7 |

14: Grove St. & Bonifant Street & Hankin St. Performance by approach

| Approach | EB | WB | NB | SW | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 5.1 | 4.0 | 5.3 | 5.0 | 5.1 |

16: Fenton St & Roeder Rd Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.1 | 0.0 |
| Total Del/Veh (s) | 1.5 | 0.8 | 4.8 | 1.3 |

17: Fenton St & Gist Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 12.3 | 8.8 | 0.7 | 1.1 | 1.5 |

18: Fenton St & Richmond Ave Performance by approach

| Approach | EB | NB | SB | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.0 |
| Total Del/Veh (s) | 10.2 | 3.6 | 1.0 | 2.4 |

19: Fenton St & King St Performance by approach

| Approach | NB | SB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.3 | 0.0 | 0.1 |
| Total Del/Veh (s) | 0.8 | 1.2 | 1.0 |

21: Georgia Ave & Sligo Ave Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.6 | 0.2 | 0.0 | 0.1 |
| Total Del/Veh (s) | 54.5 | 5.8 | 2.7 | 9.9 |

22: Georgia Ave & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.0 | 0.1 | 0.1 |
| Total Del/Veh (s) | 48.5 | 54.5 | 4.0 | 1.8 | 5.1 |

23: Georgia Ave & Thayer Ave Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|------|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 42.3 | 12.1 | 3.5 | 9.0 |

24: Georgia Ave & Bonifant Street Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 39.9 | 43.7 | 5.3 | 5.7 | 7.3 |

25: Georgia Ave & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 1.7 | 0.1 | 0.0 | 0.0 | 0.2 |
| Total Del/Veh (s) | 40.8 | 48.2 | 49.4 | 15.2 | 33.1 |

26: Georgia Ave & US 29 (Colesville Rd.) Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.1 | 0.2 | 0.1 |
| Total Del/Veh (s) | 50.9 | 34.3 | 15.9 | 30.4 | 31.0 |

28: Georgia Ave & Ellsworth Dr Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 7.0 | 3.6 | 2.6 | 3.0 |

32: Houston St. & Hankin St. Performance by approach

| Approach | EB | SB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 0.7 | 0.9 | 0.9 |

34: Thayer Ave & Houston St Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.1 |
| Total Del/Veh (s) | 1.1 | 0.1 | 3.2 | 0.7 |

36: Grove St. & Easley St. Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 1.7 | 4.7 | 5.2 | 5.3 | 3.9 |

37: Houston St/Houston St. & Easley St. Performance by approach

| Approach | EB | NB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 1.4 | 0.0 | 0.4 |

38: Fenton St & Easley St. Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 4.2 | 1.5 | 0.9 | 1.3 |

40: Grove St. & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.2 | 0.1 |
| Total Del/Veh (s) | 2.6 | 3.9 | 3.9 | 5.1 | 4.1 |

117: Cedar St & Bonifant Street & Bonifant St. Performance by approach

| Approach | EB | NB | NW | SW | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.1 | 0.1 |
| Total Del/Veh (s) | 6.1 | 4.2 | 4.7 | 4.4 | 5.0 |

Total Network Performance

| | |
|--------------------|------|
| Denied Del/Veh (s) | 0.5 |
| Total Del/Veh (s) | 58.4 |

Arterial Level of Service: NB Fenton St

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|-----------------------|------|---------------|-----------------|------------|----------------|
| King St | 19 | 0.8 | 5.6 | 0.0 | 24 |
| Philadelphia Ave | 9 | 40.7 | 46.9 | 0.0 | 3 |
| Richmond Ave | 18 | 1.6 | 11.0 | 0.1 | 21 |
| Gist Ave | 17 | 0.6 | 7.6 | 0.0 | 23 |
| Sligo Ave | 8 | 7.4 | 13.9 | 0.0 | 12 |
| Silver Spring Ave | 7 | 4.6 | 19.4 | 0.1 | 19 |
| Thayer Ave | 6 | 4.2 | 17.0 | 0.1 | 19 |
| Easley St. | 38 | 1.6 | 10.8 | 0.1 | 22 |
| Bonifant Street | 5 | 4.0 | 8.0 | 0.0 | 12 |
| Wayne Ave | 4 | 10.8 | 21.5 | 0.1 | 13 |
| Ellsworth Dr | 3 | 7.7 | 23.1 | 0.1 | 17 |
| Roeder Rd | 16 | 0.9 | 8.0 | 0.1 | 23 |
| US 29 (Colesville Rd) | 2 | 43.5 | 51.7 | 0.1 | 4 |
| Cameron St | 1 | 21.2 | 33.6 | 0.1 | 11 |
| Total | | 149.6 | 278.4 | 0.9 | 12 |

Arterial Level of Service: SB Fenton St

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|-----------------------|------|---------------|-----------------|------------|----------------|
| Cameron St | 1 | 24.6 | 30.5 | 0.0 | 6 |
| US 29 (Colesville Rd) | 2 | 34.1 | 45.1 | 0.1 | 8 |
| Roeder Rd | 16 | 1.6 | 11.4 | 0.1 | 20 |
| Ellsworth Dr | 3 | 5.8 | 12.5 | 0.1 | 15 |
| Wayne Ave | 4 | 14.7 | 29.9 | 0.1 | 13 |
| Bonifant Street | 5 | 6.3 | 17.5 | 0.1 | 17 |
| Easley St. | 38 | 0.9 | 4.9 | 0.0 | 20 |
| Thayer Ave | 6 | 5.7 | 15.1 | 0.1 | 16 |
| Silver Spring Ave | 7 | 7.2 | 20.2 | 0.1 | 16 |
| Sligo Ave | 8 | 12.0 | 24.3 | 0.1 | 16 |
| Gist Ave | 17 | 1.2 | 7.5 | 0.0 | 22 |
| Richmond Ave | 18 | 0.9 | 7.8 | 0.0 | 23 |
| Burlington Ave | 9 | 34.4 | 43.3 | 0.1 | 5 |
| King St | 19 | 1.4 | 8.2 | 0.0 | 20 |
| Total | | 151.0 | 278.1 | 0.9 | 12 |

Intersection: 1: Cameron St & Fenton St

| Movement | EB | EB | WB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|
| Directions Served | L | TR | LTR | TR | L | TR |
| Maximum Queue (ft) | 42 | 74 | 224 | 110 | 34 | 93 |
| Average Queue (ft) | 7 | 23 | 102 | 43 | 4 | 36 |
| 95th Queue (ft) | 28 | 55 | 187 | 93 | 21 | 76 |
| Link Distance (ft) | 206 | 206 | 418 | 422 | | 372 |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (ft) | | | | | 100 | |
| Storage Blk Time (%) | | | | 1 | | 0 |
| Queuing Penalty (veh) | | | | 0 | | 0 |

Intersection: 2: US 29 (Colesville Rd.) & Fenton St

| Movement | EB | EB | WB | WB | NB | NB | B30 | B30 | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LT | TR | LT | R | LT | TR | T | T | LT | T | T | TR |
| Maximum Queue (ft) | 103 | 116 | 243 | 126 | 288 | 293 | 24 | 27 | 479 | 428 | 334 | 168 |
| Average Queue (ft) | 39 | 48 | 130 | 47 | 156 | 170 | 1 | 2 | 269 | 239 | 133 | 69 |
| 95th Queue (ft) | 83 | 96 | 223 | 97 | 257 | 276 | 22 | 26 | 429 | 382 | 262 | 142 |
| Link Distance (ft) | 418 | 418 | 264 | 264 | 263 | 263 | 239 | 239 | 541 | 541 | 541 | 541 |
| Upstream Blk Time (%) | | | 0 | | 1 | 2 | | | | | 0 | |
| Queuing Penalty (veh) | | | 0 | | 4 | 6 | | | | | 0 | |
| Storage Bay Dist (ft) | | | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 3: Fenton St & Ellsworth Dr

| Movement | EB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LT | R | LT | TR |
| Maximum Queue (ft) | 44 | 87 | 158 | 100 | 76 | 130 |
| Average Queue (ft) | 7 | 34 | 61 | 17 | 21 | 58 |
| 95th Queue (ft) | 30 | 70 | 129 | 59 | 58 | 117 |
| Link Distance (ft) | 707 | 405 | 497 | | 191 | 191 |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (ft) | | | | 100 | | |
| Storage Blk Time (%) | | | 1 | 0 | | |
| Queuing Penalty (veh) | | | 1 | 0 | | |

Intersection: 4: Fenton St & Wayne Ave

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | TR | L | T | TR | L | T | R | L | TR |
| Maximum Queue (ft) | 73 | 157 | 166 | 288 | 296 | 283 | 124 | 204 | 134 | 46 | 200 |
| Average Queue (ft) | 21 | 67 | 77 | 143 | 176 | 171 | 28 | 68 | 46 | 5 | 77 |
| 95th Queue (ft) | 55 | 121 | 136 | 246 | 263 | 264 | 77 | 152 | 106 | 26 | 157 |
| Link Distance (ft) | 666 | 666 | 666 | | 868 | 868 | | 323 | 323 | 497 | 497 |
| Upstream Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |
| Storage Bay Dist (ft) | | | | 275 | | | 100 | | | | |
| Storage Blk Time (%) | | | | 1 | 0 | | 0 | 5 | | | |
| Queuing Penalty (veh) | | | | 2 | 0 | | 0 | 2 | | | |

Intersection: 5: Fenton St & Bonifant Street

| Movement | EB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|----|----|-----|
| Directions Served | LTR | LTR | L | TR | L | TR |
| Maximum Queue (ft) | 83 | 40 | 61 | 83 | 28 | 276 |
| Average Queue (ft) | 25 | 9 | 9 | 45 | 2 | 87 |
| 95th Queue (ft) | 64 | 33 | 35 | 89 | 18 | 196 |
| Link Distance (ft) | 676 | 521 | | 73 | | 323 |
| Upstream Blk Time (%) | | | 0 | 2 | | 0 |
| Queuing Penalty (veh) | | | 0 | 8 | | 0 |
| Storage Bay Dist (ft) | | | 100 | | 50 | |
| Storage Blk Time (%) | | | 0 | 2 | | 10 |
| Queuing Penalty (veh) | | | 0 | 1 | | 1 |

Intersection: 6: Fenton St & Thayer Ave

| Movement | EB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|
| Directions Served | LTR | LTR | L | TR | L | TR |
| Maximum Queue (ft) | 131 | 143 | 87 | 187 | 56 | 253 |
| Average Queue (ft) | 46 | 43 | 21 | 66 | 6 | 83 |
| 95th Queue (ft) | 99 | 96 | 61 | 143 | 30 | 192 |
| Link Distance (ft) | 629 | 523 | | 430 | | 282 |
| Upstream Blk Time (%) | | | | | | 0 |
| Queuing Penalty (veh) | | | | | | 0 |
| Storage Bay Dist (ft) | | | 100 | | 100 | |
| Storage Blk Time (%) | | | 0 | 2 | | 4 |
| Queuing Penalty (veh) | | | 0 | 1 | | 0 |

Intersection: 7: Fenton St & Silver Spring Ave

| Movement | EB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|
| Directions Served | LTR | LTR | L | TR | L | TR |
| Maximum Queue (ft) | 135 | 68 | 94 | 194 | 84 | 230 |
| Average Queue (ft) | 45 | 23 | 19 | 70 | 7 | 97 |
| 95th Queue (ft) | 99 | 56 | 57 | 153 | 39 | 193 |
| Link Distance (ft) | 610 | 529 | | 478 | | 430 |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (ft) | | | 100 | | 100 | |
| Storage Blk Time (%) | | | 0 | 2 | | 6 |
| Queuing Penalty (veh) | | | 1 | 1 | | 1 |

Intersection: 8: Fenton St & Sligo Ave

| Movement | EB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LTR | LT | TR | L | TR | L | TR |
| Maximum Queue (ft) | 179 | 279 | 214 | 113 | 184 | 62 | 292 |
| Average Queue (ft) | 64 | 133 | 39 | 24 | 103 | 20 | 113 |
| 95th Queue (ft) | 135 | 226 | 117 | 73 | 187 | 52 | 224 |
| Link Distance (ft) | 172 | 531 | | | 172 | 478 | 478 |
| Upstream Blk Time (%) | 1 | | | | 1 | | |
| Queuing Penalty (veh) | 1 | | | | 5 | | |
| Storage Bay Dist (ft) | | | 250 | 100 | | | |
| Storage Blk Time (%) | | 1 | 0 | | 7 | | |
| Queuing Penalty (veh) | | 1 | 0 | | 3 | | |

Intersection: 9: Fenton St & Burlington Ave/Philadelphia Ave

| Movement | EB | EB | EB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | R | LT | T | L | TR | L | TR |
| Maximum Queue (ft) | 107 | 152 | 53 | 225 | 193 | 159 | 172 | 201 | 272 |
| Average Queue (ft) | 50 | 43 | 15 | 123 | 62 | 71 | 107 | 69 | 138 |
| 95th Queue (ft) | 95 | 106 | 44 | 194 | 151 | 131 | 180 | 146 | 251 |
| Link Distance (ft) | | 812 | | 662 | 662 | 161 | 161 | | 267 |
| Upstream Blk Time (%) | | | | | | 0 | 3 | | 2 |
| Queuing Penalty (veh) | | | | | | 1 | 5 | | 10 |
| Storage Bay Dist (ft) | 100 | | 100 | | | | | 200 | |
| Storage Blk Time (%) | 1 | 1 | | | 0 | | | | 5 |
| Queuing Penalty (veh) | 1 | 1 | | | 0 | | | | 5 |

Intersection: 10: Spring St & Woodland Dr

| Movement | SE | NE | SW |
|-----------------------|-----|-----|-----|
| Directions Served | R | T | TR |
| Maximum Queue (ft) | 53 | 62 | 48 |
| Average Queue (ft) | 29 | 5 | 3 |
| 95th Queue (ft) | 46 | 29 | 22 |
| Link Distance (ft) | 539 | 240 | 582 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 11: Grove St. & Thayer Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 74 | 71 | 30 | 31 |
| Average Queue (ft) | 25 | 36 | 3 | 17 |
| 95th Queue (ft) | 58 | 62 | 17 | 42 |
| Link Distance (ft) | 523 | 485 | 441 | 288 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 12: Sligo Ave & Grove St.

| Movement | EB | WB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | LT | TR | LR |
| Maximum Queue (ft) | 35 | 12 | 43 |
| Average Queue (ft) | 4 | 0 | 13 |
| 95th Queue (ft) | 23 | 6 | 38 |
| Link Distance (ft) | 531 | 646 | 535 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 13: Wayne Ave & Cedar St

| Movement | SE | SE | NW | NW | NE | NE | SW | SW |
|-----------------------|-----|-----|-----|----|-----|-----|-----|-----|
| Directions Served | L | R | LT | R | LT | T | T | TR |
| Maximum Queue (ft) | 103 | 142 | 110 | 40 | 74 | 85 | 222 | 171 |
| Average Queue (ft) | 44 | 61 | 39 | 21 | 19 | 25 | 104 | 57 |
| 95th Queue (ft) | 90 | 110 | 85 | 48 | 56 | 64 | 183 | 133 |
| Link Distance (ft) | 632 | | 451 | | 868 | 868 | 664 | 664 |
| Upstream Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |
| Storage Bay Dist (ft) | | 150 | | 15 | | | | |
| Storage Blk Time (%) | | 0 | 31 | 15 | | | | |
| Queuing Penalty (veh) | | 0 | 7 | 9 | | | | |

Intersection: 14: Grove St. & Bonifant Street & Hankin St.

| Movement | EB | WB | NB | SW |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LR> | <LR |
| Maximum Queue (ft) | 62 | 11 | 28 | 63 |
| Average Queue (ft) | 30 | 0 | 11 | 31 |
| 95th Queue (ft) | 53 | 5 | 28 | 49 |
| Link Distance (ft) | 521 | | 390 | 481 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 16: Fenton St & Roeder Rd

| Movement | EB | WB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | LT | T | LR |
| Maximum Queue (ft) | 40 | 6 | 59 |
| Average Queue (ft) | 7 | 0 | 20 |
| 95th Queue (ft) | 29 | 4 | 50 |
| Link Distance (ft) | 264 | 191 | 493 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 17: Fenton St & Gist Ave

| Movement | EB | WB | NB | NB | SB |
|-----------------------|-----|-----|----|-----|----|
| Directions Served | LTR | LTR | L | TR | L |
| Maximum Queue (ft) | 65 | 56 | 28 | 110 | 16 |
| Average Queue (ft) | 18 | 20 | 3 | 9 | 2 |
| 95th Queue (ft) | 47 | 45 | 16 | 51 | 12 |
| Link Distance (ft) | 450 | 178 | | 188 | |
| Upstream Blk Time (%) | | | | 0 | |
| Queuing Penalty (veh) | | | | 0 | |
| Storage Bay Dist (ft) | | | 50 | | 50 |
| Storage Blk Time (%) | | | | 0 | |
| Queuing Penalty (veh) | | | | 0 | |

Intersection: 18: Fenton St & Richmond Ave

| Movement | EB | EB | NB | NB | SB |
|-----------------------|-----|-----|----|-----|-----|
| Directions Served | L | R | L | T | TR |
| Maximum Queue (ft) | 38 | 47 | 31 | 6 | 136 |
| Average Queue (ft) | 13 | 11 | 2 | 0 | 10 |
| 95th Queue (ft) | 37 | 36 | 15 | 4 | 63 |
| Link Distance (ft) | 330 | 330 | | 267 | 188 |
| Upstream Blk Time (%) | | | | | 0 |
| Queuing Penalty (veh) | | | | | 0 |
| Storage Bay Dist (ft) | | | 50 | | |
| Storage Blk Time (%) | | | 0 | | |
| Queuing Penalty (veh) | | | 0 | | |

Intersection: 19: Fenton St & King St

| Movement | NB | SB |
|-----------------------|-----|-----|
| Directions Served | LT | TR |
| Maximum Queue (ft) | 107 | 53 |
| Average Queue (ft) | 9 | 2 |
| 95th Queue (ft) | 55 | 37 |
| Link Distance (ft) | 164 | 161 |
| Upstream Blk Time (%) | 0 | 0 |
| Queuing Penalty (veh) | 0 | 0 |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 21: Georgia Ave & Sligo Ave

| Movement | WB | WB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|----|-----|-----|-----|
| Directions Served | L | R | T | T | TR | L | T | T | T |
| Maximum Queue (ft) | 174 | 295 | 211 | 164 | 120 | 68 | 146 | 150 | 81 |
| Average Queue (ft) | 132 | 139 | 101 | 41 | 42 | 44 | 57 | 36 | 26 |
| 95th Queue (ft) | 201 | 260 | 184 | 119 | 98 | 65 | 119 | 101 | 67 |
| Link Distance (ft) | | 412 | 521 | 521 | 521 | | 433 | 433 | 433 |
| Upstream Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |
| Storage Bay Dist (ft) | 150 | | | | | 30 | | | |
| Storage Blk Time (%) | 10 | 5 | | | | 21 | 9 | | |
| Queuing Penalty (veh) | 13 | 8 | | | | 82 | 16 | | |

Intersection: 22: Georgia Ave & Silver Spring Ave

| Movement | EB | WB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LT | T | TR | L | T | T | TR |
| Maximum Queue (ft) | 95 | 144 | 166 | 166 | 114 | 80 | 130 | 98 | 61 |
| Average Queue (ft) | 33 | 78 | 73 | 43 | 30 | 30 | 55 | 23 | 7 |
| 95th Queue (ft) | 76 | 138 | 139 | 115 | 84 | 64 | 110 | 69 | 34 |
| Link Distance (ft) | 669 | 610 | 433 | 433 | 433 | | 455 | 455 | 455 |
| Upstream Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | 180 | | | |
| Storage Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |

Intersection: 23: Georgia Ave & Thayer Ave

| Movement | WB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|----|-----|-----|-----|
| Directions Served | LR | T | T | TR | L | T | T | T |
| Maximum Queue (ft) | 156 | 166 | 150 | 176 | 48 | 109 | 70 | 73 |
| Average Queue (ft) | 82 | 99 | 86 | 90 | 21 | 27 | 13 | 25 |
| 95th Queue (ft) | 145 | 151 | 141 | 151 | 49 | 74 | 47 | 60 |
| Link Distance (ft) | 629 | 455 | 455 | 455 | | 102 | 102 | 102 |
| Upstream Blk Time (%) | | | | | | 0 | 0 | 0 |
| Queuing Penalty (veh) | | | | | | 1 | 0 | 0 |
| Storage Bay Dist (ft) | | | | | 25 | | | |
| Storage Blk Time (%) | | | | | 8 | 10 | | |
| Queuing Penalty (veh) | | | | | 34 | 3 | | |

Intersection: 24: Georgia Ave & Bonifant Street

| Movement | EB | EB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|----|-----|-----|-----|----|-----|-----|-----|
| Directions Served | L | R | LTR | L | T | T | TR | L | T | T | TR |
| Maximum Queue (ft) | 85 | 59 | 123 | 52 | 132 | 106 | 78 | 59 | 147 | 161 | 174 |
| Average Queue (ft) | 27 | 21 | 48 | 34 | 36 | 16 | 22 | 16 | 34 | 28 | 36 |
| 95th Queue (ft) | 66 | 52 | 96 | 57 | 108 | 63 | 60 | 43 | 103 | 101 | 124 |
| Link Distance (ft) | 357 | 357 | 676 | | 102 | 102 | 102 | | 319 | 319 | 319 |
| Upstream Blk Time (%) | | | | | 3 | 0 | 0 | | | | |
| Queuing Penalty (veh) | | | | | 10 | 0 | 0 | | | | |
| Storage Bay Dist (ft) | | | | 25 | | | | 50 | | | |
| Storage Blk Time (%) | | | | 23 | 1 | | | 1 | 3 | | |
| Queuing Penalty (veh) | | | | 71 | 1 | | | 4 | 1 | | |

Intersection: 25: Georgia Ave & Wayne Ave

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | TR | L | T | TR | L | T | T | TR | L | T |
| Maximum Queue (ft) | 108 | 181 | 182 | 174 | 342 | 319 | 168 | 258 | 317 | 333 | 173 | 241 |
| Average Queue (ft) | 43 | 73 | 88 | 134 | 179 | 185 | 68 | 177 | 203 | 234 | 88 | 116 |
| 95th Queue (ft) | 88 | 143 | 152 | 210 | 311 | 294 | 150 | 246 | 288 | 327 | 162 | 202 |
| Link Distance (ft) | 480 | 480 | | | 666 | 666 | | 319 | 319 | 319 | | 260 |
| Upstream Blk Time (%) | | | | | | | | | 0 | 1 | | 0 |
| Queuing Penalty (veh) | | | | | | | | | 0 | 5 | | 1 |
| Storage Bay Dist (ft) | | | 200 | 150 | | | 175 | | | | 150 | |
| Storage Blk Time (%) | | 0 | 0 | 9 | 15 | | | 10 | | | 2 | 2 |
| Queuing Penalty (veh) | | 0 | 0 | 19 | 30 | | | 8 | | | 6 | 4 |

Intersection: 25: Georgia Ave & Wayne Ave

| Movement | SB | SB |
|-----------------------|-----|-----|
| Directions Served | T | TR |
| Maximum Queue (ft) | 221 | 254 |
| Average Queue (ft) | 104 | 149 |
| 95th Queue (ft) | 180 | 237 |
| Link Distance (ft) | 260 | 260 |
| Upstream Blk Time (%) | 0 | 0 |
| Queuing Penalty (veh) | 0 | 2 |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 26: Georgia Ave & US 29 (Colesville Rd.)

| Movement | EB | EB | EB | WB | WB | WB | WB | B30 | B30 | B30 | B30 | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | T | T | TR | L | T | T | TR | T | T | T | T | T |
| Maximum Queue (ft) | 304 | 279 | 219 | 350 | 339 | 312 | 296 | 346 | 282 | 203 | 18 | 127 |
| Average Queue (ft) | 207 | 172 | 59 | 309 | 283 | 252 | 220 | 158 | 58 | 17 | 1 | 70 |
| 95th Queue (ft) | 280 | 246 | 167 | 342 | 348 | 320 | 277 | 340 | 191 | 98 | 17 | 121 |
| Link Distance (ft) | 631 | 631 | 631 | 239 | 239 | 239 | 239 | 263 | 263 | 263 | 263 | 244 |
| Upstream Blk Time (%) | | | | 40 | 14 | 9 | 4 | 7 | 0 | 0 | | |
| Queuing Penalty (veh) | | | | 179 | 65 | 40 | 16 | 29 | 1 | 0 | | |
| Storage Bay Dist (ft) | | | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 26: Georgia Ave & US 29 (Colesville Rd.)

| Movement | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|
| Directions Served | T | T | R | T | T | TR |
| Maximum Queue (ft) | 144 | 153 | 185 | 388 | 346 | 304 |
| Average Queue (ft) | 64 | 69 | 70 | 264 | 208 | 173 |
| 95th Queue (ft) | 120 | 134 | 148 | 350 | 309 | 272 |
| Link Distance (ft) | 244 | 244 | 244 | 553 | 553 | 553 |
| Upstream Blk Time (%) | | | | 0 | | |
| Queuing Penalty (veh) | | | | 0 | | |
| Storage Bay Dist (ft) | | | | | | |
| Storage Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |

Intersection: 28: Georgia Ave & Ellsworth Dr

| Movement | WB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | R | T | T | TR | T | T | T |
| Maximum Queue (ft) | 60 | 5 | 18 | 28 | 55 | 11 | 23 |
| Average Queue (ft) | 20 | 0 | 1 | 1 | 3 | 1 | 1 |
| 95th Queue (ft) | 49 | 4 | 9 | 12 | 28 | 9 | 12 |
| Link Distance (ft) | 707 | 260 | 260 | 260 | 244 | 244 | 244 |
| Upstream Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |
| Storage Bay Dist (ft) | | | | | | | |
| Storage Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |

Intersection: 32: Houston St. & Hankin St.

Movement

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

Intersection: 34: Thayer Ave & Houston St

| Movement | EB | SB |
|----------|----|----|
|----------|----|----|

| | | |
|-----------------------|-----|----|
| Directions Served | LT | LR |
| Maximum Queue (ft) | 6 | 31 |
| Average Queue (ft) | 0 | 7 |
| 95th Queue (ft) | 4 | 29 |
| Link Distance (ft) | 485 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 36: Grove St. & Easley St.

| Movement | EB | WB | NB | SB |
|----------|----|----|----|----|
|----------|----|----|----|----|

| | | | | |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 35 | 35 | 40 | 39 |
| Average Queue (ft) | 10 | 17 | 13 | 20 |
| 95th Queue (ft) | 34 | 42 | 40 | 44 |
| Link Distance (ft) | 495 | | 288 | 390 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 37: Houston St/Houston St. & Easley St.

Movement

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

Intersection: 38: Fenton St & Easley St.

| Movement | WB | NB | SB |
|-----------------------|-----|-----|----|
| Directions Served | LR | TR | LT |
| Maximum Queue (ft) | 31 | 121 | 57 |
| Average Queue (ft) | 7 | 12 | 5 |
| 95th Queue (ft) | 29 | 60 | 32 |
| Link Distance (ft) | 495 | 282 | 73 |
| Upstream Blk Time (%) | | | 0 |
| Queuing Penalty (veh) | | | 1 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 40: Grove St. & Silver Spring Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 44 | 79 | 52 | 78 |
| Average Queue (ft) | 19 | 31 | 20 | 41 |
| 95th Queue (ft) | 45 | 58 | 47 | 65 |
| Link Distance (ft) | 529 | 382 | 535 | 441 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 117: Cedar St & Bonifant Street & Bonifant St.

| Movement | EB | NB | NW | SW |
|-----------------------|-----|------|------|------|
| Directions Served | <LR | <LR> | <LTR | <LR> |
| Maximum Queue (ft) | 52 | 57 | 52 | 74 |
| Average Queue (ft) | 29 | 14 | 16 | 36 |
| 95th Queue (ft) | 44 | 41 | 39 | 61 |
| Link Distance (ft) | 481 | | 936 | 178 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Network Summary

Network wide Queuing Penalty: 727

Summary of All Intervals

| Run Number | 1 | 2 | 3 | 4 | 5 | Avg |
|-------------------------|-------|-------|-------|-------|-------|-------|
| Start Time | 4:50 | 4:50 | 4:50 | 4:50 | 4:50 | 4:50 |
| End Time | 6:00 | 6:00 | 6:00 | 6:00 | 6:00 | 6:00 |
| Total Time (min) | 70 | 70 | 70 | 70 | 70 | 70 |
| Time Recorded (min) | 60 | 60 | 60 | 60 | 60 | 60 |
| # of Intervals | 2 | 2 | 2 | 2 | 2 | 2 |
| # of Recorded Intervals | 1 | 1 | 1 | 1 | 1 | 1 |
| Vehs Entered | 10865 | 10823 | 10854 | 11018 | 10706 | 10857 |
| Vehs Exited | 10806 | 10787 | 10834 | 10860 | 10661 | 10788 |
| Starting Vehs | 422 | 444 | 392 | 368 | 413 | 394 |
| Ending Vehs | 481 | 480 | 412 | 526 | 458 | 458 |
| Travel Distance (mi) | 5041 | 5012 | 5018 | 5026 | 4956 | 5011 |
| Travel Time (hr) | 448.6 | 442.8 | 447.0 | 454.1 | 422.5 | 443.0 |
| Total Delay (hr) | 249.0 | 243.7 | 248.1 | 255.3 | 226.5 | 244.5 |
| Total Stops | 21025 | 21037 | 20853 | 20893 | 20092 | 20780 |
| Fuel Used (gal) | 243.2 | 241.5 | 242.8 | 244.0 | 234.9 | 241.3 |

Interval #0 Information Seeding

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

Interval #1 Information Recording

| | |
|-------------------------------------|------|
| Start Time | 5:00 |
| End Time | 6:00 |
| Total Time (min) | 60 |
| Volumes adjusted by Growth Factors. | |

| Run Number | 1 | 2 | 3 | 4 | 5 | Avg |
|----------------------|-------|-------|-------|-------|-------|-------|
| Vehs Entered | 10865 | 10823 | 10854 | 11018 | 10706 | 10857 |
| Vehs Exited | 10806 | 10787 | 10834 | 10860 | 10661 | 10788 |
| Starting Vehs | 422 | 444 | 392 | 368 | 413 | 394 |
| Ending Vehs | 481 | 480 | 412 | 526 | 458 | 458 |
| Travel Distance (mi) | 5041 | 5012 | 5018 | 5026 | 4956 | 5011 |
| Travel Time (hr) | 448.6 | 442.8 | 447.0 | 454.1 | 422.5 | 443.0 |
| Total Delay (hr) | 249.0 | 243.7 | 248.1 | 255.3 | 226.5 | 244.5 |
| Total Stops | 21025 | 21037 | 20853 | 20893 | 20092 | 20780 |
| Fuel Used (gal) | 243.2 | 241.5 | 242.8 | 244.0 | 234.9 | 241.3 |

1: Cameron St & Fenton St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|------|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.3 | 1.1 | 0.3 |
| Total Del/Veh (s) | 25.3 | 30.0 | 9.6 | 8.9 | 17.1 |

2: US 29 (Colesville Rd.) & Fenton St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|------|------|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.3 | 0.1 |
| Total Del/Veh (s) | 47.9 | 56.7 | 9.7 | 17.4 | 18.8 |

3: Fenton St & Ellsworth Dr Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.2 | 0.3 | 0.0 | 0.1 |
| Total Del/Veh (s) | 14.4 | 17.0 | 12.9 | 10.9 | 12.9 |

4: Fenton St & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.2 | 0.0 | 0.0 | 0.1 |
| Total Del/Veh (s) | 15.4 | 25.7 | 35.3 | 36.0 | 26.4 |

5: Fenton St & Bonifant Street Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|------|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 37.7 | 18.5 | 4.2 | 8.6 | 10.3 |

6: Fenton St & Thayer Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|------|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 33.8 | 25.3 | 9.5 | 8.4 | 12.9 |

7: Fenton St & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|-----|------|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.1 | 0.0 | 0.1 |
| Total Del/Veh (s) | 37.7 | 33.7 | 13.8 | 8.9 | 16.5 |

8: Fenton St & Sligo Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.3 | 0.0 | 0.1 |
| Total Del/Veh (s) | 29.0 | 34.9 | 10.4 | 12.9 | 18.2 |

9: Fenton St & Burlington Ave/Philadelphia Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 2.6 | 1.5 | 0.4 | 0.2 | 1.3 |
| Total Del/Veh (s) | 20.0 | 17.0 | 38.9 | 25.2 | 24.2 |

10: Spring St & Woodland Dr Performance by approach

| Approach | SE | NE | SW | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.4 | 0.2 | 0.3 |
| Total Del/Veh (s) | 4.1 | 0.3 | 0.4 | 0.5 |

11: Grove St/Grove St. & Thayer Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 5.4 | 5.1 | 6.0 | 6.0 | 5.7 |

12: Sligo Ave & Grove St Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.3 | 0.0 | 0.1 |
| Total Del/Veh (s) | 2.1 | 0.4 | 6.7 | 1.8 |

13: Cedar St & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.2 | 0.0 | 1.7 | 0.3 |
| Total Del/Veh (s) | 8.4 | 7.5 | 20.4 | 31.0 | 13.5 |

16: Fenton St & Roeder Rd Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.1 | 0.0 |
| Total Del/Veh (s) | 1.7 | 2.0 | 6.6 | 1.9 |

17: Fenton St & Gist Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 12.1 | 19.7 | 3.2 | 1.0 | 2.7 |

18: Fenton St & Richmond Ave Performance by approach

| Approach | EB | NB | SB | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.3 | 0.0 | 0.2 |
| Total Del/Veh (s) | 18.9 | 5.5 | 1.4 | 3.9 |

19: Fenton St & King St Performance by approach

| Approach | EB | NB | SB | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.6 | 0.1 | 0.3 |
| Total Del/Veh (s) | 13.8 | 4.6 | 1.2 | 2.9 |

21: Georgia Ave & Sligo Ave Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|-----|-----|------|
| Denied Del/Veh (s) | 0.2 | 0.2 | 0.0 | 0.1 |
| Total Del/Veh (s) | 55.3 | 7.7 | 6.9 | 11.4 |

22: Georgia Ave & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.2 | 0.0 | 0.1 |
| Total Del/Veh (s) | 50.0 | 49.7 | 5.8 | 5.5 | 8.0 |

23: Georgia Ave & Thayer Ave Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 37.9 | 9.5 | 6.6 | 9.5 |

24: Georgia Ave & Bonifant St/Bonifant Street Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|------|
| Denied Del/Veh (s) | 2.0 | 0.0 | 0.0 | 0.0 | 0.2 |
| Total Del/Veh (s) | 57.2 | 35.9 | 5.2 | 8.0 | 11.7 |

25: Georgia Ave & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 17.9 | 0.3 | 0.0 | 0.0 | 3.1 |
| Total Del/Veh (s) | 71.3 | 45.0 | 31.5 | 25.7 | 38.9 |

26: Georgia Ave & US 29 (Colesville Rd.) Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.3 | 0.4 | 0.2 |
| Total Del/Veh (s) | 47.2 | 28.1 | 40.7 | 99.5 | 54.1 |

28: Georgia Ave & Ellsworth Dr Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|-----|------|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 42.3 | 6.2 | 11.3 | 9.6 |

32: Bonifant Street & Hankin St Performance by approach

| Approach | EB | WB | NB | SW | All |
|--------------------|-----|----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | | 0.0 | 0.0 | 0.1 |
| Total Del/Veh (s) | 7.4 | | 5.6 | 4.8 | 6.3 |

33: Cedar St & Bonifant St Performance by approach

| Approach | EB | WB | NB | NW | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.1 | 0.0 |
| Total Del/Veh (s) | 4.3 | 4.4 | 3.8 | 5.2 | 4.3 |

35: Thayer Ave & Houston St Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.2 | 0.1 | 0.1 |
| Total Del/Veh (s) | 1.6 | 0.1 | 3.9 | 1.2 |

36: Grove St & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 4.2 | 4.9 | 3.8 | 4.6 | 4.2 |

37: Easley St & Grove St. Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 2.7 | 4.1 | 4.9 | 5.4 | 4.6 |

38: Houston St & Easley St Performance by approach

| Approach | EB | NB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 0.8 | 0.1 | 0.4 |

41: Fenton St Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.1 |
| Total Del/Veh (s) | 5.6 | 3.4 | 0.9 | 2.4 |

42: Houston St & Hankin St Performance by approach

| Approach | EB | SB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 1.0 | 1.0 | 1.0 |

Total Network Performance

| | |
|--------------------|------|
| Denied Del/Veh (s) | 1.8 |
| Total Del/Veh (s) | 76.6 |

Arterial Level of Service: NB Fenton St

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|-----------------------|------|---------------|-----------------|------------|----------------|
| King St | 19 | 4.5 | 9.7 | 0.0 | 14 |
| Philadelphia Ave | 9 | 37.4 | 43.8 | 0.0 | 4 |
| Richmond Ave | 18 | 2.3 | 11.9 | 0.1 | 21 |
| Gist Ave | 17 | 3.2 | 10.2 | 0.0 | 17 |
| Sligo Ave | 8 | 10.0 | 16.7 | 0.0 | 10 |
| Silver Spring Ave | 7 | 14.0 | 29.0 | 0.1 | 13 |
| Thayer Ave | 6 | 8.8 | 21.8 | 0.1 | 15 |
| | 41 | 3.5 | 12.7 | 0.1 | 19 |
| Bonifant Street | 5 | 3.9 | 7.8 | 0.0 | 12 |
| Wayne Ave | 4 | 33.7 | 44.4 | 0.1 | 7 |
| Ellsworth Dr | 3 | 12.5 | 27.6 | 0.1 | 14 |
| Roeder Rd | 16 | 2.1 | 9.2 | 0.1 | 20 |
| US 29 (Colesville Rd) | 2 | 62.6 | 70.6 | 0.1 | 3 |
| Cameron St | 1 | 26.5 | 39.4 | 0.1 | 9 |
| Total | | 224.9 | 354.8 | 0.9 | 10 |

Arterial Level of Service: SB Fenton St

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|-----------------------|------|---------------|-----------------|------------|----------------|
| Cameron St | 1 | 21.8 | 27.7 | 0.0 | 6 |
| US 29 (Colesville Rd) | 2 | 49.8 | 62.6 | 0.1 | 6 |
| Roeder Rd | 16 | 1.6 | 10.7 | 0.1 | 21 |
| Ellsworth Dr | 3 | 9.7 | 16.4 | 0.1 | 11 |
| Wayne Ave | 4 | 33.9 | 47.1 | 0.1 | 8 |
| Bonifant Street | 5 | 6.6 | 17.8 | 0.1 | 16 |
| | 41 | 0.9 | 4.8 | 0.0 | 20 |
| Thayer Ave | 6 | 7.8 | 17.1 | 0.1 | 14 |
| Silver Spring Ave | 7 | 8.1 | 21.1 | 0.1 | 16 |
| Sligo Ave | 8 | 9.8 | 24.4 | 0.1 | 15 |
| Gist Ave | 17 | 1.0 | 7.8 | 0.0 | 21 |
| Richmond Ave | 18 | 1.3 | 8.2 | 0.0 | 21 |
| Burlington Ave | 9 | 30.0 | 39.0 | 0.1 | 6 |
| King St | 19 | 1.4 | 8.1 | 0.0 | 20 |
| Total | | 183.6 | 312.9 | 0.9 | 11 |

Intersection: 1: Cameron St & Fenton St

| Movement | EB | EB | WB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|
| Directions Served | L | TR | LTR | TR | L | TR |
| Maximum Queue (ft) | 80 | 98 | 196 | 199 | 42 | 62 |
| Average Queue (ft) | 29 | 43 | 97 | 86 | 11 | 20 |
| 95th Queue (ft) | 62 | 83 | 173 | 151 | 36 | 55 |
| Link Distance (ft) | 208 | 208 | 446 | 423 | | 373 |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (ft) | | | | | 100 | |
| Storage Blk Time (%) | | | | 5 | | 0 |
| Queuing Penalty (veh) | | | | 0 | | 0 |

Intersection: 2: US 29 (Colesville Rd.) & Fenton St

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LT | TR | LT | R | LT | T | T | TR | LT | TR |
| Maximum Queue (ft) | 148 | 161 | 248 | 188 | 171 | 169 | 164 | 179 | 272 | 260 |
| Average Queue (ft) | 74 | 78 | 132 | 84 | 110 | 109 | 91 | 74 | 132 | 119 |
| 95th Queue (ft) | 131 | 142 | 236 | 161 | 161 | 167 | 153 | 147 | 225 | 225 |
| Link Distance (ft) | 446 | 446 | 244 | 244 | 265 | 265 | 265 | 265 | 540 | 540 |
| Upstream Blk Time (%) | | | 3 | 0 | | | | | | |
| Queuing Penalty (veh) | | | 4 | 0 | | | | | | |
| Storage Bay Dist (ft) | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |

Intersection: 3: Fenton St & Ellsworth Dr

| Movement | EB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LT | R | LT | TR |
| Maximum Queue (ft) | 93 | 122 | 264 | 125 | 98 | 149 |
| Average Queue (ft) | 31 | 57 | 85 | 47 | 37 | 69 |
| 95th Queue (ft) | 70 | 106 | 186 | 112 | 74 | 126 |
| Link Distance (ft) | 705 | 405 | 497 | | 193 | 193 |
| Upstream Blk Time (%) | | | | | | 0 |
| Queuing Penalty (veh) | | | | | | 0 |
| Storage Bay Dist (ft) | | | | 100 | | |
| Storage Blk Time (%) | | | 4 | 0 | | |
| Queuing Penalty (veh) | | | 4 | 1 | | |

Intersection: 4: Fenton St & Wayne Ave

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | TR | L | T | TR | L | T | R | L | TR |
| Maximum Queue (ft) | 99 | 223 | 254 | 246 | 150 | 140 | 125 | 299 | 318 | 73 | 315 |
| Average Queue (ft) | 33 | 99 | 120 | 111 | 59 | 65 | 65 | 167 | 186 | 23 | 162 |
| 95th Queue (ft) | 79 | 182 | 211 | 199 | 122 | 130 | 127 | 282 | 290 | 59 | 267 |
| Link Distance (ft) | 670 | 670 | 670 | | 870 | 870 | | 324 | 324 | 497 | 497 |
| Upstream Blk Time (%) | | | | | | | | 0 | 0 | | |
| Queuing Penalty (veh) | | | | | | | | 0 | 1 | | |
| Storage Bay Dist (ft) | | | | 275 | | | 100 | | | | |
| Storage Blk Time (%) | | | | 0 | | | 1 | 22 | | | |
| Queuing Penalty (veh) | | | | 0 | | | 3 | 18 | | | |

Intersection: 5: Fenton St & Bonifant Street

| Movement | EB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|----|-----|
| Directions Served | LTR | LTR | L | TR | L | TR |
| Maximum Queue (ft) | 187 | 62 | 65 | 89 | 47 | 238 |
| Average Queue (ft) | 87 | 16 | 10 | 56 | 5 | 105 |
| 95th Queue (ft) | 165 | 47 | 37 | 101 | 25 | 197 |
| Link Distance (ft) | 674 | 525 | | 70 | | 324 |
| Upstream Blk Time (%) | | | 0 | 7 | | 0 |
| Queuing Penalty (veh) | | | 0 | 39 | | 0 |
| Storage Bay Dist (ft) | | | 100 | | 50 | |
| Storage Blk Time (%) | | | 0 | 7 | 0 | 13 |
| Queuing Penalty (veh) | | | 0 | 1 | 0 | 1 |

Intersection: 6: Fenton St & Thayer Ave

| Movement | EB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|
| Directions Served | LTR | LTR | L | TR | L | TR |
| Maximum Queue (ft) | 242 | 118 | 125 | 356 | 92 | 278 |
| Average Queue (ft) | 105 | 36 | 38 | 155 | 17 | 117 |
| 95th Queue (ft) | 191 | 85 | 99 | 311 | 60 | 242 |
| Link Distance (ft) | 628 | 524 | | 431 | | 284 |
| Upstream Blk Time (%) | | | | 0 | | 0 |
| Queuing Penalty (veh) | | | | 0 | | 1 |
| Storage Bay Dist (ft) | | | 100 | | 100 | |
| Storage Blk Time (%) | | | 0 | 10 | 0 | 7 |
| Queuing Penalty (veh) | | | 1 | 6 | 0 | 2 |

Intersection: 7: Fenton St & Silver Spring Ave

| Movement | EB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|
| Directions Served | LTR | LTR | L | TR | L | TR |
| Maximum Queue (ft) | 281 | 92 | 125 | 409 | 109 | 274 |
| Average Queue (ft) | 129 | 36 | 33 | 212 | 18 | 114 |
| 95th Queue (ft) | 231 | 79 | 99 | 364 | 63 | 215 |
| Link Distance (ft) | 620 | 536 | | 482 | | 431 |
| Upstream Blk Time (%) | | | | 0 | | |
| Queuing Penalty (veh) | | | | 1 | | |
| Storage Bay Dist (ft) | | | 100 | | 100 | |
| Storage Blk Time (%) | | | 0 | 18 | | 8 |
| Queuing Penalty (veh) | | | 0 | 7 | | 2 |

Intersection: 8: Fenton St & Sligo Ave

| Movement | EB | B27 | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LTR | T | LT | TR | L | TR | L | TR |
| Maximum Queue (ft) | 255 | 127 | 215 | 192 | 124 | 198 | 154 | 308 |
| Average Queue (ft) | 146 | 14 | 115 | 61 | 26 | 159 | 47 | 130 |
| 95th Queue (ft) | 258 | 77 | 196 | 136 | 82 | 225 | 126 | 265 |
| Link Distance (ft) | 177 | 412 | 536 | | | 176 | | 482 |
| Upstream Blk Time (%) | 8 | | | | | 9 | | |
| Queuing Penalty (veh) | 28 | | | | | 66 | | |
| Storage Bay Dist (ft) | | | | 250 | 100 | | 150 | |
| Storage Blk Time (%) | | | 0 | 0 | | 21 | 0 | 6 |
| Queuing Penalty (veh) | | | 0 | 0 | | 8 | 0 | 4 |

Intersection: 9: Fenton St & Burlington Ave/Philadelphia Ave

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | R | LT | T | R | L | TR | L | TR |
| Maximum Queue (ft) | 125 | 455 | 124 | 187 | 161 | 36 | 116 | 178 | 221 | 277 |
| Average Queue (ft) | 102 | 186 | 49 | 96 | 38 | 1 | 49 | 146 | 110 | 170 |
| 95th Queue (ft) | 151 | 380 | 124 | 165 | 119 | 25 | 97 | 202 | 194 | 275 |
| Link Distance (ft) | | 814 | | 662 | 662 | | 162 | 162 | | 268 |
| Upstream Blk Time (%) | | | | | | | 0 | 13 | | 3 |
| Queuing Penalty (veh) | | | | | | | 0 | 23 | | 18 |
| Storage Bay Dist (ft) | 100 | | 100 | | | 160 | | | 200 | |
| Storage Blk Time (%) | 14 | 12 | 0 | | 0 | 0 | | | 1 | 6 |
| Queuing Penalty (veh) | 60 | 52 | 1 | | 0 | 0 | | | 2 | 11 |

Intersection: 10: Spring St & Woodland Dr

| Movement | SE | NE | SW |
|-----------------------|-----|-----|-----|
| Directions Served | R | T | TR |
| Maximum Queue (ft) | 36 | 54 | 43 |
| Average Queue (ft) | 16 | 6 | 4 |
| 95th Queue (ft) | 38 | 30 | 23 |
| Link Distance (ft) | 542 | 241 | 583 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 11: Grove St/Grove St. & Thayer Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 75 | 58 | 58 | 47 |
| Average Queue (ft) | 39 | 29 | 35 | 26 |
| 95th Queue (ft) | 63 | 52 | 51 | 48 |
| Link Distance (ft) | 524 | 485 | 434 | 284 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 12: Sligo Ave & Grove St

| Movement | EB | SB |
|-----------------------|-----|-----|
| Directions Served | LT | LR |
| Maximum Queue (ft) | 82 | 52 |
| Average Queue (ft) | 19 | 26 |
| 95th Queue (ft) | 60 | 49 |
| Link Distance (ft) | 536 | 547 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 13: Cedar St & Wayne Ave

| Movement | EB | EB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|----|-----|-----|
| Directions Served | LT | T | T | TR | LT | R | L | R |
| Maximum Queue (ft) | 189 | 202 | 136 | 112 | 147 | 40 | 243 | 166 |
| Average Queue (ft) | 81 | 86 | 57 | 37 | 65 | 35 | 109 | 70 |
| 95th Queue (ft) | 156 | 164 | 113 | 87 | 126 | 47 | 197 | 138 |
| Link Distance (ft) | 870 | 870 | 665 | 665 | 432 | | 632 | |
| Upstream Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | 15 | | 150 |
| Storage Blk Time (%) | | | | | 24 | 41 | 3 | 0 |
| Queuing Penalty (veh) | | | | | 23 | 24 | 3 | 1 |

Intersection: 16: Fenton St & Roeder Rd

| Movement | EB | WB | WB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LT | T | TR | LR |
| Maximum Queue (ft) | 72 | 76 | 18 | 47 |
| Average Queue (ft) | 16 | 6 | 1 | 15 |
| 95th Queue (ft) | 51 | 42 | 11 | 42 |
| Link Distance (ft) | 244 | 193 | 193 | 493 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 17: Fenton St & Gist Ave

| Movement | EB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|----|-----|----|-----|
| Directions Served | LTR | LTR | L | TR | L | TR |
| Maximum Queue (ft) | 52 | 66 | 63 | 203 | 27 | 17 |
| Average Queue (ft) | 18 | 17 | 5 | 70 | 2 | 1 |
| 95th Queue (ft) | 45 | 49 | 29 | 185 | 14 | 9 |
| Link Distance (ft) | 311 | 178 | | 190 | | 176 |
| Upstream Blk Time (%) | | | | 1 | | |
| Queuing Penalty (veh) | | | | 9 | | |
| Storage Bay Dist (ft) | | | 50 | | 50 | |
| Storage Blk Time (%) | | | 0 | 8 | | 0 |
| Queuing Penalty (veh) | | | 1 | 1 | | 0 |

Intersection: 18: Fenton St & Richmond Ave

| Movement | EB | EB | NB | NB | SB |
|-----------------------|-----|-----|----|-----|-----|
| Directions Served | L | R | L | T | TR |
| Maximum Queue (ft) | 32 | 60 | 31 | 223 | 170 |
| Average Queue (ft) | 5 | 12 | 3 | 16 | 17 |
| 95th Queue (ft) | 21 | 41 | 18 | 101 | 92 |
| Link Distance (ft) | 330 | 330 | | 268 | 190 |
| Upstream Blk Time (%) | | | | 0 | 0 |
| Queuing Penalty (veh) | | | | 3 | 1 |
| Storage Bay Dist (ft) | | | 50 | | |
| Storage Blk Time (%) | | | 0 | 1 | |
| Queuing Penalty (veh) | | | 0 | 0 | |

Intersection: 19: Fenton St & King St

| Movement | EB | NB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | LR | LT | TR |
| Maximum Queue (ft) | 35 | 188 | 53 |
| Average Queue (ft) | 8 | 48 | 2 |
| 95th Queue (ft) | 31 | 151 | 37 |
| Link Distance (ft) | 229 | 165 | 162 |
| Upstream Blk Time (%) | | 2 | |
| Queuing Penalty (veh) | | 0 | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 21: Georgia Ave & Sligo Ave

| Movement | WB | WB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | R | T | T | TR | L | T | T | T |
| Maximum Queue (ft) | 171 | 183 | 223 | 213 | 266 | 65 | 212 | 153 | 133 |
| Average Queue (ft) | 87 | 88 | 109 | 70 | 115 | 52 | 98 | 36 | 28 |
| 95th Queue (ft) | 157 | 162 | 198 | 174 | 225 | 64 | 194 | 106 | 92 |
| Link Distance (ft) | | 412 | 522 | 522 | 522 | | 432 | 432 | 432 |
| Upstream Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |
| Storage Bay Dist (ft) | 150 | | | | | 30 | | | |
| Storage Blk Time (%) | 2 | 2 | | | | 43 | 6 | | |
| Queuing Penalty (veh) | 2 | 2 | | | | 105 | 15 | | |

Intersection: 22: Georgia Ave & Silver Spring Ave

| Movement | EB | WB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LT | T | TR | L | T | T | TR |
| Maximum Queue (ft) | 103 | 186 | 225 | 203 | 249 | 115 | 138 | 123 | 135 |
| Average Queue (ft) | 38 | 90 | 92 | 65 | 104 | 54 | 49 | 44 | 51 |
| 95th Queue (ft) | 80 | 159 | 191 | 163 | 214 | 96 | 113 | 108 | 122 |
| Link Distance (ft) | 707 | 620 | 432 | 432 | 432 | | 457 | 457 | 457 |
| Upstream Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | 180 | | | |
| Storage Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |

Intersection: 23: Georgia Ave & Thayer Ave

| Movement | WB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LR | T | T | TR | L | T | T | T |
| Maximum Queue (ft) | 150 | 222 | 248 | 379 | 58 | 147 | 146 | 132 |
| Average Queue (ft) | 70 | 104 | 104 | 176 | 37 | 88 | 70 | 87 |
| 95th Queue (ft) | 126 | 202 | 210 | 337 | 62 | 152 | 141 | 142 |
| Link Distance (ft) | 628 | 457 | 457 | 457 | | 117 | 117 | 117 |
| Upstream Blk Time (%) | | | | 0 | | 4 | 1 | 2 |
| Queuing Penalty (veh) | | | | 0 | | 14 | 4 | 10 |
| Storage Bay Dist (ft) | | | | | 25 | | | |
| Storage Blk Time (%) | | | | | 27 | 16 | | |
| Queuing Penalty (veh) | | | | | 100 | 13 | | |

Intersection: 24: Georgia Ave & Bonifant St/Bonifant Street

| Movement | EB | EB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|----|-----|-----|-----|----|-----|-----|-----|
| Directions Served | L | R | LTR | L | T | T | TR | L | T | T | TR |
| Maximum Queue (ft) | 164 | 300 | 149 | 49 | 121 | 130 | 130 | 74 | 174 | 122 | 151 |
| Average Queue (ft) | 94 | 116 | 49 | 17 | 34 | 44 | 78 | 29 | 80 | 61 | 77 |
| 95th Queue (ft) | 164 | 212 | 108 | 42 | 91 | 112 | 152 | 67 | 144 | 108 | 125 |
| Link Distance (ft) | | 362 | 674 | | 117 | 117 | 117 | | 321 | 321 | 321 |
| Upstream Blk Time (%) | | | | | 0 | 0 | 4 | | | | |
| Queuing Penalty (veh) | | | | | 1 | 2 | 19 | | | | |
| Storage Bay Dist (ft) | 140 | | | 25 | | | | 50 | | | |
| Storage Blk Time (%) | 6 | 6 | | 10 | 11 | | | 5 | 17 | | |
| Queuing Penalty (veh) | 7 | 6 | | 41 | 5 | | | 18 | 9 | | |

Intersection: 25: Georgia Ave & Wayne Ave

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | TR | L | T | TR | L | T | T | TR | L | T |
| Maximum Queue (ft) | 396 | 484 | 225 | 174 | 284 | 330 | 186 | 313 | 323 | 339 | 174 | 251 |
| Average Queue (ft) | 140 | 351 | 216 | 105 | 147 | 194 | 52 | 152 | 184 | 278 | 96 | 154 |
| 95th Queue (ft) | 364 | 559 | 245 | 181 | 248 | 291 | 130 | 270 | 304 | 375 | 185 | 242 |
| Link Distance (ft) | 449 | 449 | | | 670 | 670 | | 321 | 321 | 321 | | 260 |
| Upstream Blk Time (%) | 3 | 21 | | | | | | 0 | 0 | 6 | | 0 |
| Queuing Penalty (veh) | 0 | 0 | | | | | | 1 | 2 | 30 | | 1 |
| Storage Bay Dist (ft) | | | 200 | 150 | | | 175 | | | | 150 | |
| Storage Blk Time (%) | | 7 | 41 | 2 | 7 | | | 4 | | | 2 | 8 |
| Queuing Penalty (veh) | | 22 | 74 | 2 | 9 | | | 2 | | | 6 | 11 |

Intersection: 25: Georgia Ave & Wayne Ave

| Movement | SB | SB |
|-----------------------|-----|-----|
| Directions Served | T | TR |
| Maximum Queue (ft) | 213 | 228 |
| Average Queue (ft) | 129 | 149 |
| 95th Queue (ft) | 200 | 220 |
| Link Distance (ft) | 260 | 260 |
| Upstream Blk Time (%) | | 0 |
| Queuing Penalty (veh) | | 0 |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 26: Georgia Ave & US 29 (Colesville Rd.)

| Movement | EB | EB | EB | EB | WB | WB | WB | B30 | B30 | NB | NB | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LT | T | T | TR | L | T | TR | T | T | T | T | T |
| Maximum Queue (ft) | 513 | 457 | 336 | 246 | 307 | 222 | 223 | 32 | 4 | 258 | 262 | 262 |
| Average Queue (ft) | 374 | 330 | 224 | 145 | 185 | 120 | 126 | 2 | 0 | 179 | 194 | 198 |
| 95th Queue (ft) | 470 | 429 | 303 | 226 | 298 | 189 | 197 | 18 | 3 | 258 | 277 | 279 |
| Link Distance (ft) | 611 | 611 | 611 | 611 | 244 | 244 | 244 | 265 | 265 | 242 | 242 | 242 |
| Upstream Blk Time (%) | | | | | 5 | 0 | 0 | | | 4 | 5 | 7 |
| Queuing Penalty (veh) | | | | | 11 | 0 | 0 | | | 13 | 18 | 23 |
| Storage Bay Dist (ft) | | | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 26: Georgia Ave & US 29 (Colesville Rd.)

| Movement | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | R | T | T | TR |
| Maximum Queue (ft) | 224 | 591 | 562 | 470 |
| Average Queue (ft) | 85 | 494 | 427 | 293 |
| 95th Queue (ft) | 181 | 638 | 585 | 454 |
| Link Distance (ft) | 242 | 565 | 565 | 565 |
| Upstream Blk Time (%) | 0 | 9 | 1 | 0 |
| Queuing Penalty (veh) | 1 | 0 | 0 | 0 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 28: Georgia Ave & Ellsworth Dr

| Movement | WB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | R | T | T | TR | T | T | T |
| Maximum Queue (ft) | 136 | 107 | 129 | 208 | 156 | 133 | 146 |
| Average Queue (ft) | 53 | 42 | 48 | 85 | 108 | 65 | 71 |
| 95th Queue (ft) | 114 | 85 | 98 | 159 | 150 | 114 | 127 |
| Link Distance (ft) | 705 | 260 | 260 | 260 | 242 | 242 | 242 |
| Upstream Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |
| Storage Bay Dist (ft) | | | | | | | |
| Storage Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |

Intersection: 32: Bonifant Street & Hankin St

| Movement | EB | WB | NB | SW |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LR | <LR |
| Maximum Queue (ft) | 115 | 8 | 80 | 66 |
| Average Queue (ft) | 56 | 0 | 34 | 31 |
| 95th Queue (ft) | 92 | 4 | 61 | 52 |
| Link Distance (ft) | 525 | | 404 | 368 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 33: Cedar St & Bonifant St

| Movement | EB | WB | NB | NW |
|-----------------------|------|------|------|------|
| Directions Served | LTR> | <LTR | <LR> | <LTR |
| Maximum Queue (ft) | 84 | 61 | 43 | 57 |
| Average Queue (ft) | 49 | 28 | 14 | 11 |
| 95th Queue (ft) | 75 | 49 | 39 | 37 |
| Link Distance (ft) | 55 | 329 | | 570 |
| Upstream Blk Time (%) | 3 | | | |
| Queuing Penalty (veh) | 10 | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 35: Thayer Ave & Houston St

| Movement | EB | SB |
|-----------------------|-----|----|
| Directions Served | LT | LR |
| Maximum Queue (ft) | 12 | 36 |
| Average Queue (ft) | 1 | 9 |
| 95th Queue (ft) | 8 | 33 |
| Link Distance (ft) | 485 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 36: Grove St & Silver Spring Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 78 | 53 | 85 | 57 |
| Average Queue (ft) | 37 | 21 | 39 | 28 |
| 95th Queue (ft) | 63 | 48 | 66 | 54 |
| Link Distance (ft) | 536 | 767 | 547 | 434 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 37: Easley St & Grove St.

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 67 | 36 | 89 | 46 |
| Average Queue (ft) | 22 | 11 | 40 | 23 |
| 95th Queue (ft) | 56 | 36 | 66 | 47 |
| Link Distance (ft) | 227 | | 284 | 404 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 38: Houston St & Easley St

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

Intersection: 41: Fenton St

| Movement | WB | NB | SB |
|-----------------------|-----|-----|----|
| Directions Served | LR | TR | LT |
| Maximum Queue (ft) | 42 | 268 | 64 |
| Average Queue (ft) | 10 | 59 | 6 |
| 95th Queue (ft) | 35 | 186 | 38 |
| Link Distance (ft) | 216 | 284 | 70 |
| Upstream Blk Time (%) | | 0 | 0 |
| Queuing Penalty (veh) | | 1 | 2 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 42: Houston St & Hankin St

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

Network Summary

Network wide Queuing Penalty: 1046

Summary of All Intervals

| Run Number | 1 | 2 | 3 | 4 | 5 | Avg |
|-------------------------|-------|-------|-------|-------|-------|-------|
| Start Time | 12:50 | 12:50 | 12:50 | 12:50 | 12:50 | 12:50 |
| End Time | 2:00 | 2:00 | 2:00 | 2:00 | 2:00 | 2:00 |
| Total Time (min) | 70 | 70 | 70 | 70 | 70 | 70 |
| Time Recorded (min) | 60 | 60 | 60 | 60 | 60 | 60 |
| # of Intervals | 2 | 2 | 2 | 2 | 2 | 2 |
| # of Recorded Intervals | 1 | 1 | 1 | 1 | 1 | 1 |
| Vehs Entered | 7019 | 7130 | 7141 | 7094 | 7121 | 7098 |
| Vehs Exited | 7007 | 7091 | 7141 | 7077 | 7124 | 7085 |
| Starting Vehs | 190 | 158 | 180 | 175 | 193 | 167 |
| Ending Vehs | 202 | 197 | 180 | 192 | 190 | 183 |
| Travel Distance (mi) | 2466 | 2486 | 2495 | 2502 | 2501 | 2490 |
| Travel Time (hr) | 178.0 | 180.4 | 181.3 | 181.9 | 179.5 | 180.2 |
| Total Delay (hr) | 80.8 | 82.4 | 82.6 | 82.8 | 80.8 | 81.9 |
| Total Stops | 9126 | 9062 | 9358 | 9165 | 9123 | 9161 |
| Fuel Used (gal) | 108.9 | 110.2 | 110.6 | 110.8 | 110.1 | 110.1 |

Interval #0 Information Seeding

| | |
|-------------------------------------|-------|
| Start Time | 12:50 |
| End Time | 1:00 |
| Total Time (min) | 10 |
| Volumes adjusted by Growth Factors. | |
| No data recorded this interval. | |

Interval #1 Information Recording

| | |
|-------------------------------------|------|
| Start Time | 1:00 |
| End Time | 2:00 |
| Total Time (min) | 60 |
| Volumes adjusted by Growth Factors. | |

| Run Number | 1 | 2 | 3 | 4 | 5 | Avg |
|----------------------|-------|-------|-------|-------|-------|-------|
| Vehs Entered | 7019 | 7130 | 7141 | 7094 | 7121 | 7098 |
| Vehs Exited | 7007 | 7091 | 7141 | 7077 | 7124 | 7085 |
| Starting Vehs | 190 | 158 | 180 | 175 | 193 | 167 |
| Ending Vehs | 202 | 197 | 180 | 192 | 190 | 183 |
| Travel Distance (mi) | 2466 | 2486 | 2495 | 2502 | 2501 | 2490 |
| Travel Time (hr) | 178.0 | 180.4 | 181.3 | 181.9 | 179.5 | 180.2 |
| Total Delay (hr) | 80.8 | 82.4 | 82.6 | 82.8 | 80.8 | 81.9 |
| Total Stops | 9126 | 9062 | 9358 | 9165 | 9123 | 9161 |
| Fuel Used (gal) | 108.9 | 110.2 | 110.6 | 110.8 | 110.1 | 110.1 |

1: Cameron St & Fenton St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|------|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.2 | 1.2 | 0.2 |
| Total Del/Veh (s) | 25.8 | 28.0 | 8.1 | 6.8 | 17.9 |

2: US 29 (Colesville Rd.) & Fenton St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.2 | 0.4 | 0.3 |
| Total Del/Veh (s) | 36.6 | 48.2 | 14.0 | 29.5 | 27.4 |

3: Fenton St & Ellsworth Dr Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|-----|-----|------|
| Denied Del/Veh (s) | 0.2 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 24.5 | 7.8 | 7.9 | 10.1 |

4: Fenton St & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.2 | 0.3 | 0.0 | 0.2 | 0.2 |
| Total Del/Veh (s) | 37.9 | 22.2 | 21.3 | 39.0 | 28.8 |

5: Fenton St & Bonifant Street Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|------|
| Denied Del/Veh (s) | 0.2 | 0.0 | 0.1 | 0.0 | 0.1 |
| Total Del/Veh (s) | 35.6 | 31.8 | 5.6 | 7.7 | 10.4 |

6: Fenton St & Thayer Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|------|
| Denied Del/Veh (s) | 0.2 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 37.6 | 38.9 | 9.9 | 7.3 | 14.2 |

7: Fenton St & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|------|
| Denied Del/Veh (s) | 0.2 | 0.1 | 0.1 | 0.0 | 0.1 |
| Total Del/Veh (s) | 31.2 | 31.9 | 8.8 | 7.7 | 11.1 |

8: Fenton St & Sligo Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|------|
| Denied Del/Veh (s) | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 34.3 | 28.4 | 7.8 | 9.3 | 14.8 |

9: Fenton St & Burlington Ave/Philadelphia Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 2.1 | 1.6 | 0.6 | 0.1 | 1.1 |
| Total Del/Veh (s) | 12.1 | 10.1 | 41.9 | 25.1 | 20.5 |

10: Spring St & Woodland Dr Performance by approach

| Approach | SE | NE | SW | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.3 | 0.3 | 0.2 |
| Total Del/Veh (s) | 4.1 | 0.2 | 0.4 | 0.4 |

11: Grove St & Thayer Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 4.1 | 4.3 | 4.8 | 5.7 | 4.6 |

12: Sligo Ave & Grove St Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.2 | 0.0 | 0.1 |
| Total Del/Veh (s) | 1.9 | 0.4 | 7.3 | 1.7 |

13: Wayne Ave & Cedar St Performance by approach

| Approach | EB | WB | SB | NW | All |
|--------------------|-----|-----|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.2 | 2.0 | 0.0 | 0.5 |
| Total Del/Veh (s) | 5.8 | 6.0 | 26.3 | 23.9 | 11.8 |

14: Grove St. & Bonifant Street/Hankin St. Performance by approach

| Approach | EB | WB | NB | SW | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 5.8 | 6.3 | 5.5 | 4.8 | 5.5 |

16: Fenton St & Roeder Rd Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.1 | 0.0 |
| Total Del/Veh (s) | 2.4 | 0.8 | 6.8 | 1.8 |

17: Fenton St & Gist Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 15.7 | 11.5 | 1.0 | 1.1 | 1.5 |

18: Fenton St & Richmond Ave Performance by approach

| Approach | EB | NB | SB | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.2 | 0.0 | 0.1 |
| Total Del/Veh (s) | 14.3 | 4.1 | 0.5 | 2.6 |

19: Fenton St & King St Performance by approach

| Approach | NB | SB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.3 | 0.0 | 0.1 |
| Total Del/Veh (s) | 1.5 | 1.2 | 1.3 |

21: Thayer Ave Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.1 |
| Total Del/Veh (s) | 1.4 | 0.0 | 5.1 | 1.0 |

22: Easley St. & Houston St. Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 5.8 | 4.5 | 4.0 | 5.5 | 4.9 |

25: Grove St/Grove St. & Easley St. Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 3.9 | 5.9 | 6.1 | 5.3 | 5.4 |

26: Fenton St & Easley St. Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.1 |
| Total Del/Veh (s) | 12.4 | 2.8 | 0.8 | 2.0 |

30: Houston St. & Hankin St. Performance by approach

| Approach | EB | NB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 1.8 | 1.7 | 0.9 | 1.4 |

31: Grove St & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.0 | 0.1 |
| Total Del/Veh (s) | 4.8 | 4.6 | 4.5 | 5.0 | 4.7 |

33: Cedar St. Performance by approach

| Approach | EB | NB | NW | SW | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.1 | 0.0 |
| Total Del/Veh (s) | 5.7 | 4.0 | 4.8 | 3.9 | 5.3 |

Total Network Performance

| | |
|--------------------|------|
| Denied Del/Veh (s) | 0.6 |
| Total Del/Veh (s) | 39.9 |

Arterial Level of Service: NB Fenton St

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|-----------------------|------|---------------|-----------------|------------|----------------|
| King St | 19 | 1.5 | 6.3 | 0.0 | 21 |
| Philadelphia Ave | 9 | 40.2 | 46.6 | 0.0 | 4 |
| Richmond Ave | 18 | 1.7 | 10.8 | 0.1 | 22 |
| Gist Ave | 17 | 0.9 | 7.8 | 0.0 | 23 |
| Sligo Ave | 8 | 7.5 | 13.9 | 0.0 | 12 |
| Silver Spring Ave | 7 | 8.0 | 22.5 | 0.1 | 17 |
| Thayer Ave | 6 | 8.7 | 22.0 | 0.1 | 15 |
| Easley St. | 26 | 2.8 | 11.6 | 0.1 | 20 |
| Bonifant Street | 5 | 5.3 | 9.6 | 0.0 | 11 |
| Wayne Ave | 4 | 21.3 | 30.9 | 0.1 | 9 |
| Ellsworth Dr | 3 | 7.5 | 22.8 | 0.1 | 17 |
| Roeder Rd | 16 | 0.8 | 7.9 | 0.1 | 23 |
| US 29 (Colesville Rd) | 2 | 45.2 | 54.0 | 0.1 | 4 |
| Cameron St | 1 | 21.4 | 34.2 | 0.1 | 10 |
| Total | | 172.8 | 300.9 | 0.9 | 11 |

Arterial Level of Service: SB Fenton St

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|-----------------------|------|---------------|-----------------|------------|----------------|
| Cameron St | 1 | 24.1 | 29.0 | 0.0 | 6 |
| US 29 (Colesville Rd) | 2 | 31.8 | 43.3 | 0.1 | 8 |
| Roeder Rd | 16 | 1.5 | 10.1 | 0.1 | 22 |
| Ellsworth Dr | 3 | 6.6 | 13.6 | 0.1 | 13 |
| Wayne Ave | 4 | 39.6 | 53.3 | 0.1 | 7 |
| Bonifant Street | 5 | 7.0 | 18.4 | 0.1 | 16 |
| Easley St. | 26 | 0.8 | 5.0 | 0.0 | 21 |
| Thayer Ave | 6 | 6.6 | 15.5 | 0.1 | 15 |
| Silver Spring Ave | 7 | 7.9 | 20.6 | 0.1 | 16 |
| Sligo Ave | 8 | 7.2 | 18.9 | 0.1 | 20 |
| Gist Ave | 17 | 0.9 | 7.5 | 0.0 | 22 |
| Richmond Ave | 18 | 0.5 | 7.4 | 0.0 | 24 |
| Burlington Ave | 9 | 32.5 | 41.3 | 0.1 | 6 |
| King St | 19 | 1.3 | 7.9 | 0.0 | 21 |
| Total | | 168.2 | 291.8 | 0.9 | 12 |

Intersection: 1: Cameron St & Fenton St

| Movement | EB | EB | WB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|
| Directions Served | L | TR | LTR | TR | L | TR |
| Maximum Queue (ft) | 76 | 102 | 196 | 122 | 45 | 54 |
| Average Queue (ft) | 20 | 38 | 92 | 52 | 8 | 14 |
| 95th Queue (ft) | 52 | 79 | 159 | 100 | 32 | 46 |
| Link Distance (ft) | 206 | 206 | 438 | 422 | | 372 |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (ft) | | | | | 100 | |
| Storage Blk Time (%) | | | | 1 | | |
| Queuing Penalty (veh) | | | | 0 | | |

Intersection: 2: US 29 (Colesville Rd.) & Fenton St

| Movement | EB | EB | WB | WB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|----|
| Directions Served | LT | TR | LT | R | LT | T | R | LT | T | R |
| Maximum Queue (ft) | 119 | 118 | 254 | 233 | 285 | 242 | 174 | 512 | 432 | 75 |
| Average Queue (ft) | 49 | 45 | 136 | 110 | 162 | 94 | 57 | 322 | 252 | 13 |
| 95th Queue (ft) | 98 | 92 | 231 | 192 | 256 | 212 | 130 | 478 | 405 | 52 |
| Link Distance (ft) | 438 | 438 | 261 | 261 | 440 | 440 | 440 | 541 | 541 | |
| Upstream Blk Time (%) | | | 1 | 0 | | | | 0 | | |
| Queuing Penalty (veh) | | | 2 | 0 | | | | 0 | | |
| Storage Bay Dist (ft) | | | | | | | | | | 50 |
| Storage Blk Time (%) | | | | | | | | | 17 | 0 |
| Queuing Penalty (veh) | | | | | | | | | 7 | 0 |

Intersection: 3: Fenton St & Ellsworth Dr

| Movement | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|
| Directions Served | LTR | LT | R | LT | TR |
| Maximum Queue (ft) | 152 | 186 | 125 | 96 | 146 |
| Average Queue (ft) | 70 | 67 | 32 | 42 | 52 |
| 95th Queue (ft) | 123 | 151 | 89 | 84 | 112 |
| Link Distance (ft) | 405 | 493 | | 199 | 199 |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | | | 100 | | |
| Storage Blk Time (%) | | 2 | 0 | | |
| Queuing Penalty (veh) | | 3 | 1 | | |

Intersection: 4: Fenton St & Wayne Ave

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | TR | L | T | TR | L | T | R | L | TR |
| Maximum Queue (ft) | 128 | 267 | 235 | 209 | 125 | 150 | 184 | 273 | 214 | 118 | 346 |
| Average Queue (ft) | 59 | 132 | 121 | 115 | 61 | 77 | 72 | 132 | 73 | 50 | 191 |
| 95th Queue (ft) | 111 | 206 | 194 | 190 | 110 | 134 | 139 | 232 | 159 | 99 | 312 |
| Link Distance (ft) | 426 | 426 | 426 | | 865 | 865 | 320 | 320 | 320 | 493 | 493 |
| Upstream Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |
| Storage Bay Dist (ft) | | | | 275 | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |

Intersection: 5: Fenton St & Bonifant Street

| Movement | EB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|----|-----|----|-----|
| Directions Served | LTR | LTR | L | TR | L | TR |
| Maximum Queue (ft) | 178 | 79 | 44 | 103 | 50 | 233 |
| Average Queue (ft) | 75 | 21 | 9 | 67 | 4 | 95 |
| 95th Queue (ft) | 144 | 58 | 28 | 116 | 33 | 187 |
| Link Distance (ft) | 353 | 510 | 81 | 81 | | 320 |
| Upstream Blk Time (%) | | | 0 | 7 | | 0 |
| Queuing Penalty (veh) | | | 0 | 19 | | 0 |
| Storage Bay Dist (ft) | | | | | 75 | |
| Storage Blk Time (%) | | | | | | 9 |
| Queuing Penalty (veh) | | | | | | 1 |

Intersection: 6: Fenton St & Thayer Ave

| Movement | EB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|
| Directions Served | LTR | LTR | L | TR | L | TR |
| Maximum Queue (ft) | 234 | 134 | 124 | 352 | 78 | 249 |
| Average Queue (ft) | 108 | 54 | 43 | 131 | 19 | 101 |
| 95th Queue (ft) | 188 | 114 | 107 | 267 | 56 | 211 |
| Link Distance (ft) | 538 | 523 | | 430 | | 272 |
| Upstream Blk Time (%) | | | | 0 | | 0 |
| Queuing Penalty (veh) | | | | 0 | | 0 |
| Storage Bay Dist (ft) | | | 100 | | 100 | |
| Storage Blk Time (%) | | | 0 | 10 | | 7 |
| Queuing Penalty (veh) | | | 2 | 7 | | 2 |

Intersection: 7: Fenton St & Silver Spring Ave

| Movement | EB | WB | NB | NB | SB |
|-----------------------|-----|-----|-----|-----|-----|
| Directions Served | LTR | LTR | L | T | TR |
| Maximum Queue (ft) | 144 | 111 | 92 | 267 | 280 |
| Average Queue (ft) | 58 | 38 | 23 | 119 | 110 |
| 95th Queue (ft) | 119 | 90 | 64 | 222 | 203 |
| Link Distance (ft) | 684 | 530 | | 482 | 430 |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | | | 100 | | |
| Storage Blk Time (%) | | | 0 | 9 | |
| Queuing Penalty (veh) | | | 0 | 3 | |

Intersection: 8: Fenton St & Sligo Ave

| Movement | EB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LTR | LT | TR | L | TR | L | TR |
| Maximum Queue (ft) | 230 | 141 | 122 | 55 | 191 | 95 | 224 |
| Average Queue (ft) | 108 | 68 | 53 | 15 | 119 | 39 | 92 |
| 95th Queue (ft) | 198 | 123 | 113 | 45 | 200 | 75 | 182 |
| Link Distance (ft) | 706 | 532 | | | 173 | 482 | 482 |
| Upstream Blk Time (%) | | | | | 2 | | |
| Queuing Penalty (veh) | | | | | 12 | | |
| Storage Bay Dist (ft) | | | 250 | 100 | | | |
| Storage Blk Time (%) | | | | | 9 | | |
| Queuing Penalty (veh) | | | | | 3 | | |

Intersection: 9: Fenton St & Burlington Ave/Philadelphia Ave

| Movement | EB | EB | EB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | R | LT | T | L | TR | L | TR |
| Maximum Queue (ft) | 124 | 190 | 104 | 160 | 101 | 126 | 177 | 224 | 259 |
| Average Queue (ft) | 63 | 71 | 17 | 66 | 15 | 55 | 132 | 93 | 121 |
| 95th Queue (ft) | 119 | 145 | 59 | 128 | 58 | 106 | 190 | 181 | 221 |
| Link Distance (ft) | | 812 | | 662 | 662 | 161 | 161 | | 267 |
| Upstream Blk Time (%) | | | | | | | 5 | | 0 |
| Queuing Penalty (veh) | | | | | | | 6 | | 2 |
| Storage Bay Dist (ft) | 100 | | 100 | | | | | 200 | |
| Storage Blk Time (%) | 3 | 4 | 0 | | 0 | | | 1 | 2 |
| Queuing Penalty (veh) | 7 | 8 | 0 | | 0 | | | 2 | 2 |

Intersection: 10: Spring St & Woodland Dr

| Movement | SE | NE | SW |
|-----------------------|-----|-----|-----|
| Directions Served | R | T | TR |
| Maximum Queue (ft) | 35 | 40 | 41 |
| Average Queue (ft) | 13 | 2 | 3 |
| 95th Queue (ft) | 35 | 17 | 21 |
| Link Distance (ft) | 539 | 240 | 582 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 11: Grove St & Thayer Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 69 | 52 | 68 | 55 |
| Average Queue (ft) | 31 | 27 | 32 | 27 |
| 95th Queue (ft) | 57 | 51 | 54 | 49 |
| Link Distance (ft) | 523 | 484 | 434 | 273 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 12: Sligo Ave & Grove St

| Movement | EB | SB |
|-----------------------|-----|-----|
| Directions Served | LT | LR |
| Maximum Queue (ft) | 58 | 47 |
| Average Queue (ft) | 12 | 26 |
| 95th Queue (ft) | 43 | 49 |
| Link Distance (ft) | 532 | 544 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 13: Wayne Ave & Cedar St

| Movement | EB | EB | WB | WB | SB | SB | NW | NW |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|----|
| Directions Served | LT | T | T | TR | < | R | L | R> |
| Maximum Queue (ft) | 124 | 105 | 147 | 122 | 193 | 173 | 139 | 63 |
| Average Queue (ft) | 47 | 45 | 55 | 28 | 86 | 79 | 46 | 36 |
| 95th Queue (ft) | 98 | 97 | 117 | 81 | 151 | 144 | 104 | 54 |
| Link Distance (ft) | 865 | 865 | 676 | 676 | 632 | | 435 | |
| Upstream Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | 150 | | 15 |
| Storage Blk Time (%) | | | | | 1 | 0 | 7 | 37 |
| Queuing Penalty (veh) | | | | | 1 | 0 | 7 | 6 |

Intersection: 14: Grove St. & Bonifant Street/Hankin St.

| Movement | EB | WB | NB | SW |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LR | <LR |
| Maximum Queue (ft) | 77 | 16 | 54 | 46 |
| Average Queue (ft) | 36 | 1 | 23 | 20 |
| 95th Queue (ft) | 61 | 10 | 41 | 46 |
| Link Distance (ft) | 510 | 406 | 407 | 488 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 16: Fenton St & Roeder Rd

| Movement | EB | EB | WB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LT | T | T | LR |
| Maximum Queue (ft) | 103 | 11 | 41 | 63 |
| Average Queue (ft) | 36 | 1 | 2 | 20 |
| 95th Queue (ft) | 84 | 11 | 22 | 54 |
| Link Distance (ft) | 261 | 261 | 199 | 493 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 17: Fenton St & Gist Ave

| Movement | EB | WB | NB | NB | SB |
|-----------------------|-----|-----|----|-----|----|
| Directions Served | LTR | LTR | L | TR | L |
| Maximum Queue (ft) | 54 | 56 | 22 | 116 | 41 |
| Average Queue (ft) | 13 | 19 | 1 | 13 | 8 |
| 95th Queue (ft) | 41 | 46 | 10 | 67 | 30 |
| Link Distance (ft) | 450 | 178 | | 188 | |
| Upstream Blk Time (%) | | | | 0 | |
| Queuing Penalty (veh) | | | | 1 | |
| Storage Bay Dist (ft) | | | 50 | | 50 |
| Storage Blk Time (%) | | | | 1 | 0 |
| Queuing Penalty (veh) | | | | 0 | 1 |

Intersection: 18: Fenton St & Richmond Ave

| Movement | EB | EB | NB | NB | SB |
|-----------------------|-----|-----|----|-----|-----|
| Directions Served | L | R | L | T | TR |
| Maximum Queue (ft) | 54 | 27 | 18 | 24 | 84 |
| Average Queue (ft) | 10 | 3 | 1 | 2 | 5 |
| 95th Queue (ft) | 35 | 18 | 9 | 20 | 45 |
| Link Distance (ft) | 330 | 330 | | 267 | 188 |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | | | 50 | | |
| Storage Blk Time (%) | | | 0 | 0 | |
| Queuing Penalty (veh) | | | 0 | 0 | |

Intersection: 19: Fenton St & King St

| Movement | NB |
|-----------------------|-----|
| Directions Served | LT |
| Maximum Queue (ft) | 120 |
| Average Queue (ft) | 14 |
| 95th Queue (ft) | 69 |
| Link Distance (ft) | 164 |
| Upstream Blk Time (%) | 0 |
| Queuing Penalty (veh) | 0 |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

Intersection: 21: Thayer Ave

| Movement | EB | SB |
|-----------------------|-----|-----|
| Directions Served | LT | LR |
| Maximum Queue (ft) | 6 | 35 |
| Average Queue (ft) | 0 | 6 |
| 95th Queue (ft) | 4 | 26 |
| Link Distance (ft) | 484 | 263 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 22: Easley St. & Houston St.

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 33 | 32 | 31 | 31 |
| Average Queue (ft) | 9 | 8 | 6 | 3 |
| 95th Queue (ft) | 32 | 30 | 26 | 19 |
| Link Distance (ft) | 472 | 533 | 263 | 428 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 25: Grove St/Grove St. & Easley St.

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 52 | 31 | 64 | 31 |
| Average Queue (ft) | 21 | 7 | 32 | 17 |
| 95th Queue (ft) | 47 | 29 | 51 | 42 |
| Link Distance (ft) | 499 | 472 | 273 | 407 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 26: Fenton St & Easley St.

| Movement | WB | NB | SB |
|-----------------------|-----|-----|----|
| Directions Served | LR | TR | LT |
| Maximum Queue (ft) | 43 | 223 | 61 |
| Average Queue (ft) | 9 | 47 | 4 |
| 95th Queue (ft) | 33 | 157 | 29 |
| Link Distance (ft) | 499 | 272 | 81 |
| Upstream Blk Time (%) | | 0 | 0 |
| Queuing Penalty (veh) | | 0 | 1 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 30: Houston St. & Hankin St.

| Movement | EB |
|-----------------------|-----|
| Directions Served | LR |
| Maximum Queue (ft) | 6 |
| Average Queue (ft) | 0 |
| 95th Queue (ft) | 4 |
| Link Distance (ft) | 406 |
| Upstream Blk Time (%) | |
| Queuing Penalty (veh) | |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

Intersection: 31: Grove St & Silver Spring Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 69 | 59 | 70 | 52 |
| Average Queue (ft) | 30 | 22 | 34 | 25 |
| 95th Queue (ft) | 56 | 49 | 56 | 49 |
| Link Distance (ft) | | 381 | 544 | 434 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 33: Cedar St.

| Movement | EB | NB | NW | SW |
|-----------------------|-----|------|------|------|
| Directions Served | <LR | <LR> | <LTR | <LR> |
| Maximum Queue (ft) | 64 | 28 | 44 | 44 |
| Average Queue (ft) | 36 | 9 | 10 | 21 |
| 95th Queue (ft) | 57 | 30 | 35 | 43 |
| Link Distance (ft) | 488 | 250 | 954 | 161 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Network Summary

Network wide Queuing Penalty: 106

FENTON STREET CYCLE TRACK

Appendix D - Scenario 1 Synchro Analysis
November 3, 2020

Appendix D SCENARIO 1 SYNCHRO ANALYSIS

Summary of All Intervals

| Run Number | 1 | 2 | 3 | 4 | 5 | Avg |
|-------------------------|-------|-------|-------|-------|-------|-------|
| Start Time | 6:50 | 6:50 | 6:50 | 6:50 | 6:50 | 6:50 |
| End Time | 8:00 | 8:00 | 8:00 | 8:00 | 8:00 | 8:00 |
| Total Time (min) | 70 | 70 | 70 | 70 | 70 | 70 |
| Time Recorded (min) | 60 | 60 | 60 | 60 | 60 | 60 |
| # of Intervals | 2 | 2 | 2 | 2 | 2 | 2 |
| # of Recorded Intervals | 1 | 1 | 1 | 1 | 1 | 1 |
| Vehs Entered | 10474 | 10331 | 10309 | 10506 | 10405 | 10401 |
| Vehs Exited | 10442 | 10310 | 10292 | 10450 | 10391 | 10374 |
| Starting Vehs | 317 | 306 | 319 | 295 | 301 | 300 |
| Ending Vehs | 349 | 327 | 336 | 351 | 315 | 323 |
| Travel Distance (mi) | 4408 | 4386 | 4392 | 4433 | 4437 | 4411 |
| Travel Time (hr) | 335.5 | 330.1 | 331.0 | 338.3 | 338.1 | 334.6 |
| Total Delay (hr) | 164.2 | 159.7 | 159.5 | 165.6 | 166.2 | 163.0 |
| Total Stops | 14226 | 13901 | 14197 | 14366 | 14178 | 14179 |
| Fuel Used (gal) | 199.3 | 196.6 | 197.3 | 200.7 | 200.7 | 198.9 |

Interval #0 Information Seeding

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

Interval #1 Information Recording

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

| Run Number | 1 | 2 | 3 | 4 | 5 | Avg |
|----------------------|-------|-------|-------|-------|-------|-------|
| Vehs Entered | 10474 | 10331 | 10309 | 10506 | 10405 | 10401 |
| Vehs Exited | 10442 | 10310 | 10292 | 10450 | 10391 | 10374 |
| Starting Vehs | 317 | 306 | 319 | 295 | 301 | 300 |
| Ending Vehs | 349 | 327 | 336 | 351 | 315 | 323 |
| Travel Distance (mi) | 4408 | 4386 | 4392 | 4433 | 4437 | 4411 |
| Travel Time (hr) | 335.5 | 330.1 | 331.0 | 338.3 | 338.1 | 334.6 |
| Total Delay (hr) | 164.2 | 159.7 | 159.5 | 165.6 | 166.2 | 163.0 |
| Total Stops | 14226 | 13901 | 14197 | 14366 | 14178 | 14179 |
| Fuel Used (gal) | 199.3 | 196.6 | 197.3 | 200.7 | 200.7 | 198.9 |

1: Cameron St & Fenton St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|------|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.2 | 0.5 | 0.2 |
| Total Del/Veh (s) | 22.0 | 29.9 | 6.6 | 7.1 | 16.4 |

2: US 29 (Colesville Rd.) & Fenton St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|------|------|
| Denied Del/Veh (s) | 0.0 | 0.4 | 0.0 | 1.3 | 0.9 |
| Total Del/Veh (s) | 54.0 | 55.9 | 4.6 | 28.3 | 25.6 |

3: Fenton St & Ellsworth Dr Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 21.0 | 21.2 | 7.6 | 5.5 | 8.3 |

4: Fenton St & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 25.1 | 32.9 | 13.4 | 10.8 | 24.9 |

5: Fenton St & Bonifant Street Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 10.4 | 3.0 | 5.2 | 8.7 | 7.1 |

6: Fenton St & Thayer Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 11.0 | 11.4 | 8.3 | 7.7 | 8.5 |

7: Fenton St & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 9.7 | 6.1 | 7.2 | 8.8 | 8.0 |

8: Fenton St & Sligo Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|------|-----|------|------|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 8.1 | 12.0 | 8.1 | 11.2 | 10.1 |

9: Fenton St & Burlington Ave/Philadelphia Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 2.4 | 1.4 | 0.1 | 0.1 | 0.9 |
| Total Del/Veh (s) | 13.2 | 18.0 | 42.0 | 30.2 | 25.4 |

10: Spring St & Woodland Dr Performance by approach

| Approach | SE | NE | SW | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.3 | 0.3 | 0.3 |
| Total Del/Veh (s) | 4.7 | 0.2 | 0.5 | 0.8 |

11: Grove St & Thayer Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 5.6 | 4.8 | 1.6 | 5.3 | 4.8 |

12: Sligo Ave & Grove St Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.3 | 0.0 | 0.2 |
| Total Del/Veh (s) | 1.2 | 0.5 | 2.3 | 1.0 |

13: Wayne Ave & Cedar St Performance by approach

| Approach | SE | NW | NE | SW | All |
|--------------------|------|------|-----|-----|------|
| Denied Del/Veh (s) | 2.6 | 0.2 | 0.0 | 0.3 | 0.5 |
| Total Del/Veh (s) | 33.6 | 31.1 | 4.4 | 5.7 | 10.4 |

16: Fenton St & Roeder Rd Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.1 | 0.0 |
| Total Del/Veh (s) | 1.9 | 1.2 | 5.2 | 1.7 |

17: Fenton St & Gist Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 10.8 | 8.9 | 0.6 | 1.5 | 1.6 |

18: Fenton St & Richmond Ave Performance by approach

| Approach | EB | NB | SB | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 10.3 | 1.4 | 2.0 | 2.0 |

19: Fenton St & King St Performance by approach

| Approach | NB | SB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.3 | 0.0 | 0.1 |
| Total Del/Veh (s) | 1.2 | 1.3 | 1.2 |

21: Georgia Ave & Sligo Ave Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 1.7 | 0.2 | 0.0 | 0.3 |
| Total Del/Veh (s) | 52.6 | 5.9 | 3.0 | 9.8 |

22: Georgia Ave & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.2 | 0.0 | 0.1 | 0.1 |
| Total Del/Veh (s) | 59.8 | 61.2 | 3.8 | 1.6 | 5.1 |

23: Georgia Ave & Thayer Ave Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|------|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 43.3 | 12.5 | 3.0 | 9.0 |

24: Georgia Ave & Bonifant Street Performance by approach

| Approach | EB | NB | SB | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 45.9 | 4.9 | 5.8 | 6.4 |

25: Georgia Ave & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 1.9 | 0.3 | 0.1 | 0.0 | 0.2 |
| Total Del/Veh (s) | 40.5 | 43.2 | 51.7 | 16.0 | 33.1 |

26: Georgia Ave & US 29 (Colesville Rd.) Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.1 | 0.2 | 0.1 |
| Total Del/Veh (s) | 50.6 | 17.6 | 16.3 | 31.5 | 24.7 |

28: Georgia Ave & Ellsworth Dr Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 8.9 | 3.6 | 2.7 | 3.1 |

32: Grove St/Grove St. & Easley St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 1.5 | 3.5 | 5.6 | 5.7 | 3.7 |

33: Fenton St & Easley St Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 5.5 | 2.7 | 1.2 | 2.0 |

35: Houston St & Hankin St Performance by approach

| Approach | EB | SB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 0.6 | 1.0 | 0.9 |

36: Cedar St & Bonifant Street & Bonifant St Performance by approach

| Approach | EB | NB | NW | SW | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.1 | 0.1 |
| Total Del/Veh (s) | 4.8 | 3.8 | 3.8 | 3.6 | 4.1 |

37: Houston St & Easley St Performance by approach

| Approach | EB | NB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 1.0 | 0.0 | 0.4 |

38: Thayer Ave & Houston St Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.1 |
| Total Del/Veh (s) | 1.7 | 0.0 | 3.8 | 0.9 |

117: Grove St. & Bonifant Street & Hankin St Performance by approach

| Approach | EB | WB | NB | SW | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 5.1 | 3.7 | 5.5 | 4.2 | 4.7 |

125: Grove St & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.1 | 0.1 |
| Total Del/Veh (s) | 3.2 | 4.0 | 3.5 | 5.3 | 4.3 |

Total Network Performance

| | |
|--------------------|------|
| Denied Del/Veh (s) | 0.7 |
| Total Del/Veh (s) | 54.1 |

Arterial Level of Service: NB Fenton St

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|-----------------------|------|---------------|-----------------|------------|----------------|
| King St | 19 | 1.2 | 6.0 | 0.0 | 22 |
| Philadelphia Ave | 9 | 37.4 | 43.3 | 0.0 | 4 |
| Richmond Ave | 18 | 1.8 | 11.0 | 0.1 | 21 |
| Gist Ave | 17 | 0.6 | 7.6 | 0.0 | 23 |
| Sligo Ave | 8 | 8.1 | 14.3 | 0.0 | 12 |
| Silver Spring Ave | 7 | 7.1 | 21.5 | 0.1 | 18 |
| Thayer Ave | 6 | 8.4 | 21.4 | 0.1 | 15 |
| Easley St | 33 | 2.7 | 11.7 | 0.1 | 20 |
| Bonifant Street | 5 | 5.3 | 9.3 | 0.0 | 11 |
| Wayne Ave | 4 | 12.1 | 22.1 | 0.1 | 13 |
| Ellsworth Dr | 3 | 7.2 | 23.3 | 0.1 | 17 |
| Roeder Rd | 16 | 1.4 | 8.5 | 0.1 | 21 |
| US 29 (Colesville Rd) | 2 | 40.6 | 49.1 | 0.1 | 5 |
| Cameron St | 1 | 24.5 | 36.9 | 0.1 | 10 |
| Total | | 158.2 | 286.0 | 0.9 | 12 |

Arterial Level of Service: SB Fenton St

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|-----------------------|------|---------------|-----------------|------------|----------------|
| Cameron St | 1 | 22.0 | 27.9 | 0.0 | 6 |
| US 29 (Colesville Rd) | 2 | 54.3 | 65.4 | 0.1 | 5 |
| Roeder Rd | 16 | 2.1 | 11.7 | 0.1 | 19 |
| Ellsworth Dr | 3 | 5.4 | 12.1 | 0.1 | 15 |
| Wayne Ave | 4 | 10.7 | 24.3 | 0.1 | 16 |
| Bonifant Street | 5 | 7.3 | 19.0 | 0.1 | 15 |
| Easley St | 33 | 1.2 | 5.8 | 0.0 | 18 |
| Thayer Ave | 6 | 7.6 | 16.4 | 0.1 | 14 |
| Silver Spring Ave | 7 | 8.8 | 21.6 | 0.1 | 15 |
| Sligo Ave | 8 | 11.1 | 24.5 | 0.1 | 15 |
| Gist Ave | 17 | 1.5 | 8.5 | 0.0 | 20 |
| Richmond Ave | 18 | 2.0 | 8.9 | 0.0 | 20 |
| Burlington Ave | 9 | 42.4 | 51.3 | 0.1 | 5 |
| King St | 19 | 1.5 | 8.1 | 0.0 | 20 |
| Total | | 177.7 | 305.5 | 0.9 | 11 |

Intersection: 1: Cameron St & Fenton St

| Movement | EB | WB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|
| Directions Served | LTR | LTR | TR | L | TR |
| Maximum Queue (ft) | 68 | 200 | 93 | 30 | 100 |
| Average Queue (ft) | 24 | 108 | 29 | 5 | 41 |
| 95th Queue (ft) | 58 | 185 | 71 | 22 | 87 |
| Link Distance (ft) | 209 | 419 | 428 | | 376 |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | | | | 100 | |
| Storage Blk Time (%) | | | 0 | | 1 |
| Queuing Penalty (veh) | | | 0 | | 0 |

Intersection: 2: US 29 (Colesville Rd.) & Fenton St

| Movement | EB | EB | WB | WB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LTR | R | L | TR | LT | TR | LT | T | T | TR |
| Maximum Queue (ft) | 178 | 88 | 150 | 257 | 136 | 106 | 557 | 548 | 497 | 248 |
| Average Queue (ft) | 81 | 8 | 72 | 135 | 49 | 43 | 377 | 337 | 235 | 122 |
| 95th Queue (ft) | 148 | 47 | 143 | 237 | 116 | 89 | 592 | 558 | 420 | 214 |
| Link Distance (ft) | 419 | | | 263 | 260 | 260 | 547 | 547 | 547 | 547 |
| Upstream Blk Time (%) | | | | 1 | | | 8 | 4 | 0 | |
| Queuing Penalty (veh) | | | | 2 | | | 0 | 0 | 0 | |
| Storage Bay Dist (ft) | | 125 | 125 | | | | | | | |
| Storage Blk Time (%) | 4 | 0 | 3 | 15 | | | | | | |
| Queuing Penalty (veh) | 0 | 0 | 4 | 7 | | | | | | |

Intersection: 3: Fenton St & Ellsworth Dr

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | TR | LT |
| Maximum Queue (ft) | 38 | 75 | 173 | 135 |
| Average Queue (ft) | 9 | 30 | 64 | 57 |
| 95th Queue (ft) | 32 | 65 | 139 | 111 |
| Link Distance (ft) | 724 | 416 | 498 | 199 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 4: Fenton St & Wayne Ave

| Movement | EB | EB | EB | WB | WB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | TR | L | T | TR | TR | LT |
| Maximum Queue (ft) | 64 | 127 | 151 | 276 | 332 | 330 | 277 | 158 |
| Average Queue (ft) | 21 | 66 | 82 | 143 | 169 | 171 | 120 | 62 |
| 95th Queue (ft) | 54 | 110 | 133 | 248 | 281 | 276 | 229 | 128 |
| Link Distance (ft) | 667 | 667 | 667 | | 876 | 876 | 323 | 498 |
| Upstream Blk Time (%) | | | | | | | 0 | |
| Queuing Penalty (veh) | | | | | | | 0 | |
| Storage Bay Dist (ft) | | | | 275 | | | | |
| Storage Blk Time (%) | | | | 0 | 1 | | | |
| Queuing Penalty (veh) | | | | 1 | 2 | | | |

Intersection: 5: Fenton St & Bonifant Street

| Movement | EB | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|-----|
| Directions Served | L | TR | LTR | TR | LT |
| Maximum Queue (ft) | 29 | 76 | 32 | 96 | 278 |
| Average Queue (ft) | 7 | 17 | 7 | 58 | 97 |
| 95th Queue (ft) | 23 | 49 | 27 | 113 | 209 |
| Link Distance (ft) | 693 | 693 | 541 | 85 | 323 |
| Upstream Blk Time (%) | | | | 5 | 0 |
| Queuing Penalty (veh) | | | | 17 | 0 |
| Storage Bay Dist (ft) | | | | | |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

Intersection: 6: Fenton St & Thayer Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | TR | LT |
| Maximum Queue (ft) | 92 | 102 | 240 | 257 |
| Average Queue (ft) | 34 | 34 | 94 | 101 |
| 95th Queue (ft) | 75 | 78 | 190 | 214 |
| Link Distance (ft) | 633 | 526 | 430 | 273 |
| Upstream Blk Time (%) | | | | 0 |
| Queuing Penalty (veh) | | | | 1 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 7: Fenton St & Silver Spring Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | TR | LT |
| Maximum Queue (ft) | 105 | 48 | 234 | 269 |
| Average Queue (ft) | 40 | 17 | 91 | 108 |
| 95th Queue (ft) | 84 | 46 | 182 | 215 |
| Link Distance (ft) | 625 | 538 | 474 | 430 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 8: Fenton St & Sligo Ave

| Movement | EB | WB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|-----|
| Directions Served | LTR | L | TR | TR | LT |
| Maximum Queue (ft) | 134 | 122 | 154 | 180 | 284 |
| Average Queue (ft) | 46 | 48 | 67 | 106 | 126 |
| 95th Queue (ft) | 100 | 93 | 121 | 178 | 235 |
| Link Distance (ft) | 182 | 538 | 538 | 169 | 474 |
| Upstream Blk Time (%) | 0 | | | 1 | |
| Queuing Penalty (veh) | 0 | | | 5 | |
| Storage Bay Dist (ft) | | | | | |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

Intersection: 9: Fenton St & Burlington Ave/Philadelphia Ave

| Movement | EB | EB | EB | WB | WB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | R | LT | R | L | TR | L | T | R |
| Maximum Queue (ft) | 113 | 159 | 74 | 365 | 185 | 156 | 173 | 174 | 278 | 175 |
| Average Queue (ft) | 50 | 46 | 17 | 173 | 63 | 75 | 102 | 71 | 156 | 87 |
| 95th Queue (ft) | 93 | 114 | 48 | 295 | 171 | 136 | 174 | 157 | 276 | 183 |
| Link Distance (ft) | | 805 | | 662 | | 162 | 162 | | 268 | |
| Upstream Blk Time (%) | | | | | | 1 | 3 | | 4 | |
| Queuing Penalty (veh) | | | | | | 1 | 5 | | 21 | |
| Storage Bay Dist (ft) | 100 | | 100 | | 160 | | | 150 | | 150 |
| Storage Blk Time (%) | 1 | 1 | | 10 | 0 | | | 1 | 15 | 0 |
| Queuing Penalty (veh) | 1 | 1 | | 13 | 0 | | | 2 | 41 | 0 |

Intersection: 10: Spring St & Woodland Dr

| Movement | SE | NE | SW |
|-----------------------|-----|-----|-----|
| Directions Served | R | T | TR |
| Maximum Queue (ft) | 70 | 36 | 44 |
| Average Queue (ft) | 30 | 3 | 2 |
| 95th Queue (ft) | 55 | 18 | 18 |
| Link Distance (ft) | 539 | 240 | 582 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 11: Grove St & Thayer Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 64 | 70 | 31 | 31 |
| Average Queue (ft) | 24 | 36 | 3 | 17 |
| 95th Queue (ft) | 53 | 63 | 18 | 42 |
| Link Distance (ft) | 526 | 477 | 450 | 277 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 12: Sligo Ave & Grove St

| Movement | EB | WB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | LT | TR | LR |
| Maximum Queue (ft) | 54 | 12 | 33 |
| Average Queue (ft) | 4 | 1 | 9 |
| 95th Queue (ft) | 25 | 8 | 31 |
| Link Distance (ft) | 538 | 644 | 516 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 13: Wayne Ave & Cedar St

| Movement | SE | SE | NW | NW | NE | NE | SW | SW |
|-----------------------|-----|-----|-----|----|-----|-----|-----|-----|
| Directions Served | L | R | LT | R | LT | T | T | TR |
| Maximum Queue (ft) | 108 | 144 | 118 | 40 | 65 | 82 | 201 | 149 |
| Average Queue (ft) | 45 | 64 | 44 | 20 | 17 | 18 | 94 | 54 |
| 95th Queue (ft) | 89 | 122 | 94 | 48 | 49 | 55 | 170 | 120 |
| Link Distance (ft) | 632 | | 460 | | 876 | 876 | 663 | 663 |
| Upstream Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |
| Storage Bay Dist (ft) | | 150 | | 15 | | | | |
| Storage Blk Time (%) | | 0 | 34 | 12 | | | | |
| Queuing Penalty (veh) | | 0 | 8 | 8 | | | | |

Intersection: 16: Fenton St & Roeder Rd

| Movement | EB | WB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | LT | TR | LR |
| Maximum Queue (ft) | 84 | 44 | 60 |
| Average Queue (ft) | 15 | 3 | 18 |
| 95th Queue (ft) | 54 | 27 | 49 |
| Link Distance (ft) | 263 | 199 | 498 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 17: Fenton St & Gist Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 47 | 58 | 70 | 98 |
| Average Queue (ft) | 16 | 21 | 5 | 8 |
| 95th Queue (ft) | 40 | 47 | 38 | 54 |
| Link Distance (ft) | 455 | 182 | 189 | 169 |
| Upstream Blk Time (%) | | | | 0 |
| Queuing Penalty (veh) | | | | 1 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 18: Fenton St & Richmond Ave

| Movement | EB | EB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | L | R | LT | TR |
| Maximum Queue (ft) | 42 | 48 | 103 | 176 |
| Average Queue (ft) | 13 | 11 | 6 | 21 |
| 95th Queue (ft) | 38 | 36 | 48 | 105 |
| Link Distance (ft) | 330 | 330 | 268 | 189 |
| Upstream Blk Time (%) | | | | 1 |
| Queuing Penalty (veh) | | | | 3 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 19: Fenton St & King St

| Movement | NB |
|-----------------------|-----|
| Directions Served | LT |
| Maximum Queue (ft) | 139 |
| Average Queue (ft) | 10 |
| 95th Queue (ft) | 63 |
| Link Distance (ft) | 165 |
| Upstream Blk Time (%) | 0 |
| Queuing Penalty (veh) | 0 |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

Intersection: 21: Georgia Ave & Sligo Ave

| Movement | WB | WB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|----|-----|-----|-----|
| Directions Served | L | R | T | T | TR | L | T | T | T |
| Maximum Queue (ft) | 174 | 301 | 253 | 178 | 126 | 70 | 161 | 136 | 89 |
| Average Queue (ft) | 122 | 137 | 102 | 44 | 49 | 44 | 61 | 39 | 34 |
| 95th Queue (ft) | 190 | 257 | 196 | 121 | 105 | 68 | 129 | 95 | 76 |
| Link Distance (ft) | | 412 | 521 | 521 | 521 | | 433 | 433 | 433 |
| Upstream Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |
| Storage Bay Dist (ft) | 150 | | | | | 30 | | | |
| Storage Blk Time (%) | 7 | 6 | | | | 20 | 12 | | |
| Queuing Penalty (veh) | 9 | 10 | | | | 77 | 21 | | |

Intersection: 22: Georgia Ave & Silver Spring Ave

| Movement | EB | WB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LT | T | TR | L | T | T | TR |
| Maximum Queue (ft) | 102 | 173 | 184 | 161 | 80 | 89 | 132 | 87 | 58 |
| Average Queue (ft) | 34 | 83 | 74 | 44 | 23 | 33 | 45 | 22 | 10 |
| 95th Queue (ft) | 80 | 150 | 147 | 117 | 61 | 71 | 104 | 60 | 38 |
| Link Distance (ft) | 669 | 625 | 433 | 433 | 433 | | 455 | 455 | 455 |
| Upstream Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | 180 | | | |
| Storage Blk Time (%) | | | | | | | 0 | | |
| Queuing Penalty (veh) | | | | | | | 0 | | |

Intersection: 23: Georgia Ave & Thayer Ave

| Movement | WB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|----|-----|-----|-----|
| Directions Served | LR | T | T | TR | L | T | T | T |
| Maximum Queue (ft) | 190 | 188 | 168 | 178 | 49 | 91 | 66 | 92 |
| Average Queue (ft) | 86 | 102 | 93 | 89 | 18 | 20 | 5 | 20 |
| 95th Queue (ft) | 159 | 161 | 152 | 151 | 47 | 63 | 33 | 60 |
| Link Distance (ft) | 633 | 455 | 455 | 455 | | 102 | 102 | 102 |
| Upstream Blk Time (%) | | | | | | 0 | 0 | 0 |
| Queuing Penalty (veh) | | | | | | 1 | 0 | 0 |
| Storage Bay Dist (ft) | | | | | 25 | | | |
| Storage Blk Time (%) | | | | | 7 | 7 | | |
| Queuing Penalty (veh) | | | | | 28 | 2 | | |

Intersection: 24: Georgia Ave & Bonifant Street

| Movement | EB | EB | NB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|----|-----|-----|-----|
| Directions Served | L | R | L | T | T | TR | L | T | T | TR |
| Maximum Queue (ft) | 85 | 99 | 50 | 127 | 90 | 98 | 66 | 153 | 134 | 160 |
| Average Queue (ft) | 30 | 23 | 32 | 33 | 18 | 33 | 18 | 38 | 32 | 45 |
| 95th Queue (ft) | 70 | 63 | 57 | 102 | 64 | 76 | 48 | 106 | 94 | 117 |
| Link Distance (ft) | 357 | 357 | | 102 | 102 | 102 | | 335 | 335 | 335 |
| Upstream Blk Time (%) | | | | 2 | 0 | 0 | | | | |
| Queuing Penalty (veh) | | | | 8 | 0 | 1 | | | | |
| Storage Bay Dist (ft) | | | 25 | | | | 50 | | | |
| Storage Blk Time (%) | | | 33 | 1 | | | 1 | 4 | | |
| Queuing Penalty (veh) | | | 102 | 0 | | | 4 | 1 | | |

Intersection: 25: Georgia Ave & Wayne Ave

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | TR | L | T | TR | L | T | T | TR | L | T |
| Maximum Queue (ft) | 109 | 170 | 176 | 174 | 341 | 316 | 200 | 288 | 303 | 344 | 173 | 242 |
| Average Queue (ft) | 39 | 68 | 87 | 112 | 165 | 162 | 81 | 189 | 208 | 235 | 99 | 119 |
| 95th Queue (ft) | 86 | 134 | 157 | 205 | 308 | 294 | 167 | 262 | 283 | 317 | 173 | 206 |
| Link Distance (ft) | 480 | 480 | | | 667 | 667 | | 335 | 335 | 335 | | 260 |
| Upstream Blk Time (%) | | | | | | | | 0 | 0 | 1 | | 0 |
| Queuing Penalty (veh) | | | | | | | | 1 | 0 | 2 | | 1 |
| Storage Bay Dist (ft) | | | 200 | 150 | | | 175 | | | | 150 | |
| Storage Blk Time (%) | | 0 | 0 | 8 | 14 | | 1 | 14 | | | 3 | 2 |
| Queuing Penalty (veh) | | 0 | 0 | 18 | 28 | | 2 | 11 | | | 12 | 4 |

Intersection: 25: Georgia Ave & Wayne Ave

| Movement | SB | SB |
|-----------------------|-----|-----|
| Directions Served | T | TR |
| Maximum Queue (ft) | 207 | 266 |
| Average Queue (ft) | 104 | 153 |
| 95th Queue (ft) | 179 | 239 |
| Link Distance (ft) | 260 | 260 |
| Upstream Blk Time (%) | 0 | 0 |
| Queuing Penalty (veh) | 0 | 1 |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 26: Georgia Ave & US 29 (Colesville Rd.)

| Movement | EB | EB | EB | WB | WB | WB | WB | B30 | B30 | B30 | NB | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | T | T | TR | L | T | T | TR | T | T | T | T | T |
| Maximum Queue (ft) | 338 | 316 | 219 | 341 | 153 | 143 | 142 | 317 | 131 | 43 | 193 | 184 |
| Average Queue (ft) | 210 | 174 | 66 | 286 | 64 | 61 | 45 | 83 | 8 | 1 | 79 | 73 |
| 95th Queue (ft) | 293 | 265 | 174 | 364 | 117 | 114 | 102 | 241 | 73 | 30 | 142 | 150 |
| Link Distance (ft) | 631 | 631 | 631 | 239 | 239 | 239 | 239 | 260 | 260 | 260 | 244 | 244 |
| Upstream Blk Time (%) | | | | 23 | | | | 1 | 0 | | 0 | 0 |
| Queuing Penalty (veh) | | | | 102 | | | | 5 | 0 | | 0 | 0 |
| Storage Bay Dist (ft) | | | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 26: Georgia Ave & US 29 (Colesville Rd.)

| Movement | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|
| Directions Served | T | R | T | T | TR |
| Maximum Queue (ft) | 189 | 150 | 438 | 361 | 311 |
| Average Queue (ft) | 73 | 72 | 280 | 222 | 173 |
| 95th Queue (ft) | 145 | 140 | 386 | 325 | 270 |
| Link Distance (ft) | 244 | 244 | 553 | 553 | 553 |
| Upstream Blk Time (%) | | | 0 | | |
| Queuing Penalty (veh) | | | 0 | | |
| Storage Bay Dist (ft) | | | | | |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

Intersection: 28: Georgia Ave & Ellsworth Dr

| Movement | WB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | R | T | T | TR | T | T | T |
| Maximum Queue (ft) | 58 | 17 | 11 | 44 | 69 | 36 | 22 |
| Average Queue (ft) | 20 | 1 | 0 | 2 | 4 | 2 | 1 |
| 95th Queue (ft) | 50 | 11 | 8 | 19 | 31 | 18 | 11 |
| Link Distance (ft) | 724 | 260 | 260 | 260 | 244 | 244 | 244 |
| Upstream Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |
| Storage Bay Dist (ft) | | | | | | | |
| Storage Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |

Intersection: 32: Grove St/Grove St. & Easley St

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 31 | 31 | 43 | 45 |
| Average Queue (ft) | 14 | 13 | 16 | 19 |
| 95th Queue (ft) | 38 | 37 | 42 | 45 |
| Link Distance (ft) | 484 | | 277 | 400 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 33: Fenton St & Easley St

| Movement | WB | NB | SB |
|-----------------------|-----|-----|----|
| Directions Served | LR | TR | LT |
| Maximum Queue (ft) | 39 | 159 | 85 |
| Average Queue (ft) | 8 | 26 | 5 |
| 95th Queue (ft) | 31 | 98 | 36 |
| Link Distance (ft) | 484 | 273 | 85 |
| Upstream Blk Time (%) | | | 0 |
| Queuing Penalty (veh) | | | 1 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 35: Houston St & Hankin St

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

Intersection: 36: Cedar St & Bonifant Street & Bonifant St

| Movement | EB | NB | NW | SW |
|-----------------------|-----|------|------|------|
| Directions Served | <LR | <LR> | <LTR | <LR> |
| Maximum Queue (ft) | 58 | 43 | 34 | 81 |
| Average Queue (ft) | 28 | 15 | 15 | 35 |
| 95th Queue (ft) | 48 | 40 | 35 | 63 |
| Link Distance (ft) | 485 | | 823 | 106 |
| Upstream Blk Time (%) | | | | 0 |
| Queuing Penalty (veh) | | | | 0 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 37: Houston St & Easley St

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

Intersection: 38: Thayer Ave & Houston St

| Movement | SB |
|-----------------------|----|
| Directions Served | LR |
| Maximum Queue (ft) | 31 |
| Average Queue (ft) | 9 |
| 95th Queue (ft) | 32 |
| Link Distance (ft) | |
| Upstream Blk Time (%) | |
| Queuing Penalty (veh) | |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

Intersection: 117: Grove St. & Bonifant Street & Hankin St

| Movement | EB | WB | NB | SW |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LR> | <LR |
| Maximum Queue (ft) | 57 | 8 | 32 | 55 |
| Average Queue (ft) | 30 | 1 | 10 | 32 |
| 95th Queue (ft) | 51 | 6 | 28 | 50 |
| Link Distance (ft) | 541 | | 400 | 485 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 125: Grove St & Silver Spring Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 43 | 74 | 39 | 79 |
| Average Queue (ft) | 18 | 31 | 18 | 41 |
| 95th Queue (ft) | 43 | 60 | 44 | 66 |
| Link Distance (ft) | 538 | 784 | 516 | 450 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Network Summary

Network wide Queuing Penalty: 599

Summary of All Intervals

| Run Number | 1 | 2 | 3 | 4 | 5 | Avg |
|-------------------------|-------|-------|-------|-------|-------|-------|
| Start Time | 4:50 | 4:50 | 4:50 | 4:50 | 4:50 | 4:50 |
| End Time | 6:00 | 6:00 | 6:00 | 6:00 | 6:00 | 6:00 |
| Total Time (min) | 70 | 70 | 70 | 70 | 70 | 70 |
| Time Recorded (min) | 60 | 60 | 60 | 60 | 60 | 60 |
| # of Intervals | 2 | 2 | 2 | 2 | 2 | 2 |
| # of Recorded Intervals | 1 | 1 | 1 | 1 | 1 | 1 |
| Vehs Entered | 11246 | 11209 | 11139 | 11112 | 11033 | 11147 |
| Vehs Exited | 11273 | 11166 | 11097 | 11121 | 10967 | 11122 |
| Starting Vehs | 453 | 460 | 443 | 440 | 418 | 431 |
| Ending Vehs | 426 | 503 | 485 | 431 | 484 | 459 |
| Travel Distance (mi) | 5006 | 4966 | 4939 | 4940 | 4907 | 4952 |
| Travel Time (hr) | 469.5 | 471.3 | 457.1 | 448.2 | 438.8 | 457.0 |
| Total Delay (hr) | 271.0 | 274.8 | 261.2 | 252.3 | 244.7 | 260.8 |
| Total Stops | 21966 | 21811 | 21645 | 21229 | 21030 | 21530 |
| Fuel Used (gal) | 248.4 | 246.7 | 243.5 | 240.6 | 237.1 | 243.3 |

Interval #0 Information Seeding

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

Interval #1 Information Recording

| | |
|-------------------------------------|------|
| Start Time | 5:00 |
| End Time | 6:00 |
| Total Time (min) | 60 |
| Volumes adjusted by Growth Factors. | |

| Run Number | 1 | 2 | 3 | 4 | 5 | Avg |
|----------------------|-------|-------|-------|-------|-------|-------|
| Vehs Entered | 11246 | 11209 | 11139 | 11112 | 11033 | 11147 |
| Vehs Exited | 11273 | 11166 | 11097 | 11121 | 10967 | 11122 |
| Starting Vehs | 453 | 460 | 443 | 440 | 418 | 431 |
| Ending Vehs | 426 | 503 | 485 | 431 | 484 | 459 |
| Travel Distance (mi) | 5006 | 4966 | 4939 | 4940 | 4907 | 4952 |
| Travel Time (hr) | 469.5 | 471.3 | 457.1 | 448.2 | 438.8 | 457.0 |
| Total Delay (hr) | 271.0 | 274.8 | 261.2 | 252.3 | 244.7 | 260.8 |
| Total Stops | 21966 | 21811 | 21645 | 21229 | 21030 | 21530 |
| Fuel Used (gal) | 248.4 | 246.7 | 243.5 | 240.6 | 237.1 | 243.3 |

1: Cameron St & Fenton St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|------|
| Denied Del/Veh (s) | 0.2 | 0.0 | 0.3 | 0.8 | 0.3 |
| Total Del/Veh (s) | 20.4 | 23.1 | 9.6 | 8.6 | 14.5 |

2: US 29 (Colesville Rd.) & Fenton St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|------|------|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.0 | 0.3 | 0.1 |
| Total Del/Veh (s) | 57.9 | 51.4 | 8.9 | 36.7 | 23.7 |

3: Fenton St & Ellsworth Dr Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.2 | 0.1 | 0.1 | 0.1 |
| Total Del/Veh (s) | 13.2 | 13.5 | 12.8 | 12.9 | 13.0 |

4: Fenton St & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 2.3 | 0.1 | 0.0 | 0.6 |
| Total Del/Veh (s) | 41.1 | 75.0 | 16.6 | 10.8 | 38.5 |

5: Fenton St & Bonifant Street Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|-----|-----|------|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 17.9 | 9.8 | 6.7 | 10.9 | 9.7 |

6: Fenton St & Thayer Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 19.6 | 15.4 | 10.0 | 12.0 | 12.3 |

7: Fenton St & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 21.8 | 20.4 | 12.3 | 14.1 | 14.6 |

8: Fenton St & Sligo Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|------|------|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 |
| Total Del/Veh (s) | 20.8 | 24.3 | 9.5 | 29.9 | 19.8 |

9: Fenton St & Burlington Ave/Philadelphia Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 2.5 | 1.9 | 0.4 | 0.1 | 1.3 |
| Total Del/Veh (s) | 21.9 | 23.1 | 40.4 | 30.4 | 27.8 |

10: Spring St & Woodland Dr Performance by approach

| Approach | SE | NE | SW | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.4 | 0.3 | 0.3 |
| Total Del/Veh (s) | 4.2 | 0.3 | 0.4 | 0.5 |

11: Grove St. & Thayer Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 5.2 | 5.1 | 6.3 | 5.9 | 5.7 |

12: Sligo Ave & Grove St Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.3 | 0.0 | 0.2 |
| Total Del/Veh (s) | 2.2 | 0.5 | 8.3 | 1.9 |

13: Cedar St & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.2 | 0.0 | 1.6 | 0.3 |
| Total Del/Veh (s) | 8.5 | 7.4 | 19.6 | 31.6 | 13.7 |

14: Grove St/Grove St. & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 4.3 | 3.9 | 4.6 | 5.8 | 4.6 |

16: Fenton St & Roeder Rd Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.1 | 0.0 |
| Total Del/Veh (s) | 2.6 | 2.5 | 9.0 | 2.7 |

17: Fenton St & Gist Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.1 | 0.0 |
| Total Del/Veh (s) | 17.6 | 25.8 | 3.3 | 2.4 | 3.6 |

18: Fenton St & Richmond Ave Performance by approach

| Approach | EB | NB | SB | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.2 | 0.0 | 0.1 |
| Total Del/Veh (s) | 18.8 | 2.2 | 2.9 | 2.8 |

19: Fenton St & King St Performance by approach

| Approach | EB | NB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.2 | 0.4 | 0.0 | 0.2 |
| Total Del/Veh (s) | 9.0 | 3.0 | 1.2 | 2.1 |

21: Georgia Ave & Sligo Ave Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|-----|-----|------|
| Denied Del/Veh (s) | 1.2 | 0.2 | 0.0 | 0.2 |
| Total Del/Veh (s) | 54.2 | 7.7 | 6.7 | 11.4 |

22: Georgia Ave & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.2 | 0.1 | 0.0 | 0.1 |
| Total Del/Veh (s) | 51.3 | 50.3 | 5.6 | 5.8 | 8.1 |

23: Georgia Ave & Thayer Ave Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 56.0 | 9.8 | 6.6 | 9.8 |

24: Georgia Ave & Bonifant St/Bonifant Street Performance by approach

| Approach | EB | NB | SB | All |
|--------------------|------|-----|-----|------|
| Denied Del/Veh (s) | 2.1 | 0.0 | 0.0 | 0.2 |
| Total Del/Veh (s) | 56.5 | 4.5 | 8.0 | 10.7 |

25: Georgia Ave & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 23.4 | 0.5 | 0.0 | 0.0 | 4.1 |
| Total Del/Veh (s) | 74.9 | 46.9 | 32.5 | 26.5 | 40.6 |

26: Georgia Ave & US 29 (Colesville Rd.) Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|-------|------|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.4 | 0.5 | 0.3 |
| Total Del/Veh (s) | 46.4 | 22.8 | 40.9 | 105.6 | 54.8 |

28: Georgia Ave & Ellsworth Dr Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|-----|------|------|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.0 |
| Total Del/Veh (s) | 67.4 | 7.0 | 11.8 | 10.7 |

33: Houston St & Hankin St Performance by approach

| Approach | EB | SB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 1.0 | 1.1 | 1.1 |

34: Cedar St & Bonifant Street & Bonifant St Performance by approach

| Approach | EB | NB | NW | SW | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.1 | 0.0 |
| Total Del/Veh (s) | 5.4 | 3.9 | 4.3 | 4.0 | 5.0 |

35: Grove St. & Easley St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 3.0 | 3.6 | 6.2 | 5.4 | 5.4 |

36: Fenton St & Easley St Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.1 |
| Total Del/Veh (s) | 6.3 | 7.0 | 1.4 | 4.7 |

38: Houston St & Easley St Performance by approach

| Approach | EB | NB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 0.8 | 0.1 | 0.4 |

39: Thayer Ave & Houston St Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.1 |
| Total Del/Veh (s) | 1.6 | 0.0 | 4.0 | 1.2 |

117: Grove St. & Bonifant Street & Hankin St Performance by approach

| Approach | EB | WB | NB | SW | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.0 | 0.1 |
| Total Del/Veh (s) | 6.7 | 4.6 | 6.4 | 4.6 | 6.3 |

Total Network Performance

| | |
|--------------------|------|
| Denied Del/Veh (s) | 2.2 |
| Total Del/Veh (s) | 79.0 |

Arterial Level of Service: NB Fenton St

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|-----------------------|------|---------------|-----------------|------------|----------------|
| King St | 19 | 3.0 | 8.0 | 0.0 | 17 |
| Philadelphia Ave | 9 | 37.8 | 44.2 | 0.0 | 4 |
| Richmond Ave | 18 | 2.2 | 11.5 | 0.1 | 21 |
| Gist Ave | 17 | 3.3 | 10.4 | 0.0 | 17 |
| Sligo Ave | 8 | 9.6 | 15.9 | 0.0 | 10 |
| Silver Spring Ave | 7 | 12.4 | 27.5 | 0.1 | 14 |
| Thayer Ave | 6 | 10.2 | 22.8 | 0.1 | 15 |
| Easley St | 36 | 7.3 | 16.6 | 0.1 | 14 |
| Bonifant Street | 5 | 6.7 | 10.5 | 0.0 | 9 |
| Wayne Ave | 4 | 14.5 | 24.4 | 0.1 | 12 |
| Ellsworth Dr | 3 | 12.6 | 28.4 | 0.1 | 14 |
| Roeder Rd | 16 | 2.6 | 9.6 | 0.1 | 19 |
| US 29 (Colesville Rd) | 2 | 43.0 | 51.1 | 0.1 | 4 |
| Cameron St | 1 | 16.7 | 29.9 | 0.1 | 12 |
| Total | | 182.0 | 310.6 | 0.9 | 11 |

Arterial Level of Service: SB Fenton St

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|-----------------------|------|---------------|-----------------|------------|----------------|
| Cameron St | 1 | 18.6 | 24.6 | 0.0 | 7 |
| US 29 (Colesville Rd) | 2 | 50.2 | 62.7 | 0.1 | 6 |
| Roeder Rd | 16 | 2.8 | 11.9 | 0.1 | 19 |
| Ellsworth Dr | 3 | 11.8 | 18.9 | 0.1 | 10 |
| Wayne Ave | 4 | 10.0 | 22.6 | 0.1 | 18 |
| Bonifant Street | 5 | 11.8 | 23.4 | 0.1 | 12 |
| Easley St | 36 | 1.4 | 5.7 | 0.0 | 17 |
| Thayer Ave | 6 | 11.5 | 20.6 | 0.1 | 11 |
| Silver Spring Ave | 7 | 14.3 | 27.1 | 0.1 | 12 |
| Sligo Ave | 8 | 29.1 | 43.1 | 0.1 | 9 |
| Gist Ave | 17 | 2.3 | 9.3 | 0.0 | 18 |
| Richmond Ave | 18 | 2.8 | 9.8 | 0.0 | 18 |
| Burlington Ave | 9 | 37.3 | 46.3 | 0.1 | 5 |
| King St | 19 | 1.5 | 8.1 | 0.0 | 20 |
| Total | | 205.4 | 334.1 | 0.9 | 10 |

Intersection: 1: Cameron St & Fenton St

| Movement | EB | WB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|
| Directions Served | LTR | LTR | TR | L | TR |
| Maximum Queue (ft) | 121 | 201 | 175 | 34 | 66 |
| Average Queue (ft) | 55 | 82 | 82 | 7 | 20 |
| 95th Queue (ft) | 101 | 156 | 148 | 28 | 56 |
| Link Distance (ft) | 210 | 447 | 428 | | 378 |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | | | | 100 | |
| Storage Blk Time (%) | | | 4 | | 0 |
| Queuing Penalty (veh) | | | 0 | | 0 |

Intersection: 2: US 29 (Colesville Rd.) & Fenton St

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LT | R | L | TR | LT | T | T | TR | LT | TR |
| Maximum Queue (ft) | 265 | 150 | 149 | 252 | 142 | 160 | 223 | 221 | 379 | 380 |
| Average Queue (ft) | 111 | 51 | 73 | 157 | 45 | 46 | 117 | 139 | 208 | 211 |
| 95th Queue (ft) | 204 | 122 | 158 | 255 | 114 | 128 | 197 | 205 | 346 | 348 |
| Link Distance (ft) | 447 | | | 243 | 260 | 260 | 260 | 260 | 546 | 546 |
| Upstream Blk Time (%) | | | | 3 | | | 0 | 0 | | |
| Queuing Penalty (veh) | | | | 9 | | | 0 | 0 | | |
| Storage Bay Dist (ft) | | 125 | 125 | | | | | | | |
| Storage Blk Time (%) | 9 | 1 | 0 | 23 | | | | | | |
| Queuing Penalty (veh) | 3 | 1 | 0 | 11 | | | | | | |

Intersection: 3: Fenton St & Ellsworth Dr

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | TR | LT |
| Maximum Queue (ft) | 87 | 128 | 288 | 182 |
| Average Queue (ft) | 33 | 50 | 108 | 94 |
| 95th Queue (ft) | 72 | 98 | 202 | 158 |
| Link Distance (ft) | 722 | 416 | 498 | 201 |
| Upstream Blk Time (%) | | | | 0 |
| Queuing Penalty (veh) | | | | 0 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 4: Fenton St & Wayne Ave

| Movement | EB | EB | EB | WB | WB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | TR | L | T | TR | TR | LT |
| Maximum Queue (ft) | 133 | 286 | 314 | 300 | 512 | 407 | 338 | 182 |
| Average Queue (ft) | 46 | 184 | 210 | 226 | 200 | 152 | 202 | 70 |
| 95th Queue (ft) | 95 | 268 | 296 | 348 | 498 | 377 | 349 | 146 |
| Link Distance (ft) | 675 | 675 | 675 | | 882 | 882 | 326 | 498 |
| Upstream Blk Time (%) | | | | | | | 2 | |
| Queuing Penalty (veh) | | | | | | | 10 | |
| Storage Bay Dist (ft) | | | | 275 | | | | |
| Storage Blk Time (%) | | | | 30 | 0 | | | |
| Queuing Penalty (veh) | | | | 46 | 0 | | | |

Intersection: 5: Fenton St & Bonifant Street

| Movement | EB | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|-----|
| Directions Served | L | TR | LTR | TR | LT |
| Maximum Queue (ft) | 67 | 127 | 62 | 93 | 262 |
| Average Queue (ft) | 21 | 43 | 15 | 79 | 125 |
| 95th Queue (ft) | 49 | 90 | 45 | 102 | 225 |
| Link Distance (ft) | 670 | 670 | 543 | 74 | 326 |
| Upstream Blk Time (%) | | | | 15 | 0 |
| Queuing Penalty (veh) | | | | 91 | 0 |
| Storage Bay Dist (ft) | | | | | |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

Intersection: 6: Fenton St & Thayer Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | TR | LT |
| Maximum Queue (ft) | 162 | 90 | 356 | 292 |
| Average Queue (ft) | 85 | 33 | 155 | 156 |
| 95th Queue (ft) | 145 | 75 | 290 | 282 |
| Link Distance (ft) | 633 | 529 | 431 | 283 |
| Upstream Blk Time (%) | | | 0 | 1 |
| Queuing Penalty (veh) | | | 0 | 3 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 7: Fenton St & Silver Spring Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | TR | LT |
| Maximum Queue (ft) | 207 | 81 | 358 | 367 |
| Average Queue (ft) | 90 | 29 | 176 | 153 |
| 95th Queue (ft) | 168 | 64 | 296 | 286 |
| Link Distance (ft) | 625 | 526 | 477 | 431 |
| Upstream Blk Time (%) | | | 0 | |
| Queuing Penalty (veh) | | | 0 | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 8: Fenton St & Sligo Ave

| Movement | EB | B27 | WB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|
| Directions Served | LTR | T | L | TR | TR | LT |
| Maximum Queue (ft) | 260 | 96 | 104 | 223 | 193 | 458 |
| Average Queue (ft) | 115 | 5 | 40 | 94 | 152 | 245 |
| 95th Queue (ft) | 229 | 43 | 84 | 174 | 217 | 454 |
| Link Distance (ft) | 182 | 412 | 538 | 538 | 172 | 477 |
| Upstream Blk Time (%) | 5 | | | | 7 | 2 |
| Queuing Penalty (veh) | 16 | | | | 52 | 9 |
| Storage Bay Dist (ft) | | | | | | |
| Storage Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |

Intersection: 9: Fenton St & Burlington Ave/Philadelphia Ave

| Movement | EB | EB | EB | WB | WB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | R | LT | R | L | TR | L | T | R |
| Maximum Queue (ft) | 124 | 430 | 125 | 271 | 184 | 150 | 178 | 174 | 284 | 175 |
| Average Queue (ft) | 108 | 177 | 38 | 133 | 68 | 70 | 142 | 122 | 190 | 82 |
| 95th Queue (ft) | 148 | 357 | 104 | 234 | 155 | 129 | 200 | 206 | 305 | 187 |
| Link Distance (ft) | | 805 | | 662 | | 162 | 162 | | 268 | |
| Upstream Blk Time (%) | | | | | | 0 | 11 | | 6 | |
| Queuing Penalty (veh) | | | | | | 1 | 18 | | 36 | |
| Storage Bay Dist (ft) | 100 | | 100 | | 160 | | | 150 | | 150 |
| Storage Blk Time (%) | 15 | 9 | 0 | 7 | 0 | | | 2 | 18 | 0 |
| Queuing Penalty (veh) | 64 | 39 | 1 | 11 | 0 | | | 11 | 57 | 0 |

Intersection: 10: Spring St & Woodland Dr

| Movement | SE | NE | SW |
|-----------------------|-----|-----|-----|
| Directions Served | R | T | TR |
| Maximum Queue (ft) | 35 | 57 | 40 |
| Average Queue (ft) | 15 | 5 | 2 |
| 95th Queue (ft) | 37 | 31 | 18 |
| Link Distance (ft) | 542 | 241 | 583 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 11: Grove St. & Thayer Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 67 | 60 | 61 | 50 |
| Average Queue (ft) | 38 | 31 | 33 | 23 |
| 95th Queue (ft) | 62 | 58 | 49 | 48 |
| Link Distance (ft) | 529 | 477 | 450 | 279 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 12: Sligo Ave & Grove St

| Movement | EB | SB |
|-----------------------|-----|-----|
| Directions Served | LT | LR |
| Maximum Queue (ft) | 76 | 57 |
| Average Queue (ft) | 21 | 27 |
| 95th Queue (ft) | 59 | 52 |
| Link Distance (ft) | 538 | 518 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 13: Cedar St & Wayne Ave

| Movement | EB | EB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|----|-----|-----|
| Directions Served | LT | T | T | TR | LT | R | L | R |
| Maximum Queue (ft) | 198 | 211 | 153 | 106 | 150 | 40 | 235 | 169 |
| Average Queue (ft) | 75 | 79 | 56 | 32 | 67 | 34 | 119 | 70 |
| 95th Queue (ft) | 162 | 175 | 112 | 77 | 127 | 49 | 197 | 139 |
| Link Distance (ft) | 882 | 882 | 665 | 665 | 458 | | 632 | |
| Upstream Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | 15 | | 150 |
| Storage Blk Time (%) | | | | | 26 | 36 | 4 | 0 |
| Queuing Penalty (veh) | | | | | 25 | 21 | 4 | 1 |

Intersection: 14: Grove St/Grove St. & Silver Spring Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 73 | 54 | 69 | 64 |
| Average Queue (ft) | 36 | 21 | 36 | 26 |
| 95th Queue (ft) | 60 | 50 | 58 | 53 |
| Link Distance (ft) | 526 | 778 | 518 | 450 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 16: Fenton St & Roeder Rd

| Movement | EB | WB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | LT | TR | LR |
| Maximum Queue (ft) | 110 | 126 | 56 |
| Average Queue (ft) | 29 | 12 | 17 |
| 95th Queue (ft) | 82 | 74 | 48 |
| Link Distance (ft) | 243 | 201 | 498 |
| Upstream Blk Time (%) | | 0 | |
| Queuing Penalty (veh) | | 0 | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 17: Fenton St & Gist Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 52 | 69 | 203 | 183 |
| Average Queue (ft) | 17 | 17 | 71 | 20 |
| 95th Queue (ft) | 43 | 46 | 190 | 101 |
| Link Distance (ft) | 316 | 182 | 191 | 172 |
| Upstream Blk Time (%) | | | 1 | 1 |
| Queuing Penalty (veh) | | | 11 | 6 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 18: Fenton St & Richmond Ave

| Movement | EB | EB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | L | R | LT | TR |
| Maximum Queue (ft) | 28 | 52 | 224 | 204 |
| Average Queue (ft) | 4 | 14 | 27 | 35 |
| 95th Queue (ft) | 20 | 41 | 133 | 143 |
| Link Distance (ft) | 330 | 330 | 268 | 191 |
| Upstream Blk Time (%) | | | 0 | 2 |
| Queuing Penalty (veh) | | | 1 | 10 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 19: Fenton St & King St

| Movement | EB | NB |
|-----------------------|-----|-----|
| Directions Served | LR | LT |
| Maximum Queue (ft) | 36 | 179 |
| Average Queue (ft) | 9 | 34 |
| 95th Queue (ft) | 32 | 116 |
| Link Distance (ft) | 229 | 165 |
| Upstream Blk Time (%) | | 1 |
| Queuing Penalty (veh) | | 0 |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 21: Georgia Ave & Sligo Ave

| Movement | WB | WB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | R | T | T | TR | L | T | T | T |
| Maximum Queue (ft) | 173 | 211 | 239 | 214 | 238 | 65 | 210 | 162 | 141 |
| Average Queue (ft) | 98 | 86 | 118 | 69 | 112 | 52 | 104 | 35 | 27 |
| 95th Queue (ft) | 158 | 166 | 216 | 164 | 199 | 64 | 191 | 107 | 93 |
| Link Distance (ft) | | 412 | 522 | 522 | 522 | | 432 | 432 | 432 |
| Upstream Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |
| Storage Bay Dist (ft) | 150 | | | | | 30 | | | |
| Storage Blk Time (%) | 1 | 2 | | | | 41 | 6 | | |
| Queuing Penalty (veh) | 1 | 2 | | | | 101 | 15 | | |

Intersection: 22: Georgia Ave & Silver Spring Ave

| Movement | EB | WB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LT | T | TR | L | T | T | TR |
| Maximum Queue (ft) | 119 | 197 | 225 | 205 | 285 | 122 | 176 | 153 | 158 |
| Average Queue (ft) | 43 | 95 | 88 | 64 | 102 | 54 | 53 | 48 | 52 |
| 95th Queue (ft) | 90 | 165 | 175 | 158 | 212 | 103 | 135 | 120 | 129 |
| Link Distance (ft) | 707 | 625 | 432 | 432 | 432 | | 457 | 457 | 457 |
| Upstream Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | 180 | | | |
| Storage Blk Time (%) | | | | | | 0 | 0 | | |
| Queuing Penalty (veh) | | | | | | 0 | 0 | | |

Intersection: 23: Georgia Ave & Thayer Ave

| Movement | WB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LR | T | T | TR | L | T | T | T |
| Maximum Queue (ft) | 164 | 254 | 338 | 377 | 56 | 146 | 138 | 129 |
| Average Queue (ft) | 72 | 105 | 112 | 174 | 37 | 89 | 66 | 85 |
| 95th Queue (ft) | 136 | 204 | 235 | 332 | 60 | 157 | 139 | 142 |
| Link Distance (ft) | 633 | 457 | 457 | 457 | | 118 | 118 | 118 |
| Upstream Blk Time (%) | | | | | | 5 | 1 | 2 |
| Queuing Penalty (veh) | | | | | | 19 | 3 | 8 |
| Storage Bay Dist (ft) | | | | | 25 | | | |
| Storage Blk Time (%) | | | | | 31 | 14 | | |
| Queuing Penalty (veh) | | | | | 114 | 11 | | |

Intersection: 24: Georgia Ave & Bonifant St/Bonifant Street

| Movement | EB | EB | NB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|----|-----|-----|-----|----|-----|-----|-----|
| Directions Served | L | R | L | T | T | TR | L | T | T | TR |
| Maximum Queue (ft) | 164 | 282 | 49 | 122 | 118 | 141 | 75 | 209 | 129 | 133 |
| Average Queue (ft) | 107 | 123 | 21 | 39 | 42 | 83 | 27 | 89 | 64 | 73 |
| 95th Queue (ft) | 178 | 230 | 50 | 96 | 104 | 152 | 60 | 166 | 108 | 121 |
| Link Distance (ft) | | 362 | | 118 | 118 | 118 | | 325 | 325 | 325 |
| Upstream Blk Time (%) | | 0 | | 0 | 0 | 5 | | | | |
| Queuing Penalty (veh) | | 0 | | 1 | 1 | 21 | | | | |
| Storage Bay Dist (ft) | 140 | | 25 | | | | 50 | | | |
| Storage Blk Time (%) | 6 | 7 | 9 | 10 | | | 2 | 18 | | |
| Queuing Penalty (veh) | 8 | 8 | 37 | 4 | | | 8 | 9 | | |

Intersection: 25: Georgia Ave & Wayne Ave

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | TR | L | T | TR | L | T | T | TR | L | T |
| Maximum Queue (ft) | 468 | 490 | 225 | 174 | 282 | 325 | 199 | 323 | 337 | 361 | 175 | 265 |
| Average Queue (ft) | 146 | 369 | 216 | 102 | 146 | 190 | 52 | 166 | 195 | 281 | 96 | 171 |
| 95th Queue (ft) | 373 | 565 | 249 | 179 | 244 | 288 | 124 | 283 | 316 | 400 | 190 | 247 |
| Link Distance (ft) | 449 | 449 | | | 675 | 675 | | 325 | 325 | 325 | | 260 |
| Upstream Blk Time (%) | 3 | 23 | | | | | | 0 | 0 | 7 | | 1 |
| Queuing Penalty (veh) | 0 | 0 | | | | | | 0 | 1 | 34 | | 3 |
| Storage Bay Dist (ft) | | | 200 | 150 | | | 175 | | | | 150 | |
| Storage Blk Time (%) | | 4 | 46 | 3 | 8 | | 0 | 5 | | | 3 | 11 |
| Queuing Penalty (veh) | | 14 | 83 | 4 | 11 | | 0 | 2 | | | 9 | 15 |

Intersection: 25: Georgia Ave & Wayne Ave

| Movement | SB | SB |
|-----------------------|-----|-----|
| Directions Served | T | TR |
| Maximum Queue (ft) | 209 | 226 |
| Average Queue (ft) | 137 | 157 |
| 95th Queue (ft) | 198 | 217 |
| Link Distance (ft) | 260 | 260 |
| Upstream Blk Time (%) | | 0 |
| Queuing Penalty (veh) | | 0 |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 26: Georgia Ave & US 29 (Colesville Rd.)

| Movement | EB | EB | EB | EB | WB | WB | WB | B30 | NB | NB | NB | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LT | T | T | TR | L | T | TR | T | T | T | T | R |
| Maximum Queue (ft) | 506 | 463 | 337 | 239 | 311 | 120 | 118 | 19 | 253 | 271 | 258 | 222 |
| Average Queue (ft) | 361 | 321 | 224 | 139 | 179 | 53 | 52 | 1 | 185 | 199 | 202 | 82 |
| 95th Queue (ft) | 471 | 432 | 318 | 211 | 284 | 101 | 106 | 10 | 266 | 279 | 281 | 169 |
| Link Distance (ft) | 611 | 611 | 611 | 611 | 244 | 244 | 244 | 260 | 242 | 242 | 242 | 242 |
| Upstream Blk Time (%) | 0 | | | | 3 | | | | 5 | 6 | 7 | 0 |
| Queuing Penalty (veh) | 0 | | | | 8 | | | | 16 | 22 | 23 | 0 |
| Storage Bay Dist (ft) | | | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 26: Georgia Ave & US 29 (Colesville Rd.)

| Movement | SB | SB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | T | T | TR |
| Maximum Queue (ft) | 600 | 573 | 496 |
| Average Queue (ft) | 521 | 451 | 306 |
| 95th Queue (ft) | 638 | 584 | 454 |
| Link Distance (ft) | 565 | 565 | 565 |
| Upstream Blk Time (%) | 12 | 1 | |
| Queuing Penalty (veh) | 0 | 0 | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 28: Georgia Ave & Ellsworth Dr

| Movement | WB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | R | T | T | TR | T | T | T |
| Maximum Queue (ft) | 185 | 128 | 137 | 177 | 201 | 128 | 151 |
| Average Queue (ft) | 62 | 49 | 55 | 85 | 114 | 68 | 79 |
| 95th Queue (ft) | 176 | 115 | 127 | 162 | 163 | 115 | 132 |
| Link Distance (ft) | 722 | 260 | 260 | 260 | 242 | 242 | 242 |
| Upstream Blk Time (%) | | 0 | 0 | 0 | 0 | | |
| Queuing Penalty (veh) | | 0 | 0 | 1 | 0 | | |
| Storage Bay Dist (ft) | | | | | | | |
| Storage Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |

Intersection: 33: Houston St & Hankin St

Movement

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

Intersection: 34: Cedar St & Bonifant Street & Bonifant St

| Movement | EB | NB | NW | SW |
|-----------------------|------|------|------|------|
| Directions Served | <LR> | <LR> | <LTR | <LR> |
| Maximum Queue (ft) | 83 | 46 | 51 | 68 |
| Average Queue (ft) | 49 | 18 | 10 | 32 |
| 95th Queue (ft) | 71 | 45 | 33 | 57 |
| Link Distance (ft) | 485 | | 823 | 114 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 35: Grove St. & Easley St

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 68 | 36 | 82 | 39 |
| Average Queue (ft) | 21 | 11 | 38 | 19 |
| 95th Queue (ft) | 50 | 36 | 64 | 44 |
| Link Distance (ft) | 500 | | 279 | 396 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 36: Fenton St & Easley St

| Movement | WB | NB | SB |
|-----------------------|-----|-----|----|
| Directions Served | LR | TR | LT |
| Maximum Queue (ft) | 39 | 281 | 92 |
| Average Queue (ft) | 10 | 119 | 12 |
| 95th Queue (ft) | 35 | 250 | 55 |
| Link Distance (ft) | 500 | 283 | 74 |
| Upstream Blk Time (%) | | 0 | 1 |
| Queuing Penalty (veh) | | 1 | 4 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 38: Houston St & Easley St

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

Intersection: 39: Thayer Ave & Houston St

| Movement | EB | SB |
|-----------------------|-----|----|
| Directions Served | LT | LR |
| Maximum Queue (ft) | 12 | 31 |
| Average Queue (ft) | 1 | 7 |
| 95th Queue (ft) | 8 | 29 |
| Link Distance (ft) | 477 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 117: Grove St. & Bonifant Street & Hankin St

| Movement | EB | WB | NB | SW |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LR | <LR |
| Maximum Queue (ft) | 109 | 16 | 76 | 60 |
| Average Queue (ft) | 51 | 1 | 31 | 31 |
| 95th Queue (ft) | 83 | 7 | 57 | 52 |
| Link Distance (ft) | 543 | | 396 | 485 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Network Summary

Network wide Queuing Penalty: 1193

Summary of All Intervals

| Run Number | 1 | 2 | 3 | 4 | 5 | Avg |
|-------------------------|-------|-------|-------|-------|-------|-------|
| Start Time | 12:50 | 12:50 | 12:50 | 12:50 | 12:50 | 12:50 |
| End Time | 2:00 | 2:00 | 2:00 | 2:00 | 2:00 | 2:00 |
| Total Time (min) | 70 | 70 | 70 | 70 | 70 | 70 |
| Time Recorded (min) | 60 | 60 | 60 | 60 | 60 | 60 |
| # of Intervals | 2 | 2 | 2 | 2 | 2 | 2 |
| # of Recorded Intervals | 1 | 1 | 1 | 1 | 1 | 1 |
| Vehs Entered | 6940 | 6941 | 6819 | 6919 | 6870 | 6897 |
| Vehs Exited | 6954 | 6911 | 6819 | 6856 | 6736 | 6858 |
| Starting Vehs | 184 | 192 | 202 | 169 | 176 | 171 |
| Ending Vehs | 170 | 222 | 202 | 232 | 310 | 217 |
| Travel Distance (mi) | 2417 | 2390 | 2354 | 2384 | 2346 | 2378 |
| Travel Time (hr) | 187.9 | 196.0 | 180.6 | 189.6 | 241.7 | 199.2 |
| Total Delay (hr) | 91.8 | 101.4 | 87.2 | 95.1 | 148.9 | 104.9 |
| Total Stops | 10228 | 10270 | 9831 | 10104 | 10914 | 10271 |
| Fuel Used (gal) | 110.2 | 111.7 | 107.1 | 110.0 | 120.5 | 111.9 |

Interval #0 Information Seeding

| | |
|-------------------------------------|-------|
| Start Time | 12:50 |
| End Time | 1:00 |
| Total Time (min) | 10 |
| Volumes adjusted by Growth Factors. | |
| No data recorded this interval. | |

Interval #1 Information Recording

| | |
|-------------------------------------|------|
| Start Time | 1:00 |
| End Time | 2:00 |
| Total Time (min) | 60 |
| Volumes adjusted by Growth Factors. | |

| Run Number | 1 | 2 | 3 | 4 | 5 | Avg |
|----------------------|-------|-------|-------|-------|-------|-------|
| Vehs Entered | 6940 | 6941 | 6819 | 6919 | 6870 | 6897 |
| Vehs Exited | 6954 | 6911 | 6819 | 6856 | 6736 | 6858 |
| Starting Vehs | 184 | 192 | 202 | 169 | 176 | 171 |
| Ending Vehs | 170 | 222 | 202 | 232 | 310 | 217 |
| Travel Distance (mi) | 2417 | 2390 | 2354 | 2384 | 2346 | 2378 |
| Travel Time (hr) | 187.9 | 196.0 | 180.6 | 189.6 | 241.7 | 199.2 |
| Total Delay (hr) | 91.8 | 101.4 | 87.2 | 95.1 | 148.9 | 104.9 |
| Total Stops | 10228 | 10270 | 9831 | 10104 | 10914 | 10271 |
| Fuel Used (gal) | 110.2 | 111.7 | 107.1 | 110.0 | 120.5 | 111.9 |

1: Cameron St & Fenton St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|------|
| Denied Del/Veh (s) | 0.2 | 0.0 | 0.2 | 1.1 | 0.3 |
| Total Del/Veh (s) | 27.1 | 29.5 | 7.3 | 7.6 | 17.8 |

2: US 29 (Colesville Rd.) & Fenton St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|-------|------|------|------|
| Denied Del/Veh (s) | 0.1 | 0.3 | 0.2 | 0.3 | 0.2 |
| Total Del/Veh (s) | 43.6 | 103.0 | 29.4 | 56.9 | 52.3 |

3: Fenton St & Ellsworth Dr Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|------|-----|------|
| Denied Del/Veh (s) | 0.2 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 40.6 | 34.2 | 5.6 | 25.9 |

4: Fenton St & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 1.5 | 0.3 | 0.0 | 0.0 | 0.5 |
| Total Del/Veh (s) | 38.6 | 22.2 | 23.1 | 22.1 | 26.5 |

5: Fenton St & Bonifant Street Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.2 | 0.0 | 0.1 |
| Total Del/Veh (s) | 19.9 | 17.9 | 7.6 | 8.8 | 9.6 |

6: Fenton St & Thayer Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 22.1 | 18.9 | 13.6 | 11.2 | 14.0 |

7: Fenton St & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.2 | 0.1 | 1.0 | 0.0 | 0.5 |
| Total Del/Veh (s) | 20.7 | 19.0 | 15.7 | 11.0 | 14.4 |

8: Fenton St & Sligo Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|------|------|
| Denied Del/Veh (s) | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 21.8 | 18.7 | 8.9 | 14.7 | 13.9 |

9: Fenton St & Burlington Ave/Philadelphia Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 2.1 | 1.9 | 0.2 | 0.1 | 1.1 |
| Total Del/Veh (s) | 14.5 | 14.8 | 44.0 | 27.8 | 23.4 |

10: Spring St & Woodland Dr Performance by approach

| Approach | SE | NE | SW | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.3 | 0.2 | 0.2 |
| Total Del/Veh (s) | 4.1 | 0.2 | 0.3 | 0.4 |

11: Grove St. & Thayer Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 3.9 | 4.3 | 4.7 | 5.7 | 4.5 |

12: Sligo Ave & Grove St Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.2 | 0.0 | 0.1 |
| Total Del/Veh (s) | 1.9 | 0.4 | 6.8 | 1.6 |

13: Cedar St & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.2 | 0.0 | 1.9 | 0.5 |
| Total Del/Veh (s) | 6.7 | 6.9 | 21.9 | 25.8 | 12.3 |

16: Fenton St & Roeder Rd Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|------|------|------|
| Denied Del/Veh (s) | 0.0 | 1.3 | 0.1 | 0.6 |
| Total Del/Veh (s) | 3.7 | 24.4 | 88.8 | 14.6 |

17: Fenton St & Gist Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.1 | 0.0 | 0.0 |
| Total Del/Veh (s) | 14.7 | 12.7 | 2.0 | 1.6 | 2.4 |

18: Fenton St & Richmond Ave Performance by approach

| Approach | EB | NB | SB | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 12.2 | 1.6 | 1.3 | 1.6 |

19: Fenton St & King St Performance by approach

| Approach | NB | SB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.2 | 0.0 | 0.1 |
| Total Del/Veh (s) | 1.0 | 1.3 | 1.1 |

21: Grove St. & Easley St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 3.4 | 3.7 | 6.1 | 5.2 | 5.2 |

22: Fenton St & Easley St Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.4 | 0.0 | 0.2 |
| Total Del/Veh (s) | 20.5 | 8.5 | 1.3 | 5.2 |

24: Houston St & Hankin St Performance by approach

| Approach | EB | SB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 0.8 | 1.1 | 1.0 |

25: Cedar St & Bonifant Street Performance by approach

| Approach | EB | NB | NW | SW | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.1 | 0.0 |
| Total Del/Veh (s) | 4.8 | 3.8 | 4.5 | 3.7 | 4.6 |

27: Easley St & Houston St Performance by approach

| Approach | EB | NB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 0.8 | 0.1 | 0.5 |

28: Thayer Ave Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.1 |
| Total Del/Veh (s) | 1.3 | 0.0 | 3.3 | 0.9 |

117: Grove St. & Bonifant Street & Hankin St Performance by approach

| Approach | EB | WB | NB | SW | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 5.5 | 4.1 | 5.5 | 4.2 | 5.3 |

122: Grove St/Grove St. & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 3.1 | 3.7 | 4.6 | 4.9 | 4.0 |

Total Network Performance

| | |
|--------------------|------|
| Denied Del/Veh (s) | 0.9 |
| Total Del/Veh (s) | 52.5 |

Arterial Level of Service: NB Fenton St

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|-----------------------|------|---------------|-----------------|------------|----------------|
| King St | 19 | 1.0 | 5.8 | 0.0 | 23 |
| Philadelphia Ave | 9 | 39.9 | 45.8 | 0.0 | 4 |
| Richmond Ave | 18 | 2.0 | 11.0 | 0.1 | 21 |
| Gist Ave | 17 | 2.0 | 8.9 | 0.0 | 20 |
| Sligo Ave | 8 | 8.8 | 15.0 | 0.0 | 11 |
| Silver Spring Ave | 7 | 15.7 | 31.5 | 0.1 | 12 |
| Thayer Ave | 6 | 13.5 | 26.1 | 0.1 | 13 |
| Easley St | 22 | 8.8 | 18.2 | 0.1 | 13 |
| Bonifant Street | 5 | 7.7 | 11.6 | 0.0 | 9 |
| Wayne Ave | 4 | 21.3 | 31.3 | 0.1 | 9 |
| Ellsworth Dr | 3 | 37.9 | 53.0 | 0.1 | 7 |
| Roeder Rd | 16 | 24.7 | 31.7 | 0.1 | 6 |
| US 29 (Colesville Rd) | 2 | 58.4 | 66.8 | 0.1 | 3 |
| Cameron St | 1 | 23.6 | 37.2 | 0.1 | 9 |
| Total | | 265.1 | 394.0 | 0.9 | 9 |

Arterial Level of Service: SB Fenton St

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|-----------------------|------|---------------|-----------------|------------|----------------|
| Cameron St | 1 | 26.1 | 31.9 | 0.0 | 5 |
| US 29 (Colesville Rd) | 2 | 35.8 | 47.2 | 0.1 | 7 |
| Roeder Rd | 16 | 3.1 | 11.9 | 0.1 | 19 |
| Ellsworth Dr | 3 | 5.5 | 12.6 | 0.1 | 14 |
| Wayne Ave | 4 | 20.1 | 34.3 | 0.1 | 12 |
| Bonifant Street | 5 | 9.0 | 20.0 | 0.1 | 14 |
| Easley St | 22 | 1.3 | 5.6 | 0.0 | 18 |
| Thayer Ave | 6 | 10.8 | 19.7 | 0.1 | 12 |
| Silver Spring Ave | 7 | 10.7 | 23.2 | 0.1 | 14 |
| Sligo Ave | 8 | 13.7 | 27.1 | 0.1 | 14 |
| Gist Ave | 17 | 1.6 | 8.1 | 0.0 | 20 |
| Richmond Ave | 18 | 1.2 | 8.2 | 0.0 | 21 |
| Burlington Ave | 9 | 36.8 | 45.6 | 0.1 | 5 |
| King St | 19 | 1.4 | 8.0 | 0.0 | 20 |
| Total | | 177.2 | 303.5 | 0.9 | 11 |

Intersection: 1: Cameron St & Fenton St

| Movement | EB | WB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|
| Directions Served | LTR | LTR | TR | L | TR |
| Maximum Queue (ft) | 118 | 161 | 142 | 42 | 53 |
| Average Queue (ft) | 53 | 82 | 40 | 9 | 16 |
| 95th Queue (ft) | 101 | 139 | 98 | 32 | 44 |
| Link Distance (ft) | 209 | 430 | 428 | | 376 |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | | | | 100 | |
| Storage Blk Time (%) | | | 0 | | |
| Queuing Penalty (veh) | | | 0 | | |

Intersection: 2: US 29 (Colesville Rd.) & Fenton St

| Movement | EB | EB | WB | WB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LT | R | L | TR | LT | T | TR | LT | T | TR |
| Maximum Queue (ft) | 157 | 103 | 150 | 271 | 346 | 306 | 236 | 562 | 515 | 309 |
| Average Queue (ft) | 66 | 34 | 131 | 206 | 230 | 180 | 110 | 425 | 350 | 178 |
| 95th Queue (ft) | 128 | 82 | 184 | 323 | 314 | 271 | 191 | 574 | 489 | 287 |
| Link Distance (ft) | 430 | | | 251 | 435 | 435 | 435 | 546 | 546 | 546 |
| Upstream Blk Time (%) | | | | 29 | | | | 4 | 0 | |
| Queuing Penalty (veh) | | | | 101 | | | | 0 | 0 | |
| Storage Bay Dist (ft) | | 125 | 125 | | | | | | | |
| Storage Blk Time (%) | 1 | 1 | 54 | 27 | | | | | | |
| Queuing Penalty (veh) | 0 | 1 | 131 | 27 | | | | | | |

Intersection: 3: Fenton St & Ellsworth Dr

| Movement | WB | NB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | LTR | TR | LT |
| Maximum Queue (ft) | 160 | 387 | 170 |
| Average Queue (ft) | 84 | 163 | 60 |
| 95th Queue (ft) | 160 | 438 | 136 |
| Link Distance (ft) | 416 | 497 | 200 |
| Upstream Blk Time (%) | | 8 | 0 |
| Queuing Penalty (veh) | | 34 | 0 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 4: Fenton St & Wayne Ave

| Movement | EB | EB | EB | WB | WB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | TR | L | T | TR | TR | LT |
| Maximum Queue (ft) | 175 | 283 | 272 | 225 | 178 | 203 | 336 | 289 |
| Average Queue (ft) | 73 | 130 | 104 | 103 | 73 | 94 | 209 | 130 |
| 95th Queue (ft) | 219 | 236 | 204 | 179 | 155 | 180 | 343 | 234 |
| Link Distance (ft) | 437 | 437 | 437 | | 883 | 883 | 327 | 497 |
| Upstream Blk Time (%) | 2 | 1 | 0 | | | | 5 | |
| Queuing Penalty (veh) | 0 | 0 | 0 | | | | 27 | |
| Storage Bay Dist (ft) | | | | 275 | | | | |
| Storage Blk Time (%) | | | | | 0 | | | |
| Queuing Penalty (veh) | | | | | 0 | | | |

Intersection: 5: Fenton St & Bonifant Street

| Movement | EB | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|-----|
| Directions Served | L | TR | LTR | TR | LT |
| Maximum Queue (ft) | 71 | 100 | 58 | 99 | 254 |
| Average Queue (ft) | 22 | 33 | 19 | 78 | 107 |
| 95th Queue (ft) | 54 | 74 | 49 | 106 | 198 |
| Link Distance (ft) | 360 | 360 | 555 | 71 | 327 |
| Upstream Blk Time (%) | | | | 18 | 0 |
| Queuing Penalty (veh) | | | | 98 | 0 |
| Storage Bay Dist (ft) | | | | | |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

Intersection: 6: Fenton St & Thayer Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | TR | LT |
| Maximum Queue (ft) | 166 | 107 | 337 | 274 |
| Average Queue (ft) | 76 | 40 | 145 | 139 |
| 95th Queue (ft) | 141 | 83 | 311 | 254 |
| Link Distance (ft) | 542 | 528 | 430 | 284 |
| Upstream Blk Time (%) | | | 2 | 1 |
| Queuing Penalty (veh) | | | 11 | 4 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 7: Fenton St & Silver Spring Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | TR | LT |
| Maximum Queue (ft) | 142 | 83 | 345 | 290 |
| Average Queue (ft) | 60 | 33 | 178 | 139 |
| 95th Queue (ft) | 117 | 69 | 330 | 239 |
| Link Distance (ft) | 699 | 539 | 490 | 430 |
| Upstream Blk Time (%) | | | 1 | 0 |
| Queuing Penalty (veh) | | | 4 | 0 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 8: Fenton St & Sligo Ave

| Movement | EB | WB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|-----|
| Directions Served | LTR | L | TR | TR | LT |
| Maximum Queue (ft) | 158 | 69 | 174 | 184 | 297 |
| Average Queue (ft) | 84 | 32 | 63 | 131 | 151 |
| 95th Queue (ft) | 145 | 66 | 130 | 207 | 262 |
| Link Distance (ft) | 716 | 540 | 540 | 170 | 490 |
| Upstream Blk Time (%) | | | | 4 | |
| Queuing Penalty (veh) | | | | 24 | |
| Storage Bay Dist (ft) | | | | | |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

Intersection: 9: Fenton St & Burlington Ave/Philadelphia Ave

| Movement | EB | EB | EB | WB | WB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | R | LT | R | L | TR | L | T | R |
| Maximum Queue (ft) | 124 | 232 | 91 | 231 | 169 | 121 | 177 | 174 | 274 | 175 |
| Average Queue (ft) | 67 | 80 | 12 | 92 | 49 | 48 | 126 | 100 | 162 | 65 |
| 95th Queue (ft) | 120 | 169 | 49 | 177 | 113 | 102 | 187 | 183 | 270 | 153 |
| Link Distance (ft) | | 805 | | 662 | | 162 | 162 | | 268 | |
| Upstream Blk Time (%) | | | | | | | 4 | | 2 | |
| Queuing Penalty (veh) | | | | | | | 5 | | 9 | |
| Storage Bay Dist (ft) | 100 | | 100 | | 160 | | | 150 | | 150 |
| Storage Blk Time (%) | 2 | 4 | 0 | 2 | 0 | | | 1 | 8 | 0 |
| Queuing Penalty (veh) | 6 | 9 | 0 | 3 | 0 | | | 3 | 24 | 0 |

Intersection: 10: Spring St & Woodland Dr

| Movement | SE | NE | SW |
|-----------------------|-----|-----|-----|
| Directions Served | R | T | TR |
| Maximum Queue (ft) | 31 | 45 | 33 |
| Average Queue (ft) | 12 | 4 | 2 |
| 95th Queue (ft) | 34 | 25 | 14 |
| Link Distance (ft) | 539 | 240 | 582 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 11: Grove St. & Thayer Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 63 | 61 | 44 | 40 |
| Average Queue (ft) | 32 | 28 | 28 | 23 |
| 95th Queue (ft) | 52 | 55 | 45 | 47 |
| Link Distance (ft) | 528 | 465 | 430 | 288 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 12: Sligo Ave & Grove St

| Movement | EB | WB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | LT | TR | LR |
| Maximum Queue (ft) | 57 | 10 | 50 |
| Average Queue (ft) | 12 | 1 | 22 |
| 95th Queue (ft) | 43 | 9 | 43 |
| Link Distance (ft) | 540 | 645 | 528 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 13: Cedar St & Wayne Ave

| Movement | EB | EB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|----|-----|-----|
| Directions Served | LT | T | T | TR | LT | R | L | R |
| Maximum Queue (ft) | 104 | 109 | 131 | 86 | 112 | 52 | 248 | 168 |
| Average Queue (ft) | 45 | 45 | 60 | 25 | 42 | 26 | 95 | 71 |
| 95th Queue (ft) | 90 | 90 | 113 | 63 | 90 | 54 | 172 | 133 |
| Link Distance (ft) | 883 | 883 | 666 | 666 | 441 | | 632 | |
| Upstream Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | 15 | | 150 |
| Storage Blk Time (%) | | | | | 22 | 19 | 2 | 0 |
| Queuing Penalty (veh) | | | | | 11 | 11 | 2 | 0 |

Intersection: 16: Fenton St & Roeder Rd

| Movement | EB | WB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | LT | TR | LR |
| Maximum Queue (ft) | 175 | 210 | 80 |
| Average Queue (ft) | 48 | 82 | 27 |
| 95th Queue (ft) | 120 | 235 | 74 |
| Link Distance (ft) | 251 | 200 | 498 |
| Upstream Blk Time (%) | | 16 | |
| Queuing Penalty (veh) | | 57 | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 17: Fenton St & Gist Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 49 | 76 | 185 | 139 |
| Average Queue (ft) | 14 | 23 | 33 | 15 |
| 95th Queue (ft) | 39 | 55 | 126 | 74 |
| Link Distance (ft) | 455 | 182 | 189 | 170 |
| Upstream Blk Time (%) | | | 0 | 0 |
| Queuing Penalty (veh) | | | 2 | 0 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 18: Fenton St & Richmond Ave

| Movement | EB | EB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | L | R | LT | TR |
| Maximum Queue (ft) | 48 | 26 | 149 | 137 |
| Average Queue (ft) | 8 | 4 | 11 | 18 |
| 95th Queue (ft) | 33 | 20 | 72 | 100 |
| Link Distance (ft) | 330 | 330 | 268 | 189 |
| Upstream Blk Time (%) | | | | 1 |
| Queuing Penalty (veh) | | | | 3 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 19: Fenton St & King St

| Movement | NB |
|-----------------------|-----|
| Directions Served | LT |
| Maximum Queue (ft) | 78 |
| Average Queue (ft) | 10 |
| 95th Queue (ft) | 48 |
| Link Distance (ft) | 165 |
| Upstream Blk Time (%) | |
| Queuing Penalty (veh) | |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

Intersection: 21: Grove St. & Easley St

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 52 | 35 | 60 | 39 |
| Average Queue (ft) | 22 | 7 | 30 | 19 |
| 95th Queue (ft) | 48 | 29 | 49 | 43 |
| Link Distance (ft) | 494 | | 288 | 393 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 22: Fenton St & Easley St

| Movement | WB | NB | SB |
|-----------------------|-----|-----|----|
| Directions Served | LR | TR | LT |
| Maximum Queue (ft) | 44 | 260 | 78 |
| Average Queue (ft) | 11 | 106 | 8 |
| 95th Queue (ft) | 38 | 243 | 45 |
| Link Distance (ft) | 494 | 284 | 71 |
| Upstream Blk Time (%) | | 3 | 1 |
| Queuing Penalty (veh) | | 16 | 4 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 24: Houston St & Hankin St

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

Intersection: 25: Cedar St & Bonifant Street

| Movement | EB | NB | NW | SW |
|-----------------------|-----|------|------|------|
| Directions Served | <LR | <LR> | <LTR | <LR> |
| Maximum Queue (ft) | 67 | 32 | 49 | 58 |
| Average Queue (ft) | 36 | 9 | 12 | 25 |
| 95th Queue (ft) | 57 | 30 | 35 | 50 |
| Link Distance (ft) | 467 | | 843 | 256 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 27: Easley St & Houston St

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

Intersection: 28: Thayer Ave

| Movement | EB | SB |
|-----------------------|-----|----|
| Directions Served | LT | LR |
| Maximum Queue (ft) | 18 | 31 |
| Average Queue (ft) | 1 | 6 |
| 95th Queue (ft) | 8 | 26 |
| Link Distance (ft) | 465 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 117: Grove St. & Bonifant Street & Hankin St

| Movement | EB | WB | NB | SW |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LR | <LR |
| Maximum Queue (ft) | 61 | 25 | 49 | 56 |
| Average Queue (ft) | 35 | 2 | 21 | 21 |
| 95th Queue (ft) | 57 | 11 | 37 | 49 |
| Link Distance (ft) | 555 | | 393 | 467 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 122: Grove St/Grove St. & Silver Spring Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 63 | 47 | 83 | 60 |
| Average Queue (ft) | 27 | 18 | 35 | 23 |
| 95th Queue (ft) | 51 | 45 | 60 | 51 |
| Link Distance (ft) | 539 | 879 | 528 | 430 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Network Summary

Network wide Queuing Penalty: 629

Appendix E SCENARIO 2 SYNCHRO ANALYSIS

Summary of All Intervals

| Run Number | 1 | 2 | 3 | 4 | 5 | Avg |
|-------------------------|-------|-------|-------|-------|-------|-------|
| Start Time | 8:05 | 8:05 | 8:05 | 8:05 | 8:05 | 8:05 |
| End Time | 9:15 | 9:15 | 9:15 | 9:15 | 9:15 | 9:15 |
| Total Time (min) | 70 | 70 | 70 | 70 | 70 | 70 |
| Time Recorded (min) | 60 | 60 | 60 | 60 | 60 | 60 |
| # of Intervals | 2 | 2 | 2 | 2 | 2 | 2 |
| # of Recorded Intervals | 1 | 1 | 1 | 1 | 1 | 1 |
| Vehs Entered | 10090 | 10110 | 9986 | 10218 | 10103 | 10101 |
| Vehs Exited | 10114 | 10146 | 10016 | 10295 | 10118 | 10139 |
| Starting Vehs | 339 | 331 | 325 | 365 | 356 | 328 |
| Ending Vehs | 315 | 295 | 295 | 288 | 341 | 291 |
| Travel Distance (mi) | 4420 | 4467 | 4405 | 4519 | 4486 | 4460 |
| Travel Time (hr) | 328.1 | 334.7 | 330.5 | 344.9 | 343.8 | 336.4 |
| Total Delay (hr) | 155.5 | 160.5 | 158.7 | 168.8 | 168.7 | 162.5 |
| Total Stops | 14034 | 14257 | 14220 | 14462 | 14491 | 14294 |
| Fuel Used (gal) | 196.8 | 200.1 | 197.5 | 203.9 | 202.5 | 200.1 |

Interval #0 Information Seeding

| | |
|-------------------------------------|------|
| Start Time | 8:05 |
| End Time | 8:15 |
| Total Time (min) | 10 |
| Volumes adjusted by Growth Factors. | |
| No data recorded this interval. | |

Interval #1 Information Recording

| | |
|-------------------------------------|------|
| Start Time | 8:15 |
| End Time | 9:15 |
| Total Time (min) | 60 |
| Volumes adjusted by Growth Factors. | |

| Run Number | 1 | 2 | 3 | 4 | 5 | Avg |
|----------------------|-------|-------|-------|-------|-------|-------|
| Vehs Entered | 10090 | 10110 | 9986 | 10218 | 10103 | 10101 |
| Vehs Exited | 10114 | 10146 | 10016 | 10295 | 10118 | 10139 |
| Starting Vehs | 339 | 331 | 325 | 365 | 356 | 328 |
| Ending Vehs | 315 | 295 | 295 | 288 | 341 | 291 |
| Travel Distance (mi) | 4420 | 4467 | 4405 | 4519 | 4486 | 4460 |
| Travel Time (hr) | 328.1 | 334.7 | 330.5 | 344.9 | 343.8 | 336.4 |
| Total Delay (hr) | 155.5 | 160.5 | 158.7 | 168.8 | 168.7 | 162.5 |
| Total Stops | 14034 | 14257 | 14220 | 14462 | 14491 | 14294 |
| Fuel Used (gal) | 196.8 | 200.1 | 197.5 | 203.9 | 202.5 | 200.1 |

1: Cameron St & Fenton St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|------|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.2 | 0.5 | 0.2 |
| Total Del/Veh (s) | 21.7 | 29.3 | 6.7 | 6.9 | 15.5 |

2: US 29 (Colesville Rd.) & Fenton St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|------|------|
| Denied Del/Veh (s) | 0.0 | 5.8 | 0.1 | 0.3 | 0.6 |
| Total Del/Veh (s) | 54.1 | 87.8 | 8.2 | 16.7 | 21.0 |

3: Fenton St & Ellsworth Dr Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 26.3 | 21.6 | 7.9 | 5.5 | 8.5 |

4: Fenton St & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 |
| Total Del/Veh (s) | 22.9 | 31.5 | 19.0 | 14.8 | 25.3 |

5: Fenton St & Bonifant Street Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 10.5 | 3.3 | 6.3 | 9.4 | 7.8 |

6: Fenton St & Thayer Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|-----|------|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 14.5 | 13.0 | 12.1 | 9.0 | 11.0 |

7: Fenton St & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 10.6 | 7.4 | 9.1 | 8.4 | 8.8 |

8: Fenton St & Sligo Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 |
| Total Del/Veh (s) | 9.5 | 14.4 | 10.2 | 12.8 | 11.9 |

9: Fenton St & Burlington Ave/Philadelphia Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 2.4 | 1.5 | 0.1 | 0.1 | 0.9 |
| Total Del/Veh (s) | 12.3 | 16.5 | 40.3 | 29.4 | 24.3 |

10: Spring St & Woodland Dr Performance by approach

| Approach | SE | NE | SW | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.3 | 0.3 | 0.3 |
| Total Del/Veh (s) | 4.3 | 0.2 | 0.4 | 0.8 |

11: Grove St & Thayer Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 5.3 | 5.0 | 1.8 | 5.6 | 4.9 |

12: Sligo Ave & Grove St Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.4 | 0.0 | 0.2 |
| Total Del/Veh (s) | 1.3 | 0.5 | 2.4 | 1.0 |

13: Wayne Ave & Cedar St Performance by approach

| Approach | SE | NW | NE | SW | All |
|--------------------|------|------|-----|-----|------|
| Denied Del/Veh (s) | 2.4 | 0.2 | 0.0 | 0.3 | 0.5 |
| Total Del/Veh (s) | 32.5 | 27.5 | 4.3 | 6.5 | 10.4 |

16: Fenton St & Roeder Rd Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|------|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.1 |
| Total Del/Veh (s) | 1.9 | 6.3 | 14.4 | 4.5 |

17: Fenton St & Gist Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 13.7 | 9.7 | 1.1 | 1.3 | 1.8 |

18: Fenton St & Richmond Ave Performance by approach

| Approach | EB | NB | SB | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 12.6 | 1.3 | 1.6 | 1.8 |

19: Fenton St & King St Performance by approach

| Approach | NB | SB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.3 | 0.0 | 0.1 |
| Total Del/Veh (s) | 1.3 | 1.3 | 1.3 |

21: Georgia Ave & Sligo Ave Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.5 | 0.2 | 0.0 | 0.1 |
| Total Del/Veh (s) | 54.0 | 5.7 | 2.9 | 9.2 |

22: Georgia Ave & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.0 | 0.1 | 0.1 |
| Total Del/Veh (s) | 57.9 | 60.5 | 4.2 | 1.6 | 5.2 |

23: Georgia Ave & Thayer Ave Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|------|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 45.3 | 11.7 | 3.0 | 8.6 |

24: Georgia Ave & Bonifant Street Performance by approach

| Approach | EB | NB | SB | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 45.2 | 4.7 | 5.8 | 6.4 |

25: Georgia Ave & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 1.8 | 0.1 | 0.1 | 0.0 | 0.2 |
| Total Del/Veh (s) | 40.7 | 42.2 | 53.5 | 16.3 | 33.5 |

26: Georgia Ave & US 29 (Colesville Rd.) Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.1 | 0.2 | 0.1 |
| Total Del/Veh (s) | 48.5 | 21.2 | 15.9 | 30.8 | 25.7 |

28: Georgia Ave & Ellsworth Dr Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 8.0 | 3.5 | 2.6 | 3.0 |

32: Grove St/Grove St. & Easley St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 1.7 | 3.5 | 5.9 | 5.6 | 3.9 |

33: Fenton St & Easley St Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 4.5 | 3.1 | 1.3 | 2.2 |

35: Houston St & Hankin St Performance by approach

| Approach | EB | SB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 0.6 | 1.0 | 0.9 |

36: Cedar St & Bonifant Street & Bonifant St Performance by approach

| Approach | EB | NB | NW | SW | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.2 | 0.1 |
| Total Del/Veh (s) | 4.7 | 3.7 | 4.1 | 3.7 | 4.1 |

37: Houston St & Easley St Performance by approach

| Approach | EB | NB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 1.0 | 0.0 | 0.4 |

38: Thayer Ave & Houston St Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.1 |
| Total Del/Veh (s) | 1.8 | 0.0 | 3.7 | 0.8 |

117: Grove St. & Bonifant Street & Hankin St Performance by approach

| Approach | EB | WB | NB | SW | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 5.1 | 2.9 | 5.2 | 4.2 | 4.7 |

125: Grove St & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.2 | 0.1 |
| Total Del/Veh (s) | 3.3 | 4.1 | 3.9 | 5.6 | 4.5 |

Total Network Performance

| | |
|--------------------|------|
| Denied Del/Veh (s) | 0.6 |
| Total Del/Veh (s) | 55.5 |

Arterial Level of Service: NB Fenton St

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|-----------------------|------|---------------|-----------------|------------|----------------|
| King St | 19 | 1.3 | 6.1 | 0.0 | 22 |
| Philadelphia Ave | 9 | 35.8 | 41.7 | 0.0 | 4 |
| Richmond Ave | 18 | 1.7 | 10.9 | 0.1 | 21 |
| Gist Ave | 17 | 1.1 | 8.1 | 0.0 | 22 |
| Sligo Ave | 8 | 9.8 | 16.2 | 0.0 | 10 |
| Silver Spring Ave | 7 | 9.0 | 23.9 | 0.1 | 16 |
| Thayer Ave | 6 | 11.6 | 24.3 | 0.1 | 14 |
| Easley St | 33 | 3.3 | 12.3 | 0.1 | 19 |
| Bonifant Street | 5 | 6.3 | 10.4 | 0.0 | 10 |
| Wayne Ave | 4 | 18.7 | 29.5 | 0.1 | 10 |
| Ellsworth Dr | 3 | 8.2 | 23.7 | 0.1 | 17 |
| Roeder Rd | 16 | 7.7 | 14.7 | 0.1 | 12 |
| US 29 (Colesville Rd) | 2 | 87.9 | 101.1 | 0.1 | 2 |
| Cameron St | 1 | 21.9 | 34.4 | 0.1 | 10 |
| Total | | 224.1 | 357.3 | 0.9 | 10 |

Arterial Level of Service: SB Fenton St

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|-----------------------|------|---------------|-----------------|------------|----------------|
| Cameron St | 1 | 20.6 | 26.5 | 0.0 | 7 |
| US 29 (Colesville Rd) | 2 | 45.0 | 55.5 | 0.1 | 6 |
| Roeder Rd | 16 | 2.1 | 11.8 | 0.1 | 19 |
| Ellsworth Dr | 3 | 5.1 | 11.9 | 0.1 | 15 |
| Wayne Ave | 4 | 14.7 | 29.9 | 0.1 | 13 |
| Bonifant Street | 5 | 9.0 | 20.7 | 0.1 | 14 |
| Easley St | 33 | 1.3 | 5.9 | 0.0 | 18 |
| Thayer Ave | 6 | 8.7 | 17.6 | 0.1 | 13 |
| Silver Spring Ave | 7 | 8.4 | 21.2 | 0.1 | 16 |
| Sligo Ave | 8 | 12.4 | 26.5 | 0.1 | 14 |
| Gist Ave | 17 | 1.3 | 8.3 | 0.0 | 20 |
| Richmond Ave | 18 | 1.6 | 8.5 | 0.0 | 21 |
| Burlington Ave | 9 | 42.6 | 51.5 | 0.1 | 5 |
| King St | 19 | 1.5 | 8.2 | 0.0 | 20 |
| Total | | 174.4 | 304.0 | 0.9 | 11 |

Intersection: 1: Cameron St & Fenton St

| Movement | EB | WB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|
| Directions Served | LTR | LTR | TR | L | TR |
| Maximum Queue (ft) | 65 | 208 | 112 | 30 | 109 |
| Average Queue (ft) | 24 | 105 | 37 | 7 | 39 |
| 95th Queue (ft) | 57 | 184 | 85 | 27 | 83 |
| Link Distance (ft) | 209 | 419 | 428 | | 376 |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | | | | 100 | |
| Storage Blk Time (%) | | | 0 | | 0 |
| Queuing Penalty (veh) | | | 0 | | 0 |

Intersection: 2: US 29 (Colesville Rd.) & Fenton St

| Movement | EB | WB | NB | NB | B30 | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LT | TR | T | LT | T | T | TR |
| Maximum Queue (ft) | 201 | 274 | 169 | 150 | 7 | 414 | 401 | 329 | 195 |
| Average Queue (ft) | 91 | 201 | 73 | 57 | 0 | 252 | 237 | 164 | 91 |
| 95th Queue (ft) | 173 | 307 | 153 | 126 | 5 | 385 | 361 | 280 | 170 |
| Link Distance (ft) | 419 | 263 | 276 | 276 | 239 | 552 | 552 | 552 | 552 |
| Upstream Blk Time (%) | | 14 | | | | 0 | 0 | | |
| Queuing Penalty (veh) | | 27 | | | | 0 | 0 | | |
| Storage Bay Dist (ft) | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |

Intersection: 3: Fenton St & Ellsworth Dr

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 46 | 81 | 194 | 126 |
| Average Queue (ft) | 8 | 30 | 69 | 55 |
| 95th Queue (ft) | 31 | 67 | 147 | 112 |
| Link Distance (ft) | 718 | 416 | 498 | 193 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 4: Fenton St & Wayne Ave

| Movement | EB | EB | EB | WB | WB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | TR | L | T | TR | LTR | LTR |
| Maximum Queue (ft) | 61 | 134 | 145 | 297 | 339 | 292 | 318 | 186 |
| Average Queue (ft) | 20 | 61 | 68 | 146 | 164 | 159 | 157 | 85 |
| 95th Queue (ft) | 51 | 109 | 120 | 247 | 258 | 243 | 296 | 162 |
| Link Distance (ft) | 667 | 667 | 667 | | 876 | 876 | 323 | 498 |
| Upstream Blk Time (%) | | | | | | | 1 | |
| Queuing Penalty (veh) | | | | | | | 2 | |
| Storage Bay Dist (ft) | | | | 275 | | | | |
| Storage Blk Time (%) | | | | 0 | 0 | | | |
| Queuing Penalty (veh) | | | | 1 | 1 | | | |

Intersection: 5: Fenton St & Bonifant Street

| Movement | EB | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|-----|
| Directions Served | L | TR | LTR | TR | LT |
| Maximum Queue (ft) | 45 | 70 | 28 | 122 | 269 |
| Average Queue (ft) | 8 | 14 | 9 | 66 | 107 |
| 95th Queue (ft) | 29 | 45 | 30 | 116 | 219 |
| Link Distance (ft) | 693 | 693 | 541 | 85 | 323 |
| Upstream Blk Time (%) | | | | 6 | 0 |
| Queuing Penalty (veh) | | | | 21 | 0 |
| Storage Bay Dist (ft) | | | | | |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

Intersection: 6: Fenton St & Thayer Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 91 | 136 | 259 | 248 |
| Average Queue (ft) | 37 | 39 | 127 | 123 |
| 95th Queue (ft) | 83 | 92 | 227 | 235 |
| Link Distance (ft) | 633 | 526 | 430 | 273 |
| Upstream Blk Time (%) | | | | 0 |
| Queuing Penalty (veh) | | | | 1 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 7: Fenton St & Silver Spring Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 97 | 48 | 255 | 316 |
| Average Queue (ft) | 39 | 20 | 110 | 111 |
| 95th Queue (ft) | 79 | 48 | 213 | 227 |
| Link Distance (ft) | 625 | 538 | 474 | 430 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 8: Fenton St & Sligo Ave

| Movement | EB | WB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|-----|
| Directions Served | LTR | L | TR | LTR | LTR |
| Maximum Queue (ft) | 120 | 110 | 168 | 185 | 300 |
| Average Queue (ft) | 52 | 56 | 73 | 121 | 128 |
| 95th Queue (ft) | 101 | 99 | 138 | 199 | 240 |
| Link Distance (ft) | 182 | 538 | 538 | 169 | 474 |
| Upstream Blk Time (%) | 0 | | | 3 | |
| Queuing Penalty (veh) | 0 | | | 12 | |
| Storage Bay Dist (ft) | | | | | |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

Intersection: 9: Fenton St & Burlington Ave/Philadelphia Ave

| Movement | EB | EB | EB | WB | WB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | R | LT | R | L | TR | L | T | R |
| Maximum Queue (ft) | 106 | 128 | 51 | 336 | 185 | 152 | 175 | 174 | 276 | 175 |
| Average Queue (ft) | 46 | 31 | 14 | 146 | 56 | 81 | 115 | 84 | 183 | 96 |
| 95th Queue (ft) | 89 | 87 | 38 | 269 | 153 | 141 | 179 | 170 | 295 | 196 |
| Link Distance (ft) | | 805 | | 662 | | 162 | 162 | | 268 | |
| Upstream Blk Time (%) | | | | | | 1 | 4 | | 3 | |
| Queuing Penalty (veh) | | | | | | 1 | 6 | | 18 | |
| Storage Bay Dist (ft) | 100 | | 100 | | 160 | | | 150 | | 150 |
| Storage Blk Time (%) | 0 | 0 | | 8 | 0 | | | 1 | 15 | 0 |
| Queuing Penalty (veh) | 1 | 1 | | 11 | 0 | | | 3 | 41 | 0 |

Intersection: 10: Spring St & Woodland Dr

| Movement | SE | NE | SW |
|-----------------------|-----|-----|-----|
| Directions Served | R | T | TR |
| Maximum Queue (ft) | 57 | 57 | 19 |
| Average Queue (ft) | 28 | 5 | 2 |
| 95th Queue (ft) | 49 | 28 | 14 |
| Link Distance (ft) | 539 | 240 | 582 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 11: Grove St & Thayer Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 57 | 73 | 25 | 35 |
| Average Queue (ft) | 24 | 34 | 3 | 19 |
| 95th Queue (ft) | 50 | 64 | 18 | 44 |
| Link Distance (ft) | 526 | 477 | 450 | 277 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 12: Sligo Ave & Grove St

| Movement | EB | WB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | LT | TR | LR |
| Maximum Queue (ft) | 53 | 6 | 28 |
| Average Queue (ft) | 4 | 0 | 12 |
| 95th Queue (ft) | 26 | 4 | 34 |
| Link Distance (ft) | 538 | 644 | 516 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 13: Wayne Ave & Cedar St

| Movement | SE | SE | NW | NW | NE | NE | SW | SW |
|-----------------------|-----|-----|-----|----|-----|-----|-----|-----|
| Directions Served | L | R | LT | R | LT | T | T | TR |
| Maximum Queue (ft) | 120 | 134 | 111 | 40 | 90 | 90 | 239 | 201 |
| Average Queue (ft) | 52 | 56 | 42 | 18 | 16 | 19 | 107 | 59 |
| 95th Queue (ft) | 100 | 107 | 86 | 46 | 52 | 58 | 190 | 142 |
| Link Distance (ft) | 632 | | 460 | | 876 | 876 | 663 | 663 |
| Upstream Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |
| Storage Bay Dist (ft) | | 150 | | 15 | | | | |
| Storage Blk Time (%) | 0 | 0 | 31 | 16 | | | | |
| Queuing Penalty (veh) | 0 | 0 | 7 | 10 | | | | |

Intersection: 16: Fenton St & Roeder Rd

| Movement | EB | WB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | LT | TR | LR |
| Maximum Queue (ft) | 84 | 190 | 64 |
| Average Queue (ft) | 15 | 34 | 20 |
| 95th Queue (ft) | 54 | 131 | 54 |
| Link Distance (ft) | 263 | 193 | 504 |
| Upstream Blk Time (%) | | 0 | |
| Queuing Penalty (veh) | | 1 | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 17: Fenton St & Gist Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 55 | 45 | 138 | 70 |
| Average Queue (ft) | 17 | 17 | 16 | 5 |
| 95th Queue (ft) | 45 | 42 | 75 | 33 |
| Link Distance (ft) | 455 | 182 | 189 | 169 |
| Upstream Blk Time (%) | | | 0 | |
| Queuing Penalty (veh) | | | 0 | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 18: Fenton St & Richmond Ave

| Movement | EB | EB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | L | R | LT | TR |
| Maximum Queue (ft) | 49 | 52 | 56 | 179 |
| Average Queue (ft) | 14 | 10 | 4 | 22 |
| 95th Queue (ft) | 39 | 36 | 29 | 105 |
| Link Distance (ft) | 330 | 330 | 268 | 189 |
| Upstream Blk Time (%) | | | | 0 |
| Queuing Penalty (veh) | | | | 1 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 19: Fenton St & King St

| Movement | NB |
|-----------------------|-----|
| Directions Served | LT |
| Maximum Queue (ft) | 124 |
| Average Queue (ft) | 14 |
| 95th Queue (ft) | 66 |
| Link Distance (ft) | 165 |
| Upstream Blk Time (%) | 0 |
| Queuing Penalty (veh) | 0 |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

Intersection: 21: Georgia Ave & Sligo Ave

| Movement | WB | WB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|----|-----|-----|-----|
| Directions Served | L | R | T | T | TR | L | T | T | T |
| Maximum Queue (ft) | 174 | 275 | 200 | 181 | 117 | 70 | 156 | 140 | 99 |
| Average Queue (ft) | 126 | 120 | 101 | 43 | 46 | 45 | 61 | 37 | 28 |
| 95th Queue (ft) | 194 | 230 | 178 | 123 | 101 | 67 | 127 | 97 | 71 |
| Link Distance (ft) | | 412 | 521 | 521 | 521 | | 433 | 433 | 433 |
| Upstream Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |
| Storage Bay Dist (ft) | 150 | | | | | 30 | | | |
| Storage Blk Time (%) | 7 | 3 | | | | 20 | 11 | | |
| Queuing Penalty (veh) | 9 | 5 | | | | 78 | 18 | | |

Intersection: 22: Georgia Ave & Silver Spring Ave

| Movement | EB | WB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LT | T | TR | L | T | T | TR |
| Maximum Queue (ft) | 86 | 184 | 203 | 158 | 100 | 76 | 146 | 77 | 44 |
| Average Queue (ft) | 31 | 83 | 78 | 47 | 29 | 31 | 47 | 20 | 5 |
| 95th Queue (ft) | 74 | 156 | 158 | 122 | 77 | 65 | 106 | 60 | 26 |
| Link Distance (ft) | 669 | 625 | 433 | 433 | 433 | | 455 | 455 | 455 |
| Upstream Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | 180 | | | |
| Storage Blk Time (%) | | | | | | | 0 | | |
| Queuing Penalty (veh) | | | | | | | 0 | | |

Intersection: 23: Georgia Ave & Thayer Ave

| Movement | WB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|----|-----|-----|-----|
| Directions Served | LR | T | T | TR | L | T | T | T |
| Maximum Queue (ft) | 169 | 188 | 162 | 162 | 46 | 94 | 62 | 88 |
| Average Queue (ft) | 81 | 102 | 91 | 81 | 17 | 18 | 5 | 27 |
| 95th Queue (ft) | 152 | 162 | 146 | 138 | 46 | 61 | 33 | 68 |
| Link Distance (ft) | 633 | 455 | 455 | 455 | | 102 | 102 | 102 |
| Upstream Blk Time (%) | | | | | | 0 | 0 | 0 |
| Queuing Penalty (veh) | | | | | | 0 | 0 | 0 |
| Storage Bay Dist (ft) | | | | | 25 | | | |
| Storage Blk Time (%) | | | | | 5 | 6 | | |
| Queuing Penalty (veh) | | | | | 22 | 2 | | |

Intersection: 24: Georgia Ave & Bonifant Street

| Movement | EB | EB | NB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|----|-----|-----|-----|
| Directions Served | L | R | L | T | T | TR | L | T | T | TR |
| Maximum Queue (ft) | 86 | 85 | 56 | 127 | 108 | 84 | 63 | 159 | 153 | 160 |
| Average Queue (ft) | 24 | 26 | 31 | 31 | 18 | 29 | 13 | 39 | 38 | 50 |
| 95th Queue (ft) | 64 | 67 | 58 | 103 | 68 | 68 | 41 | 108 | 110 | 123 |
| Link Distance (ft) | 357 | 357 | | 102 | 102 | 102 | | 335 | 335 | 335 |
| Upstream Blk Time (%) | | | | 3 | 0 | 0 | | | | |
| Queuing Penalty (veh) | | | | 10 | 0 | 0 | | | | |
| Storage Bay Dist (ft) | | | 25 | | | | 50 | | | |
| Storage Blk Time (%) | | | 33 | 1 | | | 0 | 4 | | |
| Queuing Penalty (veh) | | | 100 | 1 | | | 2 | 1 | | |

Intersection: 25: Georgia Ave & Wayne Ave

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | TR | L | T | TR | L | T | T | TR | L | T |
| Maximum Queue (ft) | 104 | 173 | 190 | 175 | 328 | 319 | 199 | 306 | 302 | 324 | 174 | 244 |
| Average Queue (ft) | 44 | 67 | 85 | 131 | 174 | 180 | 82 | 193 | 208 | 227 | 99 | 117 |
| 95th Queue (ft) | 90 | 130 | 154 | 211 | 311 | 302 | 172 | 280 | 287 | 304 | 178 | 200 |
| Link Distance (ft) | 480 | 480 | | | 667 | 667 | | 335 | 335 | 335 | | 260 |
| Upstream Blk Time (%) | | | | | | | | 0 | 0 | 0 | | 0 |
| Queuing Penalty (veh) | | | | | | | | 0 | 0 | 1 | | 1 |
| Storage Bay Dist (ft) | | | 200 | 150 | | | 175 | | | | 150 | |
| Storage Blk Time (%) | | 0 | 0 | 8 | 12 | | 1 | 15 | | | 3 | 2 |
| Queuing Penalty (veh) | | 0 | 0 | 16 | 24 | | 1 | 11 | | | 11 | 4 |

Intersection: 25: Georgia Ave & Wayne Ave

| Movement | SB | SB |
|-----------------------|-----|-----|
| Directions Served | T | TR |
| Maximum Queue (ft) | 230 | 270 |
| Average Queue (ft) | 111 | 158 |
| 95th Queue (ft) | 188 | 248 |
| Link Distance (ft) | 260 | 260 |
| Upstream Blk Time (%) | 0 | 0 |
| Queuing Penalty (veh) | 1 | 2 |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 26: Georgia Ave & US 29 (Colesville Rd.)

| Movement | EB | EB | EB | WB | WB | WB | WB | B30 | B30 | B30 | NB | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | T | T | TR | L | T | T | TR | T | T | T | T | T |
| Maximum Queue (ft) | 328 | 308 | 185 | 328 | 129 | 122 | 129 | 311 | 264 | 152 | 170 | 193 |
| Average Queue (ft) | 206 | 169 | 63 | 296 | 80 | 74 | 56 | 122 | 23 | 6 | 73 | 69 |
| 95th Queue (ft) | 286 | 249 | 161 | 355 | 119 | 117 | 110 | 304 | 146 | 71 | 132 | 142 |
| Link Distance (ft) | 631 | 631 | 631 | 239 | 239 | 239 | 239 | 276 | 276 | 276 | 244 | 244 |
| Upstream Blk Time (%) | | | | 31 | | | | 3 | 0 | 0 | | 0 |
| Queuing Penalty (veh) | | | | 137 | | | | 12 | 2 | 0 | | 0 |
| Storage Bay Dist (ft) | | | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 26: Georgia Ave & US 29 (Colesville Rd.)

| Movement | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|
| Directions Served | T | R | T | T | TR |
| Maximum Queue (ft) | 188 | 177 | 420 | 366 | 297 |
| Average Queue (ft) | 69 | 71 | 274 | 219 | 177 |
| 95th Queue (ft) | 138 | 146 | 385 | 335 | 270 |
| Link Distance (ft) | 244 | 244 | 553 | 553 | 553 |
| Upstream Blk Time (%) | 0 | | | | |
| Queuing Penalty (veh) | 0 | | | | |
| Storage Bay Dist (ft) | | | | | |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

Intersection: 28: Georgia Ave & Ellsworth Dr

| Movement | WB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | R | T | T | TR | T | T | T |
| Maximum Queue (ft) | 63 | 6 | 6 | 18 | 44 | 22 | 23 |
| Average Queue (ft) | 22 | 0 | 0 | 1 | 2 | 1 | 1 |
| 95th Queue (ft) | 50 | 4 | 4 | 7 | 20 | 9 | 11 |
| Link Distance (ft) | 718 | 260 | 260 | 260 | 244 | 244 | 244 |
| Upstream Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |
| Storage Bay Dist (ft) | | | | | | | |
| Storage Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |

Intersection: 32: Grove St/Grove St. & Easley St

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 44 | 31 | 50 | 42 |
| Average Queue (ft) | 13 | 14 | 15 | 21 |
| 95th Queue (ft) | 39 | 38 | 42 | 45 |
| Link Distance (ft) | 484 | | 277 | 400 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 33: Fenton St & Easley St

| Movement | WB | NB | SB |
|-----------------------|-----|-----|----|
| Directions Served | LR | TR | LT |
| Maximum Queue (ft) | 34 | 171 | 86 |
| Average Queue (ft) | 9 | 33 | 9 |
| 95th Queue (ft) | 32 | 113 | 52 |
| Link Distance (ft) | 484 | 273 | 85 |
| Upstream Blk Time (%) | | | 0 |
| Queuing Penalty (veh) | | | 2 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 35: Houston St & Hankin St

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

Intersection: 36: Cedar St & Bonifant Street & Bonifant St

| Movement | EB | NB | NW | SW |
|-----------------------|-----|------|------|------|
| Directions Served | <LR | <LR> | <LTR | <LR> |
| Maximum Queue (ft) | 62 | 52 | 43 | 82 |
| Average Queue (ft) | 30 | 13 | 18 | 36 |
| 95th Queue (ft) | 49 | 39 | 39 | 64 |
| Link Distance (ft) | 485 | | 823 | 106 |
| Upstream Blk Time (%) | | | | 0 |
| Queuing Penalty (veh) | | | | 0 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 37: Houston St & Easley St

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

Intersection: 38: Thayer Ave & Houston St

| Movement | EB | SB |
|-----------------------|-----|----|
| Directions Served | LT | LR |
| Maximum Queue (ft) | 6 | 31 |
| Average Queue (ft) | 0 | 6 |
| 95th Queue (ft) | 4 | 26 |
| Link Distance (ft) | 477 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 117: Grove St. & Bonifant Street & Hankin St

| Movement | EB | WB | NB | SW |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LR> | <LR |
| Maximum Queue (ft) | 65 | 8 | 33 | 64 |
| Average Queue (ft) | 31 | 0 | 11 | 33 |
| 95th Queue (ft) | 56 | 5 | 28 | 52 |
| Link Distance (ft) | 541 | | 400 | 485 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 125: Grove St & Silver Spring Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 54 | 68 | 52 | 81 |
| Average Queue (ft) | 21 | 30 | 21 | 39 |
| 95th Queue (ft) | 46 | 57 | 47 | 65 |
| Link Distance (ft) | 538 | 784 | 516 | 450 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Network Summary

Network wide Queuing Penalty: 644

Summary of All Intervals

| Run Number | 1 | 2 | 3 | 4 | 5 | Avg |
|-------------------------|-------|-------|-------|-------|-------|-------|
| Start Time | 5:20 | 5:20 | 5:20 | 5:20 | 5:20 | 5:20 |
| End Time | 6:30 | 6:30 | 6:30 | 6:30 | 6:30 | 6:30 |
| Total Time (min) | 70 | 70 | 70 | 70 | 70 | 70 |
| Time Recorded (min) | 60 | 60 | 60 | 60 | 60 | 60 |
| # of Intervals | 2 | 2 | 2 | 2 | 2 | 2 |
| # of Recorded Intervals | 1 | 1 | 1 | 1 | 1 | 1 |
| Vehs Entered | 10690 | 10149 | 9802 | 9464 | 9862 | 9991 |
| Vehs Exited | 10400 | 9757 | 9398 | 8985 | 9503 | 9609 |
| Starting Vehs | 378 | 417 | 450 | 384 | 437 | 401 |
| Ending Vehs | 668 | 809 | 854 | 863 | 796 | 795 |
| Travel Distance (mi) | 4727 | 4443 | 4246 | 3979 | 4244 | 4328 |
| Travel Time (hr) | 518.6 | 767.6 | 894.9 | 866.4 | 836.9 | 776.9 |
| Total Delay (hr) | 331.0 | 591.3 | 726.7 | 708.0 | 668.2 | 605.1 |
| Total Stops | 21263 | 21254 | 20685 | 18617 | 20353 | 20432 |
| Fuel Used (gal) | 250.2 | 299.3 | 322.1 | 308.9 | 308.7 | 297.9 |

Interval #0 Information Seeding

| | |
|-------------------------------------|------|
| Start Time | 5:20 |
| End Time | 5:30 |
| Total Time (min) | 10 |
| Volumes adjusted by Growth Factors. | |
| No data recorded this interval. | |

Interval #1 Information Recording

| | |
|-------------------------------------|------|
| Start Time | 5:30 |
| End Time | 6:30 |
| Total Time (min) | 60 |
| Volumes adjusted by Growth Factors. | |

| Run Number | 1 | 2 | 3 | 4 | 5 | Avg |
|----------------------|-------|-------|-------|-------|-------|-------|
| Vehs Entered | 10690 | 10149 | 9802 | 9464 | 9862 | 9991 |
| Vehs Exited | 10400 | 9757 | 9398 | 8985 | 9503 | 9609 |
| Starting Vehs | 378 | 417 | 450 | 384 | 437 | 401 |
| Ending Vehs | 668 | 809 | 854 | 863 | 796 | 795 |
| Travel Distance (mi) | 4727 | 4443 | 4246 | 3979 | 4244 | 4328 |
| Travel Time (hr) | 518.6 | 767.6 | 894.9 | 866.4 | 836.9 | 776.9 |
| Total Delay (hr) | 331.0 | 591.3 | 726.7 | 708.0 | 668.2 | 605.1 |
| Total Stops | 21263 | 21254 | 20685 | 18617 | 20353 | 20432 |
| Fuel Used (gal) | 250.2 | 299.3 | 322.1 | 308.9 | 308.7 | 297.9 |

1: Cameron St & Fenton St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|------|
| Denied Del/Veh (s) | 0.2 | 0.0 | 0.3 | 0.9 | 0.3 |
| Total Del/Veh (s) | 21.9 | 22.7 | 9.7 | 8.3 | 14.4 |

2: US 29 (Colesville Rd.) & Fenton St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|-------|-----|------|------|
| Denied Del/Veh (s) | 1.6 | 10.5 | 0.0 | 0.7 | 1.1 |
| Total Del/Veh (s) | 96.3 | 172.0 | 7.7 | 17.8 | 29.8 |

3: Fenton St & Ellsworth Dr Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-------|------|-------|
| Denied Del/Veh (s) | 0.0 | 0.2 | 148.0 | 0.2 | 55.2 |
| Total Del/Veh (s) | 45.9 | 97.1 | 225.9 | 12.0 | 104.2 |

4: Fenton St & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.2 | 5.1 | 0.0 | 1.3 |
| Total Del/Veh (s) | 44.8 | 39.6 | 80.9 | 17.4 | 47.4 |

5: Fenton St & Bonifant Street Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-------|------|------|-----|------|
| Denied Del/Veh (s) | 0.4 | 0.0 | 0.0 | 0.0 | 0.1 |
| Total Del/Veh (s) | 106.4 | 59.2 | 21.3 | 8.3 | 28.0 |

6: Fenton St & Thayer Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-------|------|------|-----|------|
| Denied Del/Veh (s) | 9.2 | 0.0 | 0.3 | 0.3 | 1.5 |
| Total Del/Veh (s) | 120.0 | 35.5 | 86.2 | 8.8 | 57.1 |

7: Fenton St & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-------|------|------|------|------|
| Denied Del/Veh (s) | 5.9 | 0.0 | 13.4 | 0.1 | 6.4 |
| Total Del/Veh (s) | 144.2 | 55.5 | 87.8 | 13.7 | 65.2 |

8: Fenton St & Sligo Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|-------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.0 | 13.0 | 0.2 | 4.5 |
| Total Del/Veh (s) | 90.7 | 105.4 | 33.0 | 25.7 | 52.8 |

9: Fenton St & Burlington Ave/Philadelphia Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-------|------|------|------|-------|
| Denied Del/Veh (s) | 270.6 | 9.5 | 12.8 | 0.1 | 106.9 |
| Total Del/Veh (s) | 132.7 | 82.1 | 90.4 | 27.4 | 80.4 |

10: Spring St & Woodland Dr Performance by approach

| Approach | SE | NE | SW | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.4 | 0.3 | 0.3 |
| Total Del/Veh (s) | 3.9 | 0.3 | 0.4 | 0.5 |

11: Grove St. & Thayer Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 5.5 | 5.0 | 6.4 | 5.9 | 5.8 |

12: Sligo Ave & Grove St Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|------|------|------|
| Denied Del/Veh (s) | 0.1 | 17.4 | 0.0 | 8.6 |
| Total Del/Veh (s) | 2.0 | 28.6 | 15.2 | 16.0 |

13: Cedar St & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.2 | 0.0 | 1.6 | 0.4 |
| Total Del/Veh (s) | 7.5 | 7.6 | 18.5 | 33.1 | 14.0 |

14: Grove St/Grove St. & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 4.5 | 3.8 | 4.9 | 5.7 | 4.8 |

16: Fenton St & Roeder Rd Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-------|-------|------|
| Denied Del/Veh (s) | 0.0 | 2.2 | 0.1 | 0.8 |
| Total Del/Veh (s) | 2.2 | 117.2 | 468.2 | 59.8 |

17: Fenton St & Gist Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|-------|------|-----|------|
| Denied Del/Veh (s) | 0.1 | 9.0 | 0.2 | 0.0 | 0.3 |
| Total Del/Veh (s) | 87.8 | 170.2 | 30.2 | 2.0 | 21.3 |

18: Fenton St & Richmond Ave Performance by approach

| Approach | EB | NB | SB | All |
|--------------------|------|------|-----|------|
| Denied Del/Veh (s) | 0.1 | 17.4 | 0.0 | 8.7 |
| Total Del/Veh (s) | 57.3 | 35.3 | 3.1 | 20.3 |

19: Fenton St & King St Performance by approach

| Approach | EB | NB | SB | All |
|--------------------|-------|-------|-----|-------|
| Denied Del/Veh (s) | 0.1 | 347.8 | 0.1 | 175.6 |
| Total Del/Veh (s) | 145.7 | 56.5 | 1.2 | 25.4 |

21: Georgia Ave & Sligo Ave Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|-------|------|------|
| Denied Del/Veh (s) | 1.1 | 116.0 | 0.0 | 60.7 |
| Total Del/Veh (s) | 70.0 | 52.1 | 28.3 | 43.6 |

22: Georgia Ave & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.1 | 0.1 | 13.1 | 1.8 | 8.0 |
| Total Del/Veh (s) | 91.8 | 58.3 | 12.2 | 28.2 | 21.7 |

23: Georgia Ave & Thayer Ave Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.1 | 0.0 |
| Total Del/Veh (s) | 75.9 | 10.2 | 10.5 | 13.0 |

24: Georgia Ave & Bonifant St/Bonifant Street Performance by approach

| Approach | EB | NB | SB | All |
|--------------------|-------|-----|------|------|
| Denied Del/Veh (s) | 97.1 | 0.0 | 0.0 | 9.8 |
| Total Del/Veh (s) | 127.0 | 4.3 | 20.8 | 21.5 |

25: Georgia Ave & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 89.5 | 2.1 | 0.0 | 0.0 | 17.4 |
| Total Del/Veh (s) | 88.6 | 60.9 | 28.3 | 33.9 | 45.4 |

26: Georgia Ave & US 29 (Colesville Rd.) Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|-------|------|
| Denied Del/Veh (s) | 0.4 | 0.1 | 0.2 | 43.5 | 10.5 |
| Total Del/Veh (s) | 54.6 | 36.6 | 41.1 | 113.8 | 60.5 |

28: Georgia Ave & Ellsworth Dr Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|-----|------|------|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 41.6 | 6.3 | 20.5 | 13.8 |

33: Houston St & Hankin St Performance by approach

| Approach | EB | SB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 1.2 | 1.0 | 1.1 |

34: Cedar St & Bonifant Street & Bonifant St Performance by approach

| Approach | EB | NB | NW | SW | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.2 | 0.0 |
| Total Del/Veh (s) | 5.5 | 4.0 | 4.5 | 3.9 | 5.1 |

35: Grove St. & Easley St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 2.9 | 3.8 | 6.4 | 5.3 | 5.7 |

36: Fenton St & Easley St Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|------|-----|------|
| Denied Del/Veh (s) | 0.0 | 14.2 | 0.0 | 6.9 |
| Total Del/Veh (s) | 95.2 | 57.2 | 1.1 | 30.8 |

38: Houston St & Easley St Performance by approach

| Approach | EB | NB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 0.8 | 0.1 | 0.3 |

39: Thayer Ave & Houston St Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.1 |
| Total Del/Veh (s) | 1.7 | 0.0 | 3.7 | 1.2 |

117: Grove St. & Bonifant Street & Hankin St Performance by approach

| Approach | EB | WB | NB | SW | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.2 | 0.1 | 0.1 | 0.0 | 0.1 |
| Total Del/Veh (s) | 6.8 | 3.9 | 6.5 | 4.4 | 6.3 |

Total Network Performance

| | |
|--------------------|-------|
| Denied Del/Veh (s) | 64.0 |
| Total Del/Veh (s) | 142.7 |

Arterial Level of Service: NB Fenton St

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|-----------------------|------|---------------|-----------------|------------|----------------|
| King St | 19 | 56.2 | 594.8 | 0.0 | 2 |
| Philadelphia Ave | 9 | 100.4 | 120.0 | 0.0 | 2 |
| Richmond Ave | 18 | 23.4 | 83.0 | 0.1 | 7 |
| Gist Ave | 17 | 30.0 | 37.2 | 0.0 | 5 |
| Sligo Ave | 8 | 33.0 | 52.9 | 0.0 | 4 |
| Silver Spring Ave | 7 | 85.0 | 114.9 | 0.1 | 4 |
| Thayer Ave | 6 | 83.0 | 96.1 | 0.1 | 3 |
| Easley St | 36 | 54.1 | 78.1 | 0.1 | 4 |
| Bonifant Street | 5 | 21.8 | 25.6 | 0.0 | 4 |
| Wayne Ave | 4 | 79.3 | 99.5 | 0.1 | 3 |
| Ellsworth Dr | 3 | 210.7 | 424.4 | 0.1 | 2 |
| Roeder Rd | 16 | 117.0 | 123.9 | 0.1 | 1 |
| US 29 (Colesville Rd) | 2 | 172.0 | 190.5 | 0.1 | 1 |
| Cameron St | 1 | 16.9 | 30.3 | 0.1 | 12 |
| Total | | 1082.7 | 2071.1 | 0.9 | 3 |

Arterial Level of Service: SB Fenton St

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|-----------------------|------|---------------|-----------------|------------|----------------|
| Cameron St | 1 | 19.0 | 25.0 | 0.0 | 7 |
| US 29 (Colesville Rd) | 2 | 90.3 | 107.1 | 0.1 | 3 |
| Roeder Rd | 16 | 2.5 | 11.7 | 0.1 | 19 |
| Ellsworth Dr | 3 | 11.5 | 18.5 | 0.1 | 10 |
| Wayne Ave | 4 | 16.0 | 29.6 | 0.1 | 13 |
| Bonifant Street | 5 | 6.7 | 18.3 | 0.1 | 16 |
| Easley St | 36 | 1.0 | 5.1 | 0.0 | 19 |
| Thayer Ave | 6 | 8.5 | 17.4 | 0.1 | 14 |
| Silver Spring Ave | 7 | 12.7 | 25.9 | 0.1 | 13 |
| Sligo Ave | 8 | 24.1 | 38.7 | 0.1 | 10 |
| Gist Ave | 17 | 1.9 | 8.8 | 0.0 | 19 |
| Richmond Ave | 18 | 3.1 | 10.0 | 0.0 | 18 |
| Burlington Ave | 9 | 32.3 | 41.2 | 0.1 | 6 |
| King St | 19 | 1.4 | 8.0 | 0.0 | 21 |
| Total | | 231.1 | 365.2 | 0.9 | 9 |

Intersection: 1: Cameron St & Fenton St

| Movement | EB | WB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|
| Directions Served | LTR | LTR | TR | L | TR |
| Maximum Queue (ft) | 168 | 144 | 192 | 46 | 65 |
| Average Queue (ft) | 65 | 65 | 85 | 11 | 20 |
| 95th Queue (ft) | 125 | 124 | 155 | 35 | 53 |
| Link Distance (ft) | 210 | 447 | 428 | | 378 |
| Upstream Blk Time (%) | 0 | | | | |
| Queuing Penalty (veh) | 0 | | | | |
| Storage Bay Dist (ft) | | | | 100 | |
| Storage Blk Time (%) | | | 4 | | |
| Queuing Penalty (veh) | | | 0 | | |

Intersection: 2: US 29 (Colesville Rd.) & Fenton St

| Movement | EB | WB | NB | NB | NB | NB | B30 | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LT | T | T | TR | T | LT | TR |
| Maximum Queue (ft) | 376 | 258 | 138 | 142 | 219 | 219 | 10 | 281 | 325 |
| Average Queue (ft) | 200 | 247 | 38 | 42 | 104 | 126 | 0 | 128 | 140 |
| 95th Queue (ft) | 362 | 260 | 105 | 120 | 185 | 200 | 7 | 243 | 263 |
| Link Distance (ft) | 447 | 243 | 277 | 277 | 277 | 277 | 244 | 552 | 552 |
| Upstream Blk Time (%) | 1 | 76 | | | | | | 1 | 1 |
| Queuing Penalty (veh) | 3 | 207 | | | | | | 0 | 0 |
| Storage Bay Dist (ft) | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |

Intersection: 3: Fenton St & Ellsworth Dr

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 124 | 313 | 515 | 194 |
| Average Queue (ft) | 39 | 129 | 414 | 87 |
| 95th Queue (ft) | 94 | 267 | 679 | 157 |
| Link Distance (ft) | 717 | 416 | 498 | 195 |
| Upstream Blk Time (%) | | 0 | 39 | 0 |
| Queuing Penalty (veh) | | 0 | 118 | 0 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 4: Fenton St & Wayne Ave

| Movement | EB | EB | EB | WB | WB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | TR | L | T | TR | LTR | LTR |
| Maximum Queue (ft) | 216 | 293 | 328 | 255 | 233 | 231 | 354 | 271 |
| Average Queue (ft) | 72 | 152 | 175 | 130 | 90 | 97 | 310 | 99 |
| 95th Queue (ft) | 177 | 271 | 300 | 232 | 179 | 173 | 416 | 199 |
| Link Distance (ft) | 675 | 675 | 675 | | 882 | 882 | 332 | 498 |
| Upstream Blk Time (%) | | | | | | | 43 | |
| Queuing Penalty (veh) | | | | | | | 261 | |
| Storage Bay Dist (ft) | | | | 275 | | | | |
| Storage Blk Time (%) | | | | 2 | 0 | | | |
| Queuing Penalty (veh) | | | | 3 | 0 | | | |

Intersection: 5: Fenton St & Bonifant Street

| Movement | EB | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|-----|
| Directions Served | L | TR | LTR | TR | LT |
| Maximum Queue (ft) | 207 | 175 | 92 | 98 | 216 |
| Average Queue (ft) | 80 | 53 | 32 | 81 | 106 |
| 95th Queue (ft) | 229 | 133 | 83 | 103 | 193 |
| Link Distance (ft) | 670 | 670 | 544 | 74 | 332 |
| Upstream Blk Time (%) | | | | 53 | |
| Queuing Penalty (veh) | | | | 314 | |
| Storage Bay Dist (ft) | | | | | |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

Intersection: 6: Fenton St & Thayer Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 427 | 116 | 451 | 259 |
| Average Queue (ft) | 182 | 41 | 356 | 101 |
| 95th Queue (ft) | 400 | 90 | 569 | 223 |
| Link Distance (ft) | 633 | 529 | 431 | 283 |
| Upstream Blk Time (%) | | | 35 | 0 |
| Queuing Penalty (veh) | | | 236 | 1 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 7: Fenton St & Silver Spring Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 485 | 132 | 497 | 374 |
| Average Queue (ft) | 228 | 39 | 369 | 134 |
| 95th Queue (ft) | 575 | 101 | 620 | 302 |
| Link Distance (ft) | 625 | 526 | 477 | 431 |
| Upstream Blk Time (%) | 11 | | 31 | 0 |
| Queuing Penalty (veh) | 24 | | 202 | 1 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 8: Fenton St & Sligo Ave

| Movement | EB | B27 | WB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|
| Directions Served | LTR | T | L | TR | LTR | LTR |
| Maximum Queue (ft) | 264 | 426 | 124 | 513 | 199 | 478 |
| Average Queue (ft) | 184 | 165 | 47 | 234 | 174 | 187 |
| 95th Queue (ft) | 320 | 486 | 102 | 540 | 213 | 422 |
| Link Distance (ft) | 182 | 412 | 538 | 538 | 172 | 477 |
| Upstream Blk Time (%) | 43 | 28 | | 14 | 45 | 2 |
| Queuing Penalty (veh) | 144 | 92 | | 21 | 320 | 11 |
| Storage Bay Dist (ft) | | | | | | |
| Storage Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |

Intersection: 9: Fenton St & Burlington Ave/Philadelphia Ave

| Movement | EB | EB | EB | WB | WB | NB | NB | SB | SB | SB |
|-----------------------|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | R | LT | R | L | TR | L | T | R |
| Maximum Queue (ft) | 125 | 820 | 125 | 610 | 185 | 134 | 181 | 174 | 281 | 175 |
| Average Queue (ft) | 115 | 494 | 26 | 279 | 116 | 46 | 158 | 104 | 165 | 66 |
| 95th Queue (ft) | 145 | 1028 | 89 | 638 | 226 | 114 | 201 | 189 | 292 | 159 |
| Link Distance (ft) | | 805 | | 662 | | 162 | 162 | | 268 | |
| Upstream Blk Time (%) | | 41 | | 10 | | 0 | 53 | | 5 | |
| Queuing Penalty (veh) | | 0 | | 0 | | 1 | 91 | | 34 | |
| Storage Bay Dist (ft) | 100 | | 100 | | 160 | | | 150 | | 150 |
| Storage Blk Time (%) | 55 | 8 | 0 | 11 | 22 | | | 3 | 13 | 0 |
| Queuing Penalty (veh) | 233 | 33 | 0 | 17 | 51 | | | 12 | 42 | 0 |

Intersection: 10: Spring St & Woodland Dr

| Movement | SE | NE | SW |
|-----------------------|-----|-----|-----|
| Directions Served | R | T | TR |
| Maximum Queue (ft) | 36 | 66 | 27 |
| Average Queue (ft) | 17 | 6 | 1 |
| 95th Queue (ft) | 38 | 32 | 15 |
| Link Distance (ft) | 542 | 241 | 583 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 11: Grove St. & Thayer Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 81 | 61 | 60 | 39 |
| Average Queue (ft) | 36 | 29 | 35 | 23 |
| 95th Queue (ft) | 68 | 53 | 52 | 46 |
| Link Distance (ft) | 529 | 477 | 450 | 279 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 12: Sligo Ave & Grove St

| Movement | EB | WB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | LT | TR | LR |
| Maximum Queue (ft) | 62 | 358 | 78 |
| Average Queue (ft) | 14 | 76 | 26 |
| 95th Queue (ft) | 47 | 377 | 56 |
| Link Distance (ft) | 538 | 646 | 518 |
| Upstream Blk Time (%) | | 5 | |
| Queuing Penalty (veh) | | 0 | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 13: Cedar St & Wayne Ave

| Movement | EB | EB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|----|-----|-----|
| Directions Served | LT | T | T | TR | LT | R | L | R |
| Maximum Queue (ft) | 170 | 185 | 143 | 131 | 139 | 40 | 244 | 166 |
| Average Queue (ft) | 54 | 57 | 55 | 34 | 64 | 34 | 118 | 73 |
| 95th Queue (ft) | 131 | 137 | 111 | 87 | 123 | 49 | 198 | 144 |
| Link Distance (ft) | 882 | 882 | 665 | 665 | 458 | | 632 | |
| Upstream Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | 15 | | 150 |
| Storage Blk Time (%) | | | | | 22 | 35 | 4 | 0 |
| Queuing Penalty (veh) | | | | | 21 | 20 | 4 | 1 |

Intersection: 14: Grove St/Grove St. & Silver Spring Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 63 | 56 | 72 | 58 |
| Average Queue (ft) | 33 | 21 | 36 | 25 |
| 95th Queue (ft) | 56 | 48 | 64 | 51 |
| Link Distance (ft) | 526 | 778 | 518 | 450 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 16: Fenton St & Roeder Rd

| Movement | EB | WB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | LT | TR | LR |
| Maximum Queue (ft) | 85 | 215 | 162 |
| Average Queue (ft) | 16 | 192 | 68 |
| 95th Queue (ft) | 57 | 253 | 242 |
| Link Distance (ft) | 243 | 195 | 504 |
| Upstream Blk Time (%) | | 60 | 0 |
| Queuing Penalty (veh) | | 166 | 0 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 17: Fenton St & Gist Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 99 | 128 | 209 | 130 |
| Average Queue (ft) | 27 | 44 | 154 | 12 |
| 95th Queue (ft) | 81 | 127 | 273 | 74 |
| Link Distance (ft) | 316 | 182 | 191 | 172 |
| Upstream Blk Time (%) | | 4 | 39 | 1 |
| Queuing Penalty (veh) | | 0 | 288 | 5 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 18: Fenton St & Richmond Ave

| Movement | EB | EB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | L | R | LT | TR |
| Maximum Queue (ft) | 45 | 69 | 285 | 192 |
| Average Queue (ft) | 8 | 16 | 167 | 29 |
| 95th Queue (ft) | 32 | 48 | 374 | 134 |
| Link Distance (ft) | 330 | 330 | 268 | 191 |
| Upstream Blk Time (%) | | | 33 | 2 |
| Queuing Penalty (veh) | | | 242 | 13 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 19: Fenton St & King St

| Movement | EB | NB |
|-----------------------|-----|-----|
| Directions Served | LR | LT |
| Maximum Queue (ft) | 57 | 201 |
| Average Queue (ft) | 15 | 111 |
| 95th Queue (ft) | 55 | 243 |
| Link Distance (ft) | 229 | 165 |
| Upstream Blk Time (%) | | 47 |
| Queuing Penalty (veh) | | 0 |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 21: Georgia Ave & Sligo Ave

| Movement | WB | WB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | R | T | T | TR | L | T | T | T |
| Maximum Queue (ft) | 166 | 274 | 510 | 546 | 559 | 65 | 452 | 304 | 109 |
| Average Queue (ft) | 89 | 101 | 189 | 227 | 269 | 48 | 199 | 39 | 21 |
| 95th Queue (ft) | 170 | 227 | 457 | 574 | 596 | 67 | 466 | 151 | 73 |
| Link Distance (ft) | | 412 | 522 | 522 | 522 | | 432 | 432 | 432 |
| Upstream Blk Time (%) | | 1 | 2 | 18 | 29 | | 23 | 0 | |
| Queuing Penalty (veh) | | 2 | 0 | 0 | 0 | | 80 | 0 | |
| Storage Bay Dist (ft) | 150 | | | | | 30 | | | |
| Storage Blk Time (%) | 2 | 6 | | | | 61 | 8 | | |
| Queuing Penalty (veh) | 1 | 6 | | | | 149 | 21 | | |

Intersection: 22: Georgia Ave & Silver Spring Ave

| Movement | EB | WB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LT | T | TR | L | T | T | TR |
| Maximum Queue (ft) | 146 | 247 | 289 | 301 | 343 | 181 | 405 | 225 | 150 |
| Average Queue (ft) | 53 | 89 | 104 | 99 | 125 | 69 | 176 | 46 | 48 |
| 95th Queue (ft) | 121 | 182 | 264 | 295 | 328 | 176 | 494 | 136 | 119 |
| Link Distance (ft) | 707 | 625 | 432 | 432 | 432 | | 457 | 457 | 457 |
| Upstream Blk Time (%) | | | 0 | 2 | 5 | | 24 | | |
| Queuing Penalty (veh) | | | 1 | 9 | 19 | | 92 | | |
| Storage Bay Dist (ft) | | | | | | 180 | | | |
| Storage Blk Time (%) | | | | | | 9 | 22 | | |
| Queuing Penalty (veh) | | | | | | 30 | 20 | | |

Intersection: 23: Georgia Ave & Thayer Ave

| Movement | WB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|----|-----|-----|-----|
| Directions Served | LR | T | T | TR | L | T | T | T |
| Maximum Queue (ft) | 247 | 329 | 366 | 452 | 56 | 145 | 143 | 125 |
| Average Queue (ft) | 78 | 106 | 109 | 169 | 29 | 97 | 50 | 64 |
| 95th Queue (ft) | 179 | 238 | 271 | 384 | 62 | 159 | 130 | 141 |
| Link Distance (ft) | 633 | 457 | 457 | 457 | | 118 | 118 | 118 |
| Upstream Blk Time (%) | | | 0 | 1 | | 27 | 1 | 1 |
| Queuing Penalty (veh) | | | 0 | 3 | | 104 | 2 | 5 |
| Storage Bay Dist (ft) | | | | | 25 | | | |
| Storage Blk Time (%) | | | | | 21 | 37 | | |
| Queuing Penalty (veh) | | | | | 77 | 30 | | |

Intersection: 24: Georgia Ave & Bonifant St/Bonifant Street

| Movement | EB | EB | NB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|----|-----|-----|-----|----|-----|-----|-----|
| Directions Served | L | R | L | T | T | TR | L | T | T | TR |
| Maximum Queue (ft) | 164 | 380 | 50 | 104 | 113 | 125 | 74 | 310 | 284 | 256 |
| Average Queue (ft) | 78 | 180 | 18 | 34 | 36 | 63 | 20 | 145 | 87 | 79 |
| 95th Queue (ft) | 169 | 376 | 48 | 89 | 99 | 132 | 57 | 329 | 227 | 186 |
| Link Distance (ft) | | 362 | | 118 | 118 | 118 | | 325 | 325 | 325 |
| Upstream Blk Time (%) | | 21 | | 0 | 0 | 2 | | 20 | 2 | 0 |
| Queuing Penalty (veh) | | 0 | | 2 | 1 | 10 | | 78 | 8 | 0 |
| Storage Bay Dist (ft) | 140 | | 25 | | | | 50 | | | |
| Storage Blk Time (%) | 4 | 31 | 7 | 10 | | | 2 | 37 | | |
| Queuing Penalty (veh) | 5 | 35 | 30 | 4 | | | 8 | 19 | | |

Intersection: 25: Georgia Ave & Wayne Ave

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | TR | L | T | TR | L | T | T | TR | L | T |
| Maximum Queue (ft) | 460 | 480 | 225 | 174 | 469 | 414 | 198 | 330 | 324 | 354 | 174 | 270 |
| Average Queue (ft) | 138 | 349 | 208 | 106 | 180 | 198 | 43 | 128 | 142 | 218 | 82 | 179 |
| 95th Queue (ft) | 376 | 564 | 250 | 191 | 365 | 336 | 114 | 270 | 293 | 397 | 183 | 285 |
| Link Distance (ft) | 449 | 449 | | | 675 | 675 | | 325 | 325 | 325 | | 260 |
| Upstream Blk Time (%) | 7 | 26 | | | | | | 1 | 1 | 4 | | 17 |
| Queuing Penalty (veh) | 0 | 0 | | | | | | 3 | 3 | 19 | | 63 |
| Storage Bay Dist (ft) | | | 200 | 150 | | | 175 | | | | 150 | |
| Storage Blk Time (%) | | 10 | 42 | 19 | 5 | | | 4 | | | 2 | 25 |
| Queuing Penalty (veh) | | 32 | 75 | 27 | 6 | | | 2 | | | 5 | 34 |

Intersection: 25: Georgia Ave & Wayne Ave

| Movement | SB | SB |
|-----------------------|-----|-----|
| Directions Served | T | TR |
| Maximum Queue (ft) | 226 | 256 |
| Average Queue (ft) | 122 | 144 |
| 95th Queue (ft) | 217 | 243 |
| Link Distance (ft) | 260 | 260 |
| Upstream Blk Time (%) | 5 | 5 |
| Queuing Penalty (veh) | 17 | 17 |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 26: Georgia Ave & US 29 (Colesville Rd.)

| Movement | EB | EB | EB | EB | WB | WB | WB | B30 | B30 | NB | NB | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LT | T | T | TR | L | T | TR | T | T | T | T | T |
| Maximum Queue (ft) | 542 | 488 | 423 | 371 | 319 | 170 | 163 | 228 | 55 | 249 | 261 | 257 |
| Average Queue (ft) | 369 | 324 | 229 | 159 | 208 | 72 | 74 | 28 | 7 | 168 | 181 | 183 |
| 95th Queue (ft) | 498 | 450 | 372 | 316 | 331 | 138 | 141 | 154 | 74 | 260 | 281 | 281 |
| Link Distance (ft) | 611 | 611 | 611 | 611 | 244 | 244 | 244 | 277 | 277 | 242 | 242 | 242 |
| Upstream Blk Time (%) | 1 | 1 | 1 | 1 | 17 | 1 | 1 | 3 | 0 | 3 | 5 | 6 |
| Queuing Penalty (veh) | 0 | 0 | 0 | 0 | 38 | 2 | 2 | 10 | 0 | 9 | 18 | 21 |
| Storage Bay Dist (ft) | | | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 26: Georgia Ave & US 29 (Colesville Rd.)

| Movement | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | R | T | T | TR |
| Maximum Queue (ft) | 188 | 603 | 574 | 505 |
| Average Queue (ft) | 75 | 491 | 414 | 283 |
| 95th Queue (ft) | 160 | 651 | 589 | 465 |
| Link Distance (ft) | 242 | 565 | 565 | 565 |
| Upstream Blk Time (%) | 0 | 22 | 4 | 2 |
| Queuing Penalty (veh) | 0 | 0 | 0 | 0 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 28: Georgia Ave & Ellsworth Dr

| Movement | WB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | R | T | T | TR | T | T | T |
| Maximum Queue (ft) | 152 | 139 | 157 | 184 | 235 | 219 | 216 |
| Average Queue (ft) | 42 | 43 | 51 | 83 | 135 | 80 | 82 |
| 95th Queue (ft) | 113 | 98 | 115 | 152 | 234 | 203 | 179 |
| Link Distance (ft) | 717 | 260 | 260 | 260 | 242 | 242 | 242 |
| Upstream Blk Time (%) | | | | | 14 | 6 | 4 |
| Queuing Penalty (veh) | | | | | 55 | 23 | 16 |
| Storage Bay Dist (ft) | | | | | | | |
| Storage Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |

Intersection: 33: Houston St & Hankin St

Movement

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

Intersection: 34: Cedar St & Bonifant Street & Bonifant St

| Movement | EB | NB | NW | SW |
|-----------------------|------|------|------|------|
| Directions Served | <LR> | <LR> | <LTR | <LR> |
| Maximum Queue (ft) | 80 | 51 | 47 | 68 |
| Average Queue (ft) | 48 | 16 | 10 | 34 |
| 95th Queue (ft) | 72 | 43 | 31 | 58 |
| Link Distance (ft) | 485 | | 823 | 114 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 35: Grove St. & Easley St

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 47 | 31 | 80 | 39 |
| Average Queue (ft) | 15 | 11 | 37 | 18 |
| 95th Queue (ft) | 44 | 36 | 63 | 44 |
| Link Distance (ft) | 500 | | 279 | 396 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 36: Fenton St & Easley St

| Movement | WB | NB | SB |
|-----------------------|-----|-----|----|
| Directions Served | LR | TR | LT |
| Maximum Queue (ft) | 70 | 296 | 58 |
| Average Queue (ft) | 19 | 223 | 5 |
| 95th Queue (ft) | 68 | 390 | 33 |
| Link Distance (ft) | 500 | 283 | 74 |
| Upstream Blk Time (%) | | 38 | 0 |
| Queuing Penalty (veh) | | 233 | 2 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 38: Houston St & Easley St

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

Intersection: 39: Thayer Ave & Houston St

| Movement | EB | SB |
|-----------------------|-----|----|
| Directions Served | LT | LR |
| Maximum Queue (ft) | 6 | 31 |
| Average Queue (ft) | 0 | 10 |
| 95th Queue (ft) | 4 | 32 |
| Link Distance (ft) | 477 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 117: Grove St. & Bonifant Street & Hankin St

| Movement | EB | WB | NB | SW |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LR | <LR |
| Maximum Queue (ft) | 98 | 16 | 74 | 58 |
| Average Queue (ft) | 53 | 1 | 33 | 31 |
| 95th Queue (ft) | 83 | 6 | 58 | 49 |
| Link Distance (ft) | 544 | | 396 | 485 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Network Summary

Network wide Queuing Penalty: 4818

Summary of All Intervals

| Run Number | 1 | 2 | 3 | 4 | 5 | Avg |
|-------------------------|-------|-------|-------|-------|-------|-------|
| Start Time | 12:50 | 12:50 | 12:50 | 12:50 | 12:50 | 12:50 |
| End Time | 2:00 | 2:00 | 2:00 | 2:00 | 2:00 | 2:00 |
| Total Time (min) | 70 | 70 | 70 | 70 | 70 | 70 |
| Time Recorded (min) | 60 | 60 | 60 | 60 | 60 | 60 |
| # of Intervals | 2 | 2 | 2 | 2 | 2 | 2 |
| # of Recorded Intervals | 1 | 1 | 1 | 1 | 1 | 1 |
| Vehs Entered | 7090 | 6970 | 7052 | 7098 | 7144 | 7067 |
| Vehs Exited | 7052 | 6959 | 7009 | 7102 | 7123 | 7052 |
| Starting Vehs | 223 | 212 | 184 | 204 | 199 | 192 |
| Ending Vehs | 261 | 223 | 227 | 200 | 220 | 220 |
| Travel Distance (mi) | 2504 | 2468 | 2461 | 2499 | 2523 | 2491 |
| Travel Time (hr) | 223.0 | 198.8 | 193.0 | 201.2 | 203.7 | 203.9 |
| Total Delay (hr) | 123.4 | 100.7 | 95.4 | 101.8 | 103.3 | 104.9 |
| Total Stops | 11674 | 10880 | 10661 | 11161 | 11076 | 11090 |
| Fuel Used (gal) | 121.5 | 114.3 | 113.1 | 115.5 | 116.5 | 116.2 |

Interval #0 Information Seeding

| | |
|-------------------------------------|-------|
| Start Time | 12:50 |
| End Time | 1:00 |
| Total Time (min) | 10 |
| Volumes adjusted by Growth Factors. | |
| No data recorded this interval. | |

Interval #1 Information Recording

| | |
|-------------------------------------|------|
| Start Time | 1:00 |
| End Time | 2:00 |
| Total Time (min) | 60 |
| Volumes adjusted by Growth Factors. | |

| Run Number | 1 | 2 | 3 | 4 | 5 | Avg |
|----------------------|-------|-------|-------|-------|-------|-------|
| Vehs Entered | 7090 | 6970 | 7052 | 7098 | 7144 | 7067 |
| Vehs Exited | 7052 | 6959 | 7009 | 7102 | 7123 | 7052 |
| Starting Vehs | 223 | 212 | 184 | 204 | 199 | 192 |
| Ending Vehs | 261 | 223 | 227 | 200 | 220 | 220 |
| Travel Distance (mi) | 2504 | 2468 | 2461 | 2499 | 2523 | 2491 |
| Travel Time (hr) | 223.0 | 198.8 | 193.0 | 201.2 | 203.7 | 203.9 |
| Total Delay (hr) | 123.4 | 100.7 | 95.4 | 101.8 | 103.3 | 104.9 |
| Total Stops | 11674 | 10880 | 10661 | 11161 | 11076 | 11090 |
| Fuel Used (gal) | 121.5 | 114.3 | 113.1 | 115.5 | 116.5 | 116.2 |

1: Cameron St & Fenton St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|------|
| Denied Del/Veh (s) | 0.2 | 0.0 | 0.2 | 1.2 | 0.3 |
| Total Del/Veh (s) | 25.3 | 28.1 | 7.3 | 7.7 | 17.2 |

2: US 29 (Colesville Rd.) & Fenton St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 1.0 | 0.2 | 0.2 | 0.3 |
| Total Del/Veh (s) | 34.6 | 61.9 | 29.7 | 42.9 | 40.6 |

3: Fenton St & Ellsworth Dr Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|------|-----|------|
| Denied Del/Veh (s) | 0.2 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 35.6 | 19.7 | 5.8 | 17.3 |

4: Fenton St & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.2 | 0.3 | 0.5 | 0.2 | 0.3 |
| Total Del/Veh (s) | 43.0 | 31.6 | 30.9 | 28.7 | 33.6 |

5: Fenton St & Bonifant Street Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|------|
| Denied Del/Veh (s) | 0.2 | 0.0 | 0.6 | 0.0 | 0.3 |
| Total Del/Veh (s) | 28.8 | 25.4 | 8.8 | 9.1 | 11.5 |

6: Fenton St & Thayer Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.2 | 0.0 | 0.0 | 0.1 | 0.1 |
| Total Del/Veh (s) | 27.9 | 27.4 | 19.2 | 11.2 | 17.8 |

7: Fenton St & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.2 | 0.1 | 0.3 | 0.0 | 0.2 |
| Total Del/Veh (s) | 24.4 | 20.3 | 13.9 | 12.7 | 14.7 |

8: Fenton St & Sligo Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.3 | 0.0 | 0.0 | 0.1 | 0.1 |
| Total Del/Veh (s) | 23.4 | 21.6 | 11.1 | 18.0 | 16.6 |

9: Fenton St & Burlington Ave/Philadelphia Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 2.0 | 1.9 | 0.5 | 0.1 | 1.1 |
| Total Del/Veh (s) | 13.4 | 14.7 | 42.6 | 28.9 | 23.5 |

10: Spring St & Woodland Dr Performance by approach

| Approach | SE | NE | SW | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.2 | 0.3 | 0.2 |
| Total Del/Veh (s) | 4.0 | 0.2 | 0.4 | 0.4 |

11: Grove St. & Thayer Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 3.8 | 4.2 | 4.7 | 5.7 | 4.5 |

12: Sligo Ave & Grove St Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.2 | 0.0 | 0.1 |
| Total Del/Veh (s) | 2.1 | 0.5 | 6.7 | 1.8 |

13: Cedar St & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.2 | 0.0 | 1.9 | 0.5 |
| Total Del/Veh (s) | 7.6 | 6.5 | 21.2 | 27.1 | 12.5 |

16: Fenton St & Roeder Rd Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|------|------|------|
| Denied Del/Veh (s) | 0.1 | 0.4 | 0.1 | 0.2 |
| Total Del/Veh (s) | 3.5 | 20.1 | 96.9 | 13.1 |

17: Fenton St & Gist Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.1 | 0.0 | 0.1 |
| Total Del/Veh (s) | 19.0 | 14.9 | 2.3 | 1.7 | 2.8 |

18: Fenton St & Richmond Ave Performance by approach

| Approach | EB | NB | SB | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.0 |
| Total Del/Veh (s) | 15.5 | 1.5 | 0.9 | 1.4 |

19: Fenton St & King St Performance by approach

| Approach | NB | SB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.2 | 0.0 | 0.1 |
| Total Del/Veh (s) | 0.8 | 1.3 | 1.1 |

21: Grove St. & Easley St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 3.4 | 3.8 | 6.2 | 5.4 | 5.3 |

22: Fenton St & Easley St Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|------|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.4 | 0.0 | 0.2 |
| Total Del/Veh (s) | 18.0 | 10.0 | 1.2 | 6.0 |

24: Houston St & Hankin St Performance by approach

| Approach | EB | SB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 0.9 | 1.1 | 1.0 |

25: Cedar St & Bonifant Street Performance by approach

| Approach | EB | NB | NW | SW | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.1 | 0.0 |
| Total Del/Veh (s) | 4.9 | 3.7 | 3.6 | 3.6 | 4.5 |

27: Easley St & Houston St Performance by approach

| Approach | EB | NB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 0.9 | 0.1 | 0.4 |

28: Thayer Ave Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.1 |
| Total Del/Veh (s) | 1.4 | 0.0 | 3.7 | 1.0 |

117: Grove St. & Bonifant Street & Hankin St Performance by approach

| Approach | EB | WB | NB | SW | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 5.6 | 3.6 | 5.7 | 4.1 | 5.4 |

122: Grove St/Grove St. & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 3.3 | 3.8 | 4.5 | 5.4 | 4.2 |

Total Network Performance

| | |
|--------------------|------|
| Denied Del/Veh (s) | 0.8 |
| Total Del/Veh (s) | 51.2 |

Arterial Level of Service: NB Fenton St

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|-----------------------|------|---------------|-----------------|------------|----------------|
| King St | 19 | 0.8 | 5.6 | 0.0 | 24 |
| Philadelphia Ave | 9 | 40.1 | 46.3 | 0.0 | 4 |
| Richmond Ave | 18 | 1.8 | 10.8 | 0.1 | 22 |
| Gist Ave | 17 | 2.3 | 9.1 | 0.0 | 19 |
| Sligo Ave | 8 | 10.8 | 17.2 | 0.0 | 10 |
| Silver Spring Ave | 7 | 13.8 | 28.1 | 0.1 | 14 |
| Thayer Ave | 6 | 19.5 | 32.7 | 0.1 | 10 |
| Easley St | 22 | 10.5 | 19.9 | 0.1 | 12 |
| Bonifant Street | 5 | 8.7 | 13.0 | 0.0 | 8 |
| Wayne Ave | 4 | 30.6 | 42.2 | 0.1 | 7 |
| Ellsworth Dr | 3 | 20.6 | 36.0 | 0.1 | 11 |
| Roeder Rd | 16 | 20.6 | 27.7 | 0.1 | 7 |
| US 29 (Colesville Rd) | 2 | 62.1 | 70.7 | 0.1 | 3 |
| Cameron St | 1 | 21.4 | 34.2 | 0.1 | 10 |
| Total | | 263.5 | 393.5 | 0.9 | 9 |

Arterial Level of Service: SB Fenton St

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|-----------------------|------|---------------|-----------------|------------|----------------|
| Cameron St | 1 | 22.2 | 28.0 | 0.0 | 6 |
| US 29 (Colesville Rd) | 2 | 35.1 | 46.5 | 0.1 | 8 |
| Roeder Rd | 16 | 2.9 | 12.0 | 0.1 | 19 |
| Ellsworth Dr | 3 | 5.8 | 12.9 | 0.1 | 14 |
| Wayne Ave | 4 | 28.0 | 42.1 | 0.1 | 9 |
| Bonifant Street | 5 | 7.6 | 18.7 | 0.1 | 15 |
| Easley St | 22 | 1.2 | 5.3 | 0.0 | 18 |
| Thayer Ave | 6 | 10.9 | 20.0 | 0.1 | 12 |
| Silver Spring Ave | 7 | 12.7 | 25.8 | 0.1 | 13 |
| Sligo Ave | 8 | 17.3 | 31.3 | 0.1 | 12 |
| Gist Ave | 17 | 1.7 | 8.3 | 0.0 | 20 |
| Richmond Ave | 18 | 0.8 | 7.8 | 0.0 | 23 |
| Burlington Ave | 9 | 37.6 | 46.3 | 0.1 | 5 |
| King St | 19 | 1.5 | 8.2 | 0.0 | 20 |
| Total | | 185.4 | 313.3 | 0.9 | 11 |

Intersection: 1: Cameron St & Fenton St

| Movement | EB | WB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|
| Directions Served | LTR | LTR | TR | L | TR |
| Maximum Queue (ft) | 133 | 191 | 100 | 42 | 69 |
| Average Queue (ft) | 54 | 90 | 40 | 10 | 15 |
| 95th Queue (ft) | 107 | 154 | 86 | 35 | 49 |
| Link Distance (ft) | 209 | 430 | 428 | | 376 |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | | | | 100 | |
| Storage Blk Time (%) | | | 0 | | 0 |
| Queuing Penalty (veh) | | | 0 | | 0 |

Intersection: 2: US 29 (Colesville Rd.) & Fenton St

| Movement | EB | WB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LT | T | TR | LT | T | TR |
| Maximum Queue (ft) | 183 | 269 | 334 | 292 | 240 | 519 | 424 | 268 |
| Average Queue (ft) | 86 | 223 | 238 | 187 | 126 | 365 | 291 | 136 |
| 95th Queue (ft) | 161 | 315 | 318 | 272 | 208 | 497 | 414 | 262 |
| Link Distance (ft) | 430 | 251 | 452 | 452 | 452 | 552 | 552 | 552 |
| Upstream Blk Time (%) | | 28 | | | | 0 | | |
| Queuing Penalty (veh) | | 95 | | | | 0 | | |
| Storage Bay Dist (ft) | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |

Intersection: 3: Fenton St & Ellsworth Dr

| Movement | WB | NB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | LTR | LTR | LTR |
| Maximum Queue (ft) | 162 | 332 | 158 |
| Average Queue (ft) | 77 | 137 | 62 |
| 95th Queue (ft) | 138 | 338 | 128 |
| Link Distance (ft) | 416 | 497 | 200 |
| Upstream Blk Time (%) | | 1 | 0 |
| Queuing Penalty (veh) | | 5 | 0 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 4: Fenton St & Wayne Ave

| Movement | EB | EB | EB | WB | WB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | TR | L | T | TR | LTR | LTR |
| Maximum Queue (ft) | 145 | 265 | 239 | 285 | 217 | 189 | 355 | 337 |
| Average Queue (ft) | 62 | 141 | 127 | 137 | 80 | 94 | 282 | 195 |
| 95th Queue (ft) | 121 | 221 | 212 | 231 | 161 | 158 | 393 | 312 |
| Link Distance (ft) | 437 | 437 | 437 | | 883 | 883 | 334 | 497 |
| Upstream Blk Time (%) | | | | | | | 7 | |
| Queuing Penalty (veh) | | | | | | | 43 | |
| Storage Bay Dist (ft) | | | | 275 | | | | |
| Storage Blk Time (%) | | | | 1 | | | | |
| Queuing Penalty (veh) | | | | 1 | | | | |

Intersection: 5: Fenton St & Bonifant Street

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LT |
| Maximum Queue (ft) | 204 | 65 | 108 | 250 |
| Average Queue (ft) | 67 | 24 | 82 | 118 |
| 95th Queue (ft) | 138 | 55 | 105 | 219 |
| Link Distance (ft) | 364 | 556 | 78 | 334 |
| Upstream Blk Time (%) | | | 20 | |
| Queuing Penalty (veh) | | | 109 | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 6: Fenton St & Thayer Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 217 | 108 | 406 | 288 |
| Average Queue (ft) | 92 | 48 | 217 | 148 |
| 95th Queue (ft) | 173 | 93 | 372 | 261 |
| Link Distance (ft) | 542 | 528 | 430 | 284 |
| Upstream Blk Time (%) | | | 1 | 0 |
| Queuing Penalty (veh) | | | 3 | 2 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 7: Fenton St & Silver Spring Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 139 | 92 | 360 | 338 |
| Average Queue (ft) | 65 | 31 | 176 | 158 |
| 95th Queue (ft) | 116 | 70 | 319 | 279 |
| Link Distance (ft) | 699 | 539 | 490 | 430 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 8: Fenton St & Sligo Ave

| Movement | EB | WB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|-----|
| Directions Served | LTR | L | TR | LTR | LTR |
| Maximum Queue (ft) | 177 | 76 | 145 | 185 | 410 |
| Average Queue (ft) | 89 | 35 | 66 | 141 | 174 |
| 95th Queue (ft) | 161 | 72 | 122 | 211 | 323 |
| Link Distance (ft) | 716 | 540 | 540 | 170 | 490 |
| Upstream Blk Time (%) | | | | 5 | 0 |
| Queuing Penalty (veh) | | | | 31 | 0 |
| Storage Bay Dist (ft) | | | | | |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

Intersection: 9: Fenton St & Burlington Ave/Philadelphia Ave

| Movement | EB | EB | EB | WB | WB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | R | LT | R | L | TR | L | T | R |
| Maximum Queue (ft) | 123 | 211 | 94 | 230 | 161 | 117 | 175 | 173 | 274 | 175 |
| Average Queue (ft) | 63 | 71 | 14 | 88 | 47 | 43 | 127 | 100 | 167 | 80 |
| 95th Queue (ft) | 112 | 149 | 51 | 172 | 110 | 92 | 181 | 183 | 274 | 178 |
| Link Distance (ft) | | 805 | | 662 | | 162 | 162 | | 268 | |
| Upstream Blk Time (%) | | | | | | 0 | 4 | | 1 | |
| Queuing Penalty (veh) | | | | | | 0 | 5 | | 6 | |
| Storage Bay Dist (ft) | 100 | | 100 | | 160 | | | 150 | | 150 |
| Storage Blk Time (%) | 1 | 3 | 0 | 2 | 0 | | | 2 | 9 | 0 |
| Queuing Penalty (veh) | 3 | 6 | 0 | 3 | 0 | | | 7 | 25 | 0 |

Intersection: 10: Spring St & Woodland Dr

| Movement | SE | NE | SW |
|-----------------------|-----|-----|-----|
| Directions Served | R | T | TR |
| Maximum Queue (ft) | 26 | 39 | 23 |
| Average Queue (ft) | 13 | 3 | 1 |
| 95th Queue (ft) | 34 | 20 | 12 |
| Link Distance (ft) | 539 | 240 | 582 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 11: Grove St. & Thayer Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 64 | 61 | 36 | 44 |
| Average Queue (ft) | 32 | 26 | 28 | 26 |
| 95th Queue (ft) | 54 | 53 | 44 | 46 |
| Link Distance (ft) | 528 | 465 | 430 | 288 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 12: Sligo Ave & Grove St

| Movement | EB | WB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | LT | TR | LR |
| Maximum Queue (ft) | 83 | 10 | 32 |
| Average Queue (ft) | 13 | 0 | 23 |
| 95th Queue (ft) | 51 | 6 | 40 |
| Link Distance (ft) | 540 | 645 | 528 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 13: Cedar St & Wayne Ave

| Movement | EB | EB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|----|-----|-----|
| Directions Served | LT | T | T | TR | LT | R | L | R |
| Maximum Queue (ft) | 141 | 152 | 121 | 90 | 103 | 52 | 218 | 170 |
| Average Queue (ft) | 55 | 52 | 53 | 23 | 41 | 28 | 95 | 70 |
| 95th Queue (ft) | 113 | 114 | 105 | 63 | 89 | 53 | 168 | 135 |
| Link Distance (ft) | 883 | 883 | 666 | 666 | 441 | | 632 | |
| Upstream Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | 15 | | 150 |
| Storage Blk Time (%) | | | | | 22 | 21 | 1 | 0 |
| Queuing Penalty (veh) | | | | | 11 | 12 | 2 | 1 |

Intersection: 16: Fenton St & Roeder Rd

| Movement | EB | WB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | LT | TR | LR |
| Maximum Queue (ft) | 173 | 196 | 96 |
| Average Queue (ft) | 49 | 91 | 31 |
| 95th Queue (ft) | 120 | 241 | 84 |
| Link Distance (ft) | 251 | 200 | 504 |
| Upstream Blk Time (%) | 0 | 12 | |
| Queuing Penalty (veh) | 0 | 43 | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 17: Fenton St & Gist Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 63 | 79 | 197 | 139 |
| Average Queue (ft) | 18 | 23 | 41 | 15 |
| 95th Queue (ft) | 49 | 57 | 135 | 74 |
| Link Distance (ft) | 455 | 182 | 189 | 170 |
| Upstream Blk Time (%) | | | 0 | 0 |
| Queuing Penalty (veh) | | | 2 | 1 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 18: Fenton St & Richmond Ave

| Movement | EB | EB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | L | R | LT | TR |
| Maximum Queue (ft) | 41 | 26 | 114 | 125 |
| Average Queue (ft) | 8 | 3 | 7 | 11 |
| 95th Queue (ft) | 32 | 17 | 50 | 60 |
| Link Distance (ft) | 330 | 330 | 268 | 189 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 19: Fenton St & King St

| Movement | NB |
|-----------------------|-----|
| Directions Served | LT |
| Maximum Queue (ft) | 100 |
| Average Queue (ft) | 8 |
| 95th Queue (ft) | 48 |
| Link Distance (ft) | 165 |
| Upstream Blk Time (%) | 0 |
| Queuing Penalty (veh) | 0 |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

Intersection: 21: Grove St. & Easley St

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 56 | 31 | 56 | 38 |
| Average Queue (ft) | 24 | 6 | 32 | 17 |
| 95th Queue (ft) | 50 | 25 | 51 | 43 |
| Link Distance (ft) | 494 | | 288 | 393 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 22: Fenton St & Easley St

| Movement | WB | NB | SB |
|-----------------------|-----|-----|----|
| Directions Served | LR | TR | LT |
| Maximum Queue (ft) | 40 | 296 | 87 |
| Average Queue (ft) | 10 | 128 | 9 |
| 95th Queue (ft) | 35 | 286 | 51 |
| Link Distance (ft) | 494 | 284 | 78 |
| Upstream Blk Time (%) | | 2 | 1 |
| Queuing Penalty (veh) | | 11 | 3 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 24: Houston St & Hankin St

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

Intersection: 25: Cedar St & Bonifant Street

| Movement | EB | NB | NW | SW |
|-----------------------|-----|------|------|------|
| Directions Served | <LR | <LR> | <LTR | <LR> |
| Maximum Queue (ft) | 67 | 28 | 29 | 48 |
| Average Queue (ft) | 38 | 9 | 11 | 22 |
| 95th Queue (ft) | 60 | 30 | 32 | 47 |
| Link Distance (ft) | 467 | | 843 | 256 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 27: Easley St & Houston St

Movement

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

Intersection: 28: Thayer Ave

Movement

| Movement | EB | SB |
|-----------------------|-----|----|
| Directions Served | LT | LR |
| Maximum Queue (ft) | 6 | 36 |
| Average Queue (ft) | 0 | 6 |
| 95th Queue (ft) | 4 | 26 |
| Link Distance (ft) | 465 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 117: Grove St. & Bonifant Street & Hankin St

Movement

| Movement | EB | WB | NB | SW |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LR | <LR |
| Maximum Queue (ft) | 69 | 20 | 50 | 54 |
| Average Queue (ft) | 35 | 2 | 23 | 22 |
| 95th Queue (ft) | 57 | 11 | 40 | 49 |
| Link Distance (ft) | 556 | | 393 | 467 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 122: Grove St/Grove St. & Silver Spring Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 68 | 55 | 78 | 52 |
| Average Queue (ft) | 30 | 19 | 37 | 26 |
| 95th Queue (ft) | 54 | 47 | 63 | 49 |
| Link Distance (ft) | 539 | 879 | 528 | 430 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Network Summary

Network wide Queuing Penalty: 429

FENTON STREET CYCLE TRACK

Appendix F Scenario 3 Synchro Analysis
November 3, 2020

Appendix F SCENARIO 3 SYNCHRO ANALYSIS

Summary of All Intervals

| Run Number | 1 | 2 | 3 | 4 | 5 | Avg |
|-------------------------|-------|-------|-------|-------|-------|-------|
| Start Time | 6:50 | 6:50 | 6:50 | 6:50 | 6:50 | 6:50 |
| End Time | 8:00 | 8:00 | 8:00 | 8:00 | 8:00 | 8:00 |
| Total Time (min) | 70 | 70 | 70 | 70 | 70 | 70 |
| Time Recorded (min) | 60 | 60 | 60 | 60 | 60 | 60 |
| # of Intervals | 2 | 2 | 2 | 2 | 2 | 2 |
| # of Recorded Intervals | 1 | 1 | 1 | 1 | 1 | 1 |
| Vehs Entered | 10082 | 10118 | 9979 | 10282 | 9946 | 10082 |
| Vehs Exited | 10067 | 10063 | 9950 | 10218 | 9927 | 10039 |
| Starting Vehs | 312 | 286 | 310 | 306 | 315 | 294 |
| Ending Vehs | 327 | 341 | 339 | 370 | 334 | 323 |
| Travel Distance (mi) | 4433 | 4504 | 4363 | 4510 | 4379 | 4438 |
| Travel Time (hr) | 330.7 | 335.0 | 324.5 | 337.2 | 325.4 | 330.6 |
| Total Delay (hr) | 157.8 | 159.8 | 154.5 | 161.6 | 154.5 | 157.6 |
| Total Stops | 14280 | 14316 | 13937 | 14432 | 14045 | 14199 |
| Fuel Used (gal) | 197.8 | 200.6 | 194.9 | 201.9 | 195.6 | 198.2 |

Interval #0 Information Seeding

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

Interval #1 Information Recording

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

| Run Number | 1 | 2 | 3 | 4 | 5 | Avg |
|----------------------|-------|-------|-------|-------|-------|-------|
| Vehs Entered | 10082 | 10118 | 9979 | 10282 | 9946 | 10082 |
| Vehs Exited | 10067 | 10063 | 9950 | 10218 | 9927 | 10039 |
| Starting Vehs | 312 | 286 | 310 | 306 | 315 | 294 |
| Ending Vehs | 327 | 341 | 339 | 370 | 334 | 323 |
| Travel Distance (mi) | 4433 | 4504 | 4363 | 4510 | 4379 | 4438 |
| Travel Time (hr) | 330.7 | 335.0 | 324.5 | 337.2 | 325.4 | 330.6 |
| Total Delay (hr) | 157.8 | 159.8 | 154.5 | 161.6 | 154.5 | 157.6 |
| Total Stops | 14280 | 14316 | 13937 | 14432 | 14045 | 14199 |
| Fuel Used (gal) | 197.8 | 200.6 | 194.9 | 201.9 | 195.6 | 198.2 |

1: Cameron St & Fenton St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|------|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.2 | 0.5 | 0.2 |
| Total Del/Veh (s) | 26.6 | 22.5 | 9.4 | 9.5 | 15.3 |

2: US 29 (Colesville Rd.) & Fenton St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|------|------|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.3 | 0.2 |
| Total Del/Veh (s) | 46.8 | 49.6 | 3.8 | 13.7 | 14.9 |

3: Fenton St & Ellsworth Dr Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 25.3 | 25.5 | 8.1 | 5.8 | 9.1 |

4: Fenton St & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 |
| Total Del/Veh (s) | 25.7 | 32.0 | 14.0 | 15.1 | 25.2 |

5: Fenton St & Bonifant Street Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 11.4 | 4.1 | 6.0 | 9.4 | 7.8 |

6: Fenton St & Thayer Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 14.0 | 11.6 | 8.3 | 9.4 | 9.4 |

7: Fenton St & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|-----|-----|------|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 10.4 | 7.7 | 8.6 | 10.2 | 9.4 |

8: Fenton St & Sligo Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 |
| Total Del/Veh (s) | 9.7 | 12.9 | 11.1 | 13.6 | 12.1 |

9: Fenton St & Burlington Ave/Philadelphia Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 2.4 | 1.5 | 0.0 | 0.1 | 0.9 |
| Total Del/Veh (s) | 12.6 | 17.1 | 41.8 | 28.6 | 24.4 |

10: Spring St & Woodland Dr Performance by approach

| Approach | SE | NE | SW | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.3 | 0.3 | 0.3 |
| Total Del/Veh (s) | 4.5 | 0.3 | 0.5 | 0.8 |

11: Grove St & Thayer Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 5.6 | 4.9 | 1.5 | 5.3 | 4.8 |

12: Sligo Ave & Grove St Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.3 | 0.0 | 0.2 |
| Total Del/Veh (s) | 1.2 | 0.5 | 2.6 | 1.0 |

13: Wayne Ave & Cedar St Performance by approach

| Approach | SE | NW | NE | SW | All |
|--------------------|------|------|-----|-----|------|
| Denied Del/Veh (s) | 2.6 | 0.2 | 0.0 | 0.3 | 0.5 |
| Total Del/Veh (s) | 31.2 | 29.3 | 5.3 | 6.2 | 10.5 |

16: Fenton St & Roeder Rd Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.0 |
| Total Del/Veh (s) | 1.8 | 1.1 | 5.1 | 1.6 |

17: Fenton St & Gist Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 13.8 | 10.2 | 1.2 | 1.4 | 2.0 |

18: Fenton St & Richmond Ave Performance by approach

| Approach | EB | NB | SB | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 12.4 | 1.4 | 1.6 | 1.8 |

19: Fenton St & King St Performance by approach

| Approach | NB | SB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.2 | 0.0 | 0.1 |
| Total Del/Veh (s) | 0.8 | 1.3 | 1.1 |

21: Georgia Ave & Sligo Ave Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.5 | 0.2 | 0.0 | 0.1 |
| Total Del/Veh (s) | 53.3 | 6.3 | 2.8 | 9.8 |

22: Georgia Ave & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.0 | 0.1 | 0.1 |
| Total Del/Veh (s) | 55.8 | 56.5 | 3.8 | 1.7 | 5.0 |

23: Georgia Ave & Thayer Ave Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|------|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 42.6 | 12.4 | 2.9 | 8.8 |

24: Georgia Ave & Bonifant Street Performance by approach

| Approach | EB | NB | SB | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 44.8 | 5.0 | 5.7 | 6.4 |

25: Georgia Ave & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 1.8 | 0.2 | 0.1 | 0.0 | 0.2 |
| Total Del/Veh (s) | 42.4 | 43.3 | 51.9 | 16.9 | 33.5 |

26: Georgia Ave & US 29 (Colesville Rd.) Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.0 | 0.2 | 0.1 |
| Total Del/Veh (s) | 49.9 | 22.6 | 16.3 | 31.5 | 26.7 |

28: Georgia Ave & Ellsworth Dr Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 7.1 | 3.6 | 2.8 | 3.1 |

32: Grove St/Grove St. & Easley St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 1.5 | 3.8 | 5.6 | 5.7 | 3.7 |

33: Fenton St & Easley St Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 4.1 | 3.2 | 1.3 | 2.3 |

35: Houston St & Hankin St Performance by approach

| Approach | EB | SB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 0.6 | 1.1 | 0.9 |

36: Cedar St & Bonifant Street & Bonifant St Performance by approach

| Approach | EB | NB | NW | SW | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.1 | 0.1 |
| Total Del/Veh (s) | 4.7 | 4.0 | 3.7 | 3.7 | 4.1 |

37: Houston St & Easley St Performance by approach

| Approach | EB | NB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 0.9 | 0.1 | 0.4 |

38: Thayer Ave & Houston St Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.1 |
| Total Del/Veh (s) | 1.9 | 0.0 | 3.9 | 0.9 |

117: Grove St. & Bonifant Street & Hankin St Performance by approach

| Approach | EB | WB | NB | SW | All |
|--------------------|-----|----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 5.0 | | 5.0 | 4.2 | 4.7 |

125: Grove St & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.1 | 0.1 |
| Total Del/Veh (s) | 3.1 | 3.9 | 3.3 | 5.4 | 4.3 |

Total Network Performance

| | |
|--------------------|------|
| Denied Del/Veh (s) | 0.5 |
| Total Del/Veh (s) | 54.3 |

Arterial Level of Service: NB Fenton St

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|-----------------------|------|---------------|-----------------|------------|----------------|
| King St | 19 | 0.8 | 5.7 | 0.0 | 23 |
| Philadelphia Ave | 9 | 36.3 | 42.3 | 0.0 | 4 |
| Richmond Ave | 18 | 1.7 | 10.9 | 0.1 | 21 |
| Gist Ave | 17 | 1.2 | 8.1 | 0.0 | 22 |
| Sligo Ave | 8 | 10.8 | 17.1 | 0.0 | 10 |
| Silver Spring Ave | 7 | 8.5 | 23.6 | 0.1 | 16 |
| Thayer Ave | 6 | 8.0 | 20.9 | 0.1 | 16 |
| Easley St | 33 | 3.3 | 12.4 | 0.1 | 19 |
| Bonifant Street | 5 | 6.0 | 10.1 | 0.0 | 10 |
| Wayne Ave | 4 | 13.8 | 24.5 | 0.1 | 12 |
| Ellsworth Dr | 3 | 8.1 | 23.8 | 0.1 | 17 |
| Roeder Rd | 16 | 1.2 | 8.4 | 0.1 | 22 |
| US 29 (Colesville Rd) | 2 | 44.9 | 53.1 | 0.1 | 4 |
| Cameron St | 1 | 19.0 | 32.1 | 0.1 | 11 |
| Total | | 163.7 | 293.2 | 0.9 | 11 |

Arterial Level of Service: SB Fenton St

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|-----------------------|------|---------------|-----------------|------------|----------------|
| Cameron St | 1 | 22.2 | 28.2 | 0.0 | 6 |
| US 29 (Colesville Rd) | 2 | 43.0 | 53.3 | 0.1 | 7 |
| Roeder Rd | 16 | 1.8 | 11.4 | 0.1 | 20 |
| Ellsworth Dr | 3 | 5.5 | 12.3 | 0.1 | 15 |
| Wayne Ave | 4 | 14.1 | 29.2 | 0.1 | 14 |
| Bonifant Street | 5 | 8.7 | 20.8 | 0.1 | 14 |
| Easley St | 33 | 1.3 | 5.7 | 0.0 | 18 |
| Thayer Ave | 6 | 9.4 | 18.4 | 0.1 | 12 |
| Silver Spring Ave | 7 | 10.4 | 23.4 | 0.1 | 14 |
| Sligo Ave | 8 | 13.5 | 27.7 | 0.1 | 14 |
| Gist Ave | 17 | 1.4 | 8.4 | 0.0 | 20 |
| Richmond Ave | 18 | 1.6 | 8.5 | 0.0 | 21 |
| Burlington Ave | 9 | 40.3 | 49.3 | 0.1 | 5 |
| King St | 19 | 1.5 | 8.2 | 0.0 | 20 |
| Total | | 174.6 | 304.6 | 0.9 | 11 |

Intersection: 1: Cameron St & Fenton St

| Movement | EB | WB | WB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|
| Directions Served | LTR | L | TR | TR | L | TR |
| Maximum Queue (ft) | 84 | 118 | 132 | 128 | 52 | 123 |
| Average Queue (ft) | 27 | 56 | 45 | 42 | 10 | 45 |
| 95th Queue (ft) | 65 | 102 | 97 | 94 | 37 | 92 |
| Link Distance (ft) | 209 | | 419 | 423 | | 372 |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (ft) | | 125 | | | 100 | |
| Storage Blk Time (%) | | 0 | 0 | 1 | | 1 |
| Queuing Penalty (veh) | | 0 | 0 | 0 | | 0 |

Intersection: 2: US 29 (Colesville Rd.) & Fenton St

| Movement | EB | EB | WB | WB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | TR | L | TR | LT | TR | LT | T | T | TR |
| Maximum Queue (ft) | 74 | 153 | 149 | 266 | 142 | 132 | 466 | 406 | 281 | 181 |
| Average Queue (ft) | 19 | 67 | 51 | 125 | 45 | 44 | 228 | 200 | 123 | 79 |
| 95th Queue (ft) | 52 | 134 | 124 | 219 | 112 | 98 | 381 | 330 | 231 | 151 |
| Link Distance (ft) | | 419 | | 263 | 270 | 270 | 547 | 547 | 547 | 547 |
| Upstream Blk Time (%) | | | | 1 | | | 0 | 0 | | |
| Queuing Penalty (veh) | | | | 1 | | | 0 | 0 | | |
| Storage Bay Dist (ft) | 100 | | 125 | | | | | | | |
| Storage Blk Time (%) | 0 | 5 | 1 | 11 | | | | | | |
| Queuing Penalty (veh) | 0 | 1 | 1 | 5 | | | | | | |

Intersection: 3: Fenton St & Ellsworth Dr

| Movement | EB | WB | NB | NB | SB |
|-----------------------|-----|-----|-----|-----|-----|
| Directions Served | LTR | LTR | L | TR | TR |
| Maximum Queue (ft) | 49 | 96 | 36 | 188 | 131 |
| Average Queue (ft) | 11 | 31 | 5 | 70 | 55 |
| 95th Queue (ft) | 35 | 68 | 23 | 153 | 110 |
| Link Distance (ft) | 709 | 406 | 495 | 495 | 192 |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | | | | | |
| Storage Blk Time (%) | | | | 1 | |
| Queuing Penalty (veh) | | | | 0 | |

Intersection: 4: Fenton St & Wayne Ave

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | TR | L | T | TR | L | TR | L | TR |
| Maximum Queue (ft) | 60 | 124 | 148 | 260 | 289 | 277 | 116 | 288 | 73 | 205 |
| Average Queue (ft) | 20 | 65 | 78 | 142 | 170 | 167 | 31 | 109 | 7 | 76 |
| 95th Queue (ft) | 50 | 112 | 130 | 233 | 259 | 245 | 90 | 230 | 40 | 165 |
| Link Distance (ft) | 667 | 667 | 667 | | 864 | 864 | | 322 | | 495 |
| Upstream Blk Time (%) | | | | | | | | 0 | | |
| Queuing Penalty (veh) | | | | | | | | 1 | | |
| Storage Bay Dist (ft) | | | | 275 | | | 92 | | 100 | |
| Storage Blk Time (%) | | | | 0 | 1 | | 0 | 11 | | 7 |
| Queuing Penalty (veh) | | | | 0 | 1 | | 1 | 6 | | 1 |

Intersection: 5: Fenton St & Bonifant Street

| Movement | EB | EB | WB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|----|-----|
| Directions Served | L | TR | LTR | TR | L | T |
| Maximum Queue (ft) | 36 | 70 | 37 | 106 | 52 | 256 |
| Average Queue (ft) | 8 | 16 | 8 | 59 | 3 | 94 |
| 95th Queue (ft) | 27 | 49 | 30 | 113 | 24 | 200 |
| Link Distance (ft) | 688 | 688 | 535 | 84 | | 322 |
| Upstream Blk Time (%) | | | | 5 | | 0 |
| Queuing Penalty (veh) | | | | 19 | | 0 |
| Storage Bay Dist (ft) | | | | | 75 | |
| Storage Blk Time (%) | | | | | | 7 |
| Queuing Penalty (veh) | | | | | | 1 |

Intersection: 6: Fenton St & Thayer Ave

| Movement | EB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|----|-----|----|-----|
| Directions Served | LTR | LTR | L | TR | L | TR |
| Maximum Queue (ft) | 107 | 88 | 73 | 207 | 43 | 265 |
| Average Queue (ft) | 43 | 37 | 25 | 90 | 7 | 113 |
| 95th Queue (ft) | 91 | 77 | 64 | 176 | 31 | 229 |
| Link Distance (ft) | 628 | 522 | | 430 | | 273 |
| Upstream Blk Time (%) | | | | | | 0 |
| Queuing Penalty (veh) | | | | | | 1 |
| Storage Bay Dist (ft) | | | 50 | | 50 | |
| Storage Blk Time (%) | | | 1 | 13 | 0 | 16 |
| Queuing Penalty (veh) | | | 2 | 6 | 0 | 1 |

Intersection: 7: Fenton St & Silver Spring Ave

| Movement | EB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|----|-----|----|-----|
| Directions Served | LTR | LTR | L | TR | L | TR |
| Maximum Queue (ft) | 100 | 56 | 64 | 225 | 66 | 320 |
| Average Queue (ft) | 41 | 20 | 21 | 96 | 7 | 128 |
| 95th Queue (ft) | 84 | 50 | 59 | 186 | 35 | 250 |
| Link Distance (ft) | 620 | 533 | | 474 | | 430 |
| Upstream Blk Time (%) | | | | | | 0 |
| Queuing Penalty (veh) | | | | | | 0 |
| Storage Bay Dist (ft) | | | 40 | | 50 | |
| Storage Blk Time (%) | | | 1 | 16 | 0 | 17 |
| Queuing Penalty (veh) | | | 5 | 5 | 0 | 2 |

Intersection: 8: Fenton St & Sligo Ave

| Movement | EB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|----|-----|----|-----|
| Directions Served | LTR | L | TR | L | TR | L | TR |
| Maximum Queue (ft) | 130 | 122 | 157 | 84 | 184 | 74 | 304 |
| Average Queue (ft) | 50 | 50 | 71 | 28 | 124 | 21 | 137 |
| 95th Queue (ft) | 103 | 95 | 130 | 73 | 197 | 57 | 262 |
| Link Distance (ft) | 177 | 534 | 534 | | 167 | | 474 |
| Upstream Blk Time (%) | 0 | | | | 3 | | |
| Queuing Penalty (veh) | 0 | | | | 14 | | |
| Storage Bay Dist (ft) | | | | 60 | | 50 | |
| Storage Blk Time (%) | | | | 0 | 20 | 1 | 22 |
| Queuing Penalty (veh) | | | | 0 | 8 | 2 | 7 |

Intersection: 9: Fenton St & Burlington Ave/Philadelphia Ave

| Movement | EB | EB | EB | WB | WB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | R | LT | R | L | TR | L | T | R |
| Maximum Queue (ft) | 104 | 127 | 94 | 367 | 185 | 143 | 174 | 174 | 277 | 175 |
| Average Queue (ft) | 44 | 42 | 16 | 176 | 70 | 75 | 100 | 77 | 163 | 88 |
| 95th Queue (ft) | 88 | 99 | 55 | 300 | 178 | 130 | 172 | 163 | 283 | 188 |
| Link Distance (ft) | | 805 | | 662 | | 162 | 162 | | 268 | |
| Upstream Blk Time (%) | | | | | | 0 | 3 | | 3 | |
| Queuing Penalty (veh) | | | | | | 1 | 4 | | 16 | |
| Storage Bay Dist (ft) | 100 | | 100 | | 160 | | | 150 | | 150 |
| Storage Blk Time (%) | 1 | 1 | 0 | 10 | 0 | | | 0 | 13 | 0 |
| Queuing Penalty (veh) | 1 | 1 | 0 | 13 | 0 | | | 1 | 35 | 0 |

Intersection: 10: Spring St & Woodland Dr

| Movement | SE | NE | SW |
|-----------------------|-----|-----|-----|
| Directions Served | R | T | TR |
| Maximum Queue (ft) | 67 | 44 | 34 |
| Average Queue (ft) | 28 | 4 | 2 |
| 95th Queue (ft) | 51 | 28 | 17 |
| Link Distance (ft) | 539 | 240 | 582 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 11: Grove St & Thayer Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 73 | 73 | 25 | 31 |
| Average Queue (ft) | 25 | 36 | 2 | 16 |
| 95th Queue (ft) | 56 | 63 | 15 | 41 |
| Link Distance (ft) | 522 | 477 | 450 | 277 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 12: Sligo Ave & Grove St

| Movement | EB | WB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | LT | TR | LR |
| Maximum Queue (ft) | 43 | 10 | 42 |
| Average Queue (ft) | 3 | 0 | 13 |
| 95th Queue (ft) | 19 | 5 | 37 |
| Link Distance (ft) | 534 | 644 | 516 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 13: Wayne Ave & Cedar St

| Movement | SE | SE | NW | NW | NE | NE | SW | SW |
|-----------------------|-----|-----|-----|----|-----|-----|-----|-----|
| Directions Served | L | R | LT | R | LT | T | T | TR |
| Maximum Queue (ft) | 123 | 141 | 108 | 40 | 101 | 107 | 198 | 183 |
| Average Queue (ft) | 48 | 61 | 41 | 18 | 21 | 23 | 100 | 57 |
| 95th Queue (ft) | 94 | 112 | 88 | 46 | 62 | 69 | 176 | 135 |
| Link Distance (ft) | 632 | | 460 | | 864 | 864 | 663 | 663 |
| Upstream Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |
| Storage Bay Dist (ft) | | 150 | | 15 | | | | |
| Storage Blk Time (%) | 0 | 0 | 34 | 14 | | | | |
| Queuing Penalty (veh) | 0 | 0 | 8 | 9 | | | | |

Intersection: 16: Fenton St & Roeder Rd

| Movement | EB | WB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | LT | TR | LR |
| Maximum Queue (ft) | 76 | 45 | 58 |
| Average Queue (ft) | 16 | 2 | 17 |
| 95th Queue (ft) | 53 | 25 | 48 |
| Link Distance (ft) | 263 | 192 | 498 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 17: Fenton St & Gist Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 64 | 58 | 134 | 102 |
| Average Queue (ft) | 18 | 22 | 18 | 6 |
| 95th Queue (ft) | 48 | 47 | 84 | 43 |
| Link Distance (ft) | 450 | 177 | 188 | 167 |
| Upstream Blk Time (%) | | | 0 | 0 |
| Queuing Penalty (veh) | | | 1 | 0 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 18: Fenton St & Richmond Ave

| Movement | EB | EB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | L | R | LT | TR |
| Maximum Queue (ft) | 53 | 50 | 121 | 201 |
| Average Queue (ft) | 16 | 9 | 8 | 17 |
| 95th Queue (ft) | 45 | 33 | 54 | 93 |
| Link Distance (ft) | 330 | 330 | 268 | 188 |
| Upstream Blk Time (%) | | | | 1 |
| Queuing Penalty (veh) | | | | 3 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 19: Fenton St & King St

| Movement | NB |
|-----------------------|-----|
| Directions Served | LT |
| Maximum Queue (ft) | 94 |
| Average Queue (ft) | 7 |
| 95th Queue (ft) | 43 |
| Link Distance (ft) | 165 |
| Upstream Blk Time (%) | 0 |
| Queuing Penalty (veh) | 0 |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

Intersection: 21: Georgia Ave & Sligo Ave

| Movement | WB | WB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|----|-----|-----|-----|
| Directions Served | L | R | T | T | TR | L | T | T | T |
| Maximum Queue (ft) | 174 | 278 | 214 | 186 | 153 | 59 | 151 | 137 | 99 |
| Average Queue (ft) | 126 | 130 | 112 | 46 | 43 | 44 | 62 | 38 | 29 |
| 95th Queue (ft) | 194 | 240 | 190 | 131 | 103 | 61 | 128 | 99 | 72 |
| Link Distance (ft) | | 412 | 521 | 521 | 521 | | 433 | 433 | 433 |
| Upstream Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |
| Storage Bay Dist (ft) | 150 | | | | | 30 | | | |
| Storage Blk Time (%) | 8 | 6 | | | | 21 | 11 | | |
| Queuing Penalty (veh) | 10 | 9 | | | | 82 | 19 | | |

Intersection: 22: Georgia Ave & Silver Spring Ave

| Movement | EB | WB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LT | T | TR | L | T | T | TR |
| Maximum Queue (ft) | 105 | 181 | 219 | 147 | 122 | 79 | 128 | 104 | 56 |
| Average Queue (ft) | 33 | 79 | 73 | 37 | 32 | 29 | 48 | 24 | 8 |
| 95th Queue (ft) | 80 | 145 | 155 | 103 | 84 | 65 | 104 | 71 | 37 |
| Link Distance (ft) | 669 | 620 | 433 | 433 | 433 | | 455 | 455 | 455 |
| Upstream Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | 180 | | | |
| Storage Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |

Intersection: 23: Georgia Ave & Thayer Ave

| Movement | WB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|----|-----|-----|-----|
| Directions Served | LR | T | T | TR | L | T | T | T |
| Maximum Queue (ft) | 174 | 188 | 170 | 187 | 45 | 80 | 44 | 102 |
| Average Queue (ft) | 81 | 100 | 90 | 93 | 19 | 16 | 4 | 23 |
| 95th Queue (ft) | 147 | 162 | 149 | 162 | 46 | 56 | 25 | 65 |
| Link Distance (ft) | 628 | 455 | 455 | 455 | | 102 | 102 | 102 |
| Upstream Blk Time (%) | | | | | | 0 | | 0 |
| Queuing Penalty (veh) | | | | | | 0 | | 1 |
| Storage Bay Dist (ft) | | | | | 25 | | | |
| Storage Blk Time (%) | | | | | 7 | 5 | | |
| Queuing Penalty (veh) | | | | | 30 | 2 | | |

Intersection: 24: Georgia Ave & Bonifant Street

| Movement | EB | EB | NB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|----|-----|-----|-----|
| Directions Served | L | R | L | T | T | TR | L | T | T | TR |
| Maximum Queue (ft) | 80 | 76 | 52 | 131 | 95 | 85 | 55 | 137 | 139 | 187 |
| Average Queue (ft) | 29 | 23 | 32 | 33 | 16 | 30 | 16 | 31 | 29 | 43 |
| 95th Queue (ft) | 68 | 63 | 58 | 102 | 63 | 68 | 43 | 92 | 90 | 122 |
| Link Distance (ft) | 357 | 357 | | 102 | 102 | 102 | | 335 | 335 | 335 |
| Upstream Blk Time (%) | | | | 3 | 0 | 0 | | | | |
| Queuing Penalty (veh) | | | | 9 | 0 | 0 | | | | |
| Storage Bay Dist (ft) | | | 25 | | | | 50 | | | |
| Storage Blk Time (%) | | | 36 | 1 | | | 1 | 3 | | |
| Queuing Penalty (veh) | | | 110 | 0 | | | 4 | 1 | | |

Intersection: 25: Georgia Ave & Wayne Ave

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | TR | L | T | TR | L | T | T | TR | L | T |
| Maximum Queue (ft) | 121 | 173 | 158 | 174 | 350 | 333 | 200 | 302 | 318 | 332 | 174 | 240 |
| Average Queue (ft) | 43 | 67 | 85 | 127 | 174 | 180 | 91 | 189 | 209 | 237 | 100 | 122 |
| 95th Queue (ft) | 91 | 132 | 143 | 204 | 321 | 308 | 189 | 266 | 284 | 316 | 172 | 212 |
| Link Distance (ft) | 480 | 480 | | | 667 | 667 | | 335 | 335 | 335 | | 260 |
| Upstream Blk Time (%) | | | | | | | | 0 | 0 | 0 | | 0 |
| Queuing Penalty (veh) | | | | | | | | 0 | 0 | 1 | | 1 |
| Storage Bay Dist (ft) | | | 200 | 150 | | | 175 | | | | 150 | |
| Storage Blk Time (%) | | 0 | | 9 | 12 | | 1 | 14 | | | 3 | 3 |
| Queuing Penalty (veh) | | 0 | | 19 | 24 | | 2 | 10 | | | 12 | 5 |

Intersection: 25: Georgia Ave & Wayne Ave

| Movement | SB | SB |
|-----------------------|-----|-----|
| Directions Served | T | TR |
| Maximum Queue (ft) | 223 | 270 |
| Average Queue (ft) | 114 | 160 |
| 95th Queue (ft) | 190 | 255 |
| Link Distance (ft) | 260 | 260 |
| Upstream Blk Time (%) | 0 | 1 |
| Queuing Penalty (veh) | 0 | 3 |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 26: Georgia Ave & US 29 (Colesville Rd.)

| Movement | EB | EB | EB | WB | WB | WB | WB | B30 | B30 | B30 | NB | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | T | T | TR | L | T | T | TR | T | T | T | T | T |
| Maximum Queue (ft) | 305 | 264 | 195 | 343 | 185 | 194 | 166 | 310 | 215 | 92 | 180 | 180 |
| Average Queue (ft) | 203 | 164 | 58 | 288 | 108 | 104 | 80 | 97 | 12 | 4 | 82 | 75 |
| 95th Queue (ft) | 283 | 245 | 156 | 370 | 161 | 160 | 143 | 262 | 89 | 48 | 144 | 145 |
| Link Distance (ft) | 631 | 631 | 631 | 239 | 239 | 239 | 239 | 270 | 270 | 270 | 244 | 244 |
| Upstream Blk Time (%) | | | | 29 | 0 | | | 2 | 0 | 0 | 0 | |
| Queuing Penalty (veh) | | | | 128 | 0 | | | 7 | 0 | 0 | 0 | |
| Storage Bay Dist (ft) | | | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 26: Georgia Ave & US 29 (Colesville Rd.)

| Movement | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|
| Directions Served | T | R | T | T | TR |
| Maximum Queue (ft) | 186 | 139 | 400 | 367 | 317 |
| Average Queue (ft) | 71 | 68 | 277 | 225 | 186 |
| 95th Queue (ft) | 143 | 134 | 372 | 338 | 275 |
| Link Distance (ft) | 244 | 244 | 553 | 553 | 553 |
| Upstream Blk Time (%) | 0 | | | | |
| Queuing Penalty (veh) | 0 | | | | |
| Storage Bay Dist (ft) | | | | | |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

Intersection: 28: Georgia Ave & Ellsworth Dr

| Movement | WB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|
| Directions Served | R | T | TR | T | T | T |
| Maximum Queue (ft) | 50 | 5 | 15 | 50 | 6 | 28 |
| Average Queue (ft) | 19 | 0 | 1 | 2 | 0 | 2 |
| 95th Queue (ft) | 44 | 4 | 9 | 22 | 4 | 17 |
| Link Distance (ft) | 709 | 260 | 260 | 244 | 244 | 244 |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (ft) | | | | | | |
| Storage Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |

Intersection: 32: Grove St/Grove St. & Easley St

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 31 | 30 | 38 | 40 |
| Average Queue (ft) | 12 | 14 | 14 | 20 |
| 95th Queue (ft) | 36 | 38 | 40 | 44 |
| Link Distance (ft) | 479 | | 277 | 400 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 33: Fenton St & Easley St

| Movement | WB | NB | SB |
|-----------------------|-----|-----|----|
| Directions Served | LR | TR | LT |
| Maximum Queue (ft) | 35 | 189 | 70 |
| Average Queue (ft) | 9 | 37 | 6 |
| 95th Queue (ft) | 32 | 129 | 39 |
| Link Distance (ft) | 479 | 273 | 84 |
| Upstream Blk Time (%) | | 0 | 0 |
| Queuing Penalty (veh) | | 0 | 1 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 35: Houston St & Hankin St

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

Intersection: 36: Cedar St & Bonifant Street & Bonifant St

| Movement | EB | NB | NW | SW |
|-----------------------|-----|------|------|------|
| Directions Served | <LR | <LR> | <LTR | <LR> |
| Maximum Queue (ft) | 68 | 56 | 42 | 68 |
| Average Queue (ft) | 31 | 15 | 15 | 34 |
| 95th Queue (ft) | 50 | 41 | 36 | 59 |
| Link Distance (ft) | 485 | | 823 | 106 |
| Upstream Blk Time (%) | | | | 0 |
| Queuing Penalty (veh) | | | | 0 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 37: Houston St & Easley St

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

Intersection: 38: Thayer Ave & Houston St

| Movement | EB | SB |
|-----------------------|-----|----|
| Directions Served | LT | LR |
| Maximum Queue (ft) | 18 | 35 |
| Average Queue (ft) | 1 | 7 |
| 95th Queue (ft) | 9 | 28 |
| Link Distance (ft) | 477 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 117: Grove St. & Bonifant Street & Hankin St

| Movement | EB | WB | NB | SW |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LR> | <LR |
| Maximum Queue (ft) | 73 | 4 | 26 | 62 |
| Average Queue (ft) | 33 | 0 | 10 | 31 |
| 95th Queue (ft) | 57 | 3 | 25 | 51 |
| Link Distance (ft) | 535 | | 400 | 485 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 125: Grove St & Silver Spring Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 39 | 65 | 32 | 78 |
| Average Queue (ft) | 18 | 32 | 18 | 40 |
| 95th Queue (ft) | 43 | 56 | 43 | 63 |
| Link Distance (ft) | 533 | 784 | 516 | 450 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Network Summary

Network wide Queuing Penalty: 678

Summary of All Intervals

| Run Number | 1 | 2 | 3 | 4 | 5 | Avg |
|-------------------------|-------|-------|-------|-------|-------|-------|
| Start Time | 5:20 | 5:20 | 5:20 | 5:20 | 5:20 | 5:20 |
| End Time | 6:30 | 6:30 | 6:30 | 6:30 | 6:30 | 6:30 |
| Total Time (min) | 70 | 70 | 70 | 70 | 70 | 70 |
| Time Recorded (min) | 60 | 60 | 60 | 60 | 60 | 60 |
| # of Intervals | 2 | 2 | 2 | 2 | 2 | 2 |
| # of Recorded Intervals | 1 | 1 | 1 | 1 | 1 | 1 |
| Vehs Entered | 11058 | 10805 | 11040 | 11032 | 10766 | 10933 |
| Vehs Exited | 11048 | 10834 | 10984 | 10967 | 10651 | 10902 |
| Starting Vehs | 462 | 431 | 410 | 410 | 362 | 402 |
| Ending Vehs | 472 | 402 | 466 | 475 | 477 | 445 |
| Travel Distance (mi) | 5078 | 4945 | 5076 | 5010 | 4907 | 5003 |
| Travel Time (hr) | 494.4 | 445.2 | 454.5 | 472.3 | 434.4 | 460.2 |
| Total Delay (hr) | 293.4 | 249.0 | 253.6 | 273.6 | 239.6 | 261.8 |
| Total Stops | 23057 | 21614 | 22326 | 21849 | 21126 | 21997 |
| Fuel Used (gal) | 256.4 | 240.3 | 246.4 | 249.5 | 237.0 | 245.9 |

Interval #0 Information Seeding

| | |
|-------------------------------------|------|
| Start Time | 5:20 |
| End Time | 5:30 |
| Total Time (min) | 10 |
| Volumes adjusted by Growth Factors. | |
| No data recorded this interval. | |

Interval #1 Information Recording

| | |
|-------------------------------------|------|
| Start Time | 5:30 |
| End Time | 6:30 |
| Total Time (min) | 60 |
| Volumes adjusted by Growth Factors. | |

| Run Number | 1 | 2 | 3 | 4 | 5 | Avg |
|----------------------|-------|-------|-------|-------|-------|-------|
| Vehs Entered | 11058 | 10805 | 11040 | 11032 | 10766 | 10933 |
| Vehs Exited | 11048 | 10834 | 10984 | 10967 | 10651 | 10902 |
| Starting Vehs | 462 | 431 | 410 | 410 | 362 | 402 |
| Ending Vehs | 472 | 402 | 466 | 475 | 477 | 445 |
| Travel Distance (mi) | 5078 | 4945 | 5076 | 5010 | 4907 | 5003 |
| Travel Time (hr) | 494.4 | 445.2 | 454.5 | 472.3 | 434.4 | 460.2 |
| Total Delay (hr) | 293.4 | 249.0 | 253.6 | 273.6 | 239.6 | 261.8 |
| Total Stops | 23057 | 21614 | 22326 | 21849 | 21126 | 21997 |
| Fuel Used (gal) | 256.4 | 240.3 | 246.4 | 249.5 | 237.0 | 245.9 |

1: Cameron St & Fenton St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.2 | 0.0 | 0.3 | 1.0 | 0.3 |
| Total Del/Veh (s) | 23.8 | 17.5 | 12.3 | 12.1 | 15.5 |

2: US 29 (Colesville Rd.) & Fenton St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|------|------|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.4 | 0.1 |
| Total Del/Veh (s) | 49.0 | 50.7 | 3.7 | 25.4 | 17.3 |

3: Fenton St & Ellsworth Dr Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.2 | 0.1 | 0.1 | 0.1 |
| Total Del/Veh (s) | 19.1 | 19.7 | 15.3 | 12.2 | 15.2 |

4: Fenton St & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 19.2 | 0.1 | 0.0 | 4.8 |
| Total Del/Veh (s) | 40.5 | 85.7 | 21.1 | 16.4 | 43.1 |

5: Fenton St & Bonifant Street Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 17.5 | 9.4 | 6.9 | 9.4 | 9.2 |

6: Fenton St & Thayer Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.0 | 0.4 | 0.2 |
| Total Del/Veh (s) | 19.3 | 16.2 | 14.1 | 12.6 | 14.4 |

7: Fenton St & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 |
| Total Del/Veh (s) | 22.0 | 17.7 | 14.4 | 13.1 | 15.3 |

8: Fenton St & Sligo Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.3 | 0.1 | 0.2 |
| Total Del/Veh (s) | 18.5 | 20.7 | 13.0 | 18.1 | 16.6 |

9: Fenton St & Burlington Ave/Philadelphia Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 2.5 | 1.9 | 0.3 | 0.1 | 1.3 |
| Total Del/Veh (s) | 21.6 | 24.3 | 40.4 | 30.4 | 27.8 |

10: Spring St & Woodland Dr Performance by approach

| Approach | SE | NE | SW | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.4 | 0.2 | 0.3 |
| Total Del/Veh (s) | 4.2 | 0.3 | 0.4 | 0.5 |

11: Grove St. & Thayer Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 5.3 | 5.0 | 6.4 | 6.1 | 5.8 |

12: Sligo Ave & Grove St Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.3 | 0.0 | 0.1 |
| Total Del/Veh (s) | 2.1 | 0.5 | 7.3 | 1.8 |

13: Cedar St & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.2 | 0.0 | 1.6 | 0.3 |
| Total Del/Veh (s) | 8.9 | 7.1 | 21.1 | 32.0 | 13.9 |

14: Grove St/Grove St. & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 4.2 | 4.0 | 4.9 | 5.7 | 4.6 |

16: Fenton St & Roeder Rd Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.1 | 0.0 |
| Total Del/Veh (s) | 2.7 | 1.8 | 8.6 | 2.5 |

17: Fenton St & Gist Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.1 | 0.1 |
| Total Del/Veh (s) | 22.5 | 23.0 | 4.9 | 2.0 | 4.2 |

18: Fenton St & Richmond Ave Performance by approach

| Approach | EB | NB | SB | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.1 |
| Total Del/Veh (s) | 22.6 | 2.8 | 3.0 | 3.2 |

19: Fenton St & King St Performance by approach

| Approach | EB | NB | SB | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.5 | 0.0 | 0.2 |
| Total Del/Veh (s) | 11.6 | 3.7 | 1.2 | 2.5 |

21: Georgia Ave & Sligo Ave Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|-----|-----|------|
| Denied Del/Veh (s) | 0.2 | 0.2 | 0.0 | 0.1 |
| Total Del/Veh (s) | 53.6 | 8.1 | 6.7 | 11.3 |

22: Georgia Ave & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.2 | 0.0 | 0.2 | 0.0 | 0.1 |
| Total Del/Veh (s) | 45.2 | 51.2 | 5.9 | 5.5 | 8.1 |

23: Georgia Ave & Thayer Ave Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|------|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 44.1 | 10.3 | 6.0 | 9.9 |

24: Georgia Ave & Bonifant St/Bonifant Street Performance by approach

| Approach | EB | NB | SB | All |
|--------------------|------|-----|-----|------|
| Denied Del/Veh (s) | 20.3 | 0.0 | 0.0 | 1.8 |
| Total Del/Veh (s) | 72.5 | 5.0 | 8.1 | 12.3 |

25: Georgia Ave & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 2.9 | 0.3 | 0.0 | 0.0 | 0.6 |
| Total Del/Veh (s) | 56.8 | 46.2 | 31.5 | 24.4 | 35.9 |

26: Georgia Ave & US 29 (Colesville Rd.) Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|-------|------|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.8 | 1.2 | 0.6 |
| Total Del/Veh (s) | 48.5 | 25.0 | 47.9 | 103.5 | 57.2 |

28: Georgia Ave & Ellsworth Dr Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|-------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.1 |
| Total Del/Veh (s) | 119.8 | 10.2 | 11.2 | 13.6 |

33: Houston St & Hankin St Performance by approach

| Approach | EB | SB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 1.1 | 0.9 | 1.0 |

34: Cedar St & Bonifant Street & Bonifant St Performance by approach

| Approach | EB | NB | NW | SW | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.1 | 0.0 |
| Total Del/Veh (s) | 5.5 | 4.1 | 4.4 | 4.0 | 5.1 |

35: Grove St. & Easley St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 2.7 | 4.0 | 6.2 | 5.1 | 5.4 |

36: Fenton St & Easley St Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.2 | 0.0 | 0.1 |
| Total Del/Veh (s) | 7.1 | 6.6 | 1.2 | 4.3 |

38: Houston St & Easley St Performance by approach

| Approach | EB | NB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 0.8 | 0.1 | 0.4 |

39: Thayer Ave & Houston St Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.1 |
| Total Del/Veh (s) | 1.7 | 0.0 | 3.9 | 1.2 |

117: Grove St. & Bonifant Street & Hankin St Performance by approach

| Approach | EB | WB | NB | SW | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.2 | 0.1 | 0.0 | 0.0 | 0.1 |
| Total Del/Veh (s) | 7.0 | 3.7 | 6.5 | 4.7 | 6.4 |

Total Network Performance

| | |
|--------------------|------|
| Denied Del/Veh (s) | 2.4 |
| Total Del/Veh (s) | 80.8 |

Arterial Level of Service: NB Fenton St

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|-----------------------|------|---------------|-----------------|------------|----------------|
| King St | 19 | 3.7 | 8.7 | 0.0 | 15 |
| Philadelphia Ave | 9 | 37.0 | 43.3 | 0.0 | 4 |
| Richmond Ave | 18 | 2.4 | 11.5 | 0.1 | 21 |
| Gist Ave | 17 | 4.9 | 11.9 | 0.0 | 15 |
| Sligo Ave | 8 | 12.4 | 19.0 | 0.0 | 9 |
| Silver Spring Ave | 7 | 14.0 | 29.2 | 0.1 | 13 |
| Thayer Ave | 6 | 14.2 | 27.1 | 0.1 | 12 |
| Easley St | 36 | 6.9 | 16.1 | 0.1 | 15 |
| Bonifant Street | 5 | 6.9 | 10.7 | 0.0 | 9 |
| Wayne Ave | 4 | 20.3 | 30.9 | 0.1 | 9 |
| Ellsworth Dr | 3 | 15.4 | 30.6 | 0.1 | 13 |
| Roeder Rd | 16 | 2.0 | 9.2 | 0.1 | 20 |
| US 29 (Colesville Rd) | 2 | 48.3 | 56.3 | 0.1 | 4 |
| Cameron St | 1 | 13.6 | 26.9 | 0.1 | 13 |
| Total | | 202.0 | 331.4 | 0.9 | 10 |

Arterial Level of Service: SB Fenton St

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|-----------------------|------|---------------|-----------------|------------|----------------|
| Cameron St | 1 | 22.6 | 28.5 | 0.0 | 6 |
| US 29 (Colesville Rd) | 2 | 43.4 | 55.6 | 0.1 | 6 |
| Roeder Rd | 16 | 2.6 | 11.8 | 0.1 | 19 |
| Ellsworth Dr | 3 | 11.8 | 18.7 | 0.1 | 10 |
| Wayne Ave | 4 | 15.6 | 29.2 | 0.1 | 14 |
| Bonifant Street | 5 | 8.3 | 19.9 | 0.1 | 15 |
| Easley St | 36 | 1.2 | 5.3 | 0.0 | 19 |
| Thayer Ave | 6 | 12.3 | 21.2 | 0.1 | 11 |
| Silver Spring Ave | 7 | 13.1 | 26.2 | 0.1 | 13 |
| Sligo Ave | 8 | 17.7 | 32.2 | 0.1 | 12 |
| Gist Ave | 17 | 2.0 | 9.0 | 0.0 | 18 |
| Richmond Ave | 18 | 3.0 | 9.9 | 0.0 | 18 |
| Burlington Ave | 9 | 37.2 | 46.3 | 0.1 | 5 |
| King St | 19 | 1.5 | 8.2 | 0.0 | 20 |
| Total | | 192.3 | 321.9 | 0.9 | 11 |

Intersection: 1: Cameron St & Fenton St

| Movement | EB | WB | WB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|
| Directions Served | LTR | L | TR | TR | L | TR |
| Maximum Queue (ft) | 138 | 131 | 83 | 201 | 39 | 69 |
| Average Queue (ft) | 61 | 51 | 30 | 89 | 12 | 24 |
| 95th Queue (ft) | 106 | 103 | 68 | 157 | 37 | 59 |
| Link Distance (ft) | 210 | | 447 | 423 | | 373 |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (ft) | | 125 | | | 100 | |
| Storage Blk Time (%) | | 0 | | 5 | | 0 |
| Queuing Penalty (veh) | | 0 | | 0 | | 0 |

Intersection: 2: US 29 (Colesville Rd.) & Fenton St

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | TR | L | TR | LT | T | T | TR | LT | TR |
| Maximum Queue (ft) | 125 | 224 | 150 | 248 | 130 | 97 | 147 | 158 | 380 | 386 |
| Average Queue (ft) | 51 | 118 | 60 | 160 | 35 | 9 | 57 | 82 | 178 | 170 |
| 95th Queue (ft) | 118 | 207 | 145 | 255 | 98 | 47 | 121 | 145 | 312 | 311 |
| Link Distance (ft) | | 447 | | 243 | 271 | 271 | 271 | 271 | 546 | 546 |
| Upstream Blk Time (%) | | | | 3 | | | | | | |
| Queuing Penalty (veh) | | | | 9 | | | | | | |
| Storage Bay Dist (ft) | 100 | | 125 | | | | | | | |
| Storage Blk Time (%) | 0 | 21 | 0 | 23 | | | | | | |
| Queuing Penalty (veh) | 0 | 10 | 0 | 12 | | | | | | |

Intersection: 3: Fenton St & Ellsworth Dr

| Movement | EB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|
| Directions Served | LTR | LTR | L | TR | L | TR |
| Maximum Queue (ft) | 102 | 138 | 39 | 218 | 100 | 183 |
| Average Queue (ft) | 38 | 62 | 11 | 110 | 28 | 83 |
| 95th Queue (ft) | 82 | 114 | 35 | 197 | 73 | 146 |
| Link Distance (ft) | 707 | 407 | 495 | 495 | | 194 |
| Upstream Blk Time (%) | | | | | | 0 |
| Queuing Penalty (veh) | | | | | | 1 |
| Storage Bay Dist (ft) | | | | | 100 | |
| Storage Blk Time (%) | | | | | 0 | 4 |
| Queuing Penalty (veh) | | | | | 0 | 2 |

Intersection: 4: Fenton St & Wayne Ave

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | TR | L | T | TR | L | TR | L | TR |
| Maximum Queue (ft) | 130 | 301 | 329 | 295 | 484 | 444 | 116 | 334 | 94 | 239 |
| Average Queue (ft) | 52 | 187 | 219 | 216 | 228 | 178 | 57 | 209 | 17 | 92 |
| 95th Queue (ft) | 105 | 278 | 309 | 344 | 645 | 501 | 130 | 359 | 65 | 188 |
| Link Distance (ft) | 670 | 670 | 670 | | 866 | 866 | | 325 | | 495 |
| Upstream Blk Time (%) | | | | | 1 | 0 | | 2 | | |
| Queuing Penalty (veh) | | | | | 2 | 0 | | 10 | | |
| Storage Bay Dist (ft) | | | | 275 | | | 92 | | 100 | |
| Storage Blk Time (%) | | | | 28 | 0 | | 1 | 28 | 0 | 9 |
| Queuing Penalty (veh) | | | | 44 | 1 | | 4 | 23 | 0 | 3 |

Intersection: 5: Fenton St & Bonifant Street

| Movement | EB | EB | WB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|----|-----|
| Directions Served | L | TR | LTR | TR | L | T |
| Maximum Queue (ft) | 67 | 105 | 54 | 92 | 56 | 250 |
| Average Queue (ft) | 19 | 43 | 15 | 72 | 7 | 110 |
| 95th Queue (ft) | 47 | 87 | 41 | 103 | 33 | 199 |
| Link Distance (ft) | 665 | 665 | 537 | 72 | | 325 |
| Upstream Blk Time (%) | | | | 14 | | |
| Queuing Penalty (veh) | | | | 84 | | |
| Storage Bay Dist (ft) | | | | | 75 | |
| Storage Blk Time (%) | | | | | 0 | 11 |
| Queuing Penalty (veh) | | | | | 0 | 1 |

Intersection: 6: Fenton St & Thayer Ave

| Movement | EB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|----|-----|----|-----|
| Directions Served | LTR | LTR | L | TR | L | TR |
| Maximum Queue (ft) | 188 | 89 | 74 | 410 | 75 | 278 |
| Average Queue (ft) | 83 | 33 | 31 | 194 | 23 | 161 |
| 95th Queue (ft) | 149 | 74 | 73 | 350 | 64 | 267 |
| Link Distance (ft) | 628 | 524 | | 431 | | 283 |
| Upstream Blk Time (%) | | | | 0 | | 0 |
| Queuing Penalty (veh) | | | | 1 | | 1 |
| Storage Bay Dist (ft) | | | 50 | | 50 | |
| Storage Blk Time (%) | | | 1 | 26 | 1 | 25 |
| Queuing Penalty (veh) | | | 8 | 15 | 4 | 7 |

Intersection: 7: Fenton St & Silver Spring Ave

| Movement | EB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|----|-----|----|-----|
| Directions Served | LTR | LTR | L | TR | L | TR |
| Maximum Queue (ft) | 198 | 60 | 64 | 412 | 74 | 319 |
| Average Queue (ft) | 97 | 25 | 24 | 196 | 19 | 159 |
| 95th Queue (ft) | 166 | 56 | 61 | 334 | 60 | 282 |
| Link Distance (ft) | 620 | 521 | | 477 | | 431 |
| Upstream Blk Time (%) | | | | 0 | | |
| Queuing Penalty (veh) | | | | 0 | | |
| Storage Bay Dist (ft) | | | 40 | | 50 | |
| Storage Blk Time (%) | | | 2 | 29 | 1 | 25 |
| Queuing Penalty (veh) | | | 11 | 11 | 3 | 5 |

Intersection: 8: Fenton St & Sligo Ave

| Movement | EB | B27 | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|----|-----|----|-----|
| Directions Served | LTR | T | L | TR | L | TR | L | TR |
| Maximum Queue (ft) | 235 | 43 | 102 | 179 | 84 | 193 | 74 | 411 |
| Average Queue (ft) | 105 | 2 | 42 | 77 | 27 | 164 | 43 | 189 |
| 95th Queue (ft) | 198 | 24 | 79 | 138 | 69 | 218 | 81 | 345 |
| Link Distance (ft) | 177 | 412 | 533 | 533 | | 170 | | 477 |
| Upstream Blk Time (%) | 4 | | | | | 13 | | 0 |
| Queuing Penalty (veh) | 12 | | | | | 92 | | 0 |
| Storage Bay Dist (ft) | | | | | 60 | | 50 | |
| Storage Blk Time (%) | | | | | 0 | 31 | 6 | 28 |
| Queuing Penalty (veh) | | | | | 2 | 12 | 29 | 18 |

Intersection: 9: Fenton St & Burlington Ave/Philadelphia Ave

| Movement | EB | EB | EB | WB | WB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | R | LT | R | L | TR | L | T | R |
| Maximum Queue (ft) | 124 | 501 | 125 | 290 | 184 | 136 | 180 | 174 | 284 | 175 |
| Average Queue (ft) | 106 | 185 | 38 | 133 | 71 | 64 | 141 | 121 | 208 | 101 |
| 95th Queue (ft) | 146 | 400 | 103 | 237 | 159 | 113 | 199 | 202 | 314 | 209 |
| Link Distance (ft) | | 805 | | 662 | | 162 | 162 | | 268 | |
| Upstream Blk Time (%) | | | | | | 0 | 10 | | 6 | |
| Queuing Penalty (veh) | | | | | | 0 | 18 | | 39 | |
| Storage Bay Dist (ft) | 100 | | 100 | | 160 | | | 150 | | 150 |
| Storage Blk Time (%) | 15 | 8 | 0 | 6 | 0 | | | 3 | 21 | 0 |
| Queuing Penalty (veh) | 64 | 34 | 0 | 9 | 0 | | | 12 | 68 | 0 |

Intersection: 10: Spring St & Woodland Dr

| Movement | SE | NE | SW |
|-----------------------|-----|-----|-----|
| Directions Served | R | T | TR |
| Maximum Queue (ft) | 41 | 52 | 44 |
| Average Queue (ft) | 16 | 4 | 2 |
| 95th Queue (ft) | 39 | 23 | 18 |
| Link Distance (ft) | 542 | 241 | 583 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 11: Grove St. & Thayer Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 84 | 62 | 70 | 53 |
| Average Queue (ft) | 41 | 30 | 35 | 24 |
| 95th Queue (ft) | 66 | 55 | 54 | 50 |
| Link Distance (ft) | 524 | 477 | 450 | 279 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 12: Sligo Ave & Grove St

| Movement | EB | WB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | LT | TR | LR |
| Maximum Queue (ft) | 67 | 20 | 52 |
| Average Queue (ft) | 17 | 1 | 27 |
| 95th Queue (ft) | 51 | 11 | 50 |
| Link Distance (ft) | 533 | 646 | 518 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 13: Cedar St & Wayne Ave

| Movement | EB | EB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|----|-----|-----|
| Directions Served | LT | T | T | TR | LT | R | L | R |
| Maximum Queue (ft) | 207 | 228 | 149 | 117 | 174 | 40 | 217 | 175 |
| Average Queue (ft) | 76 | 77 | 54 | 34 | 70 | 35 | 109 | 68 |
| 95th Queue (ft) | 168 | 180 | 112 | 84 | 134 | 47 | 187 | 140 |
| Link Distance (ft) | 866 | 866 | 665 | 665 | 458 | | 632 | |
| Upstream Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | 15 | | 150 |
| Storage Blk Time (%) | | | | | 24 | 40 | 3 | 0 |
| Queuing Penalty (veh) | | | | | 23 | 23 | 4 | 0 |

Intersection: 14: Grove St/Grove St. & Silver Spring Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 73 | 54 | 74 | 64 |
| Average Queue (ft) | 36 | 19 | 39 | 29 |
| 95th Queue (ft) | 60 | 47 | 63 | 54 |
| Link Distance (ft) | 521 | 778 | 518 | 450 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 16: Fenton St & Roeder Rd

| Movement | EB | WB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | LT | TR | LR |
| Maximum Queue (ft) | 110 | 75 | 57 |
| Average Queue (ft) | 29 | 8 | 16 |
| 95th Queue (ft) | 79 | 40 | 47 |
| Link Distance (ft) | 243 | 194 | 498 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 17: Fenton St & Gist Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 56 | 65 | 204 | 187 |
| Average Queue (ft) | 19 | 19 | 101 | 21 |
| 95th Queue (ft) | 50 | 49 | 226 | 97 |
| Link Distance (ft) | 311 | 177 | 190 | 170 |
| Upstream Blk Time (%) | | | 3 | 1 |
| Queuing Penalty (veh) | | | 21 | 5 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 18: Fenton St & Richmond Ave

| Movement | EB | EB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | L | R | LT | TR |
| Maximum Queue (ft) | 29 | 53 | 236 | 208 |
| Average Queue (ft) | 6 | 13 | 41 | 43 |
| 95th Queue (ft) | 24 | 39 | 162 | 159 |
| Link Distance (ft) | 330 | 330 | 268 | 190 |
| Upstream Blk Time (%) | | | 0 | 1 |
| Queuing Penalty (veh) | | | 3 | 9 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 19: Fenton St & King St

| Movement | EB | NB |
|-----------------------|-----|-----|
| Directions Served | LR | LT |
| Maximum Queue (ft) | 40 | 180 |
| Average Queue (ft) | 10 | 35 |
| 95th Queue (ft) | 35 | 121 |
| Link Distance (ft) | 229 | 165 |
| Upstream Blk Time (%) | | 1 |
| Queuing Penalty (veh) | | 0 |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 21: Georgia Ave & Sligo Ave

| Movement | WB | WB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | R | T | T | TR | L | T | T | T |
| Maximum Queue (ft) | 170 | 173 | 231 | 215 | 290 | 72 | 232 | 133 | 128 |
| Average Queue (ft) | 94 | 80 | 112 | 72 | 121 | 52 | 98 | 29 | 30 |
| 95th Queue (ft) | 156 | 146 | 201 | 175 | 234 | 65 | 189 | 90 | 92 |
| Link Distance (ft) | | 412 | 522 | 522 | 522 | | 432 | 432 | 432 |
| Upstream Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |
| Storage Bay Dist (ft) | 150 | | | | | 30 | | | |
| Storage Blk Time (%) | 1 | 1 | | | | 41 | 5 | | |
| Queuing Penalty (veh) | 1 | 1 | | | | 101 | 14 | | |

Intersection: 22: Georgia Ave & Silver Spring Ave

| Movement | EB | WB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LT | T | TR | L | T | T | TR |
| Maximum Queue (ft) | 100 | 191 | 220 | 207 | 262 | 145 | 157 | 121 | 165 |
| Average Queue (ft) | 40 | 90 | 92 | 70 | 101 | 54 | 47 | 40 | 51 |
| 95th Queue (ft) | 83 | 156 | 183 | 170 | 223 | 108 | 119 | 103 | 129 |
| Link Distance (ft) | 707 | 620 | 432 | 432 | 432 | | 457 | 457 | 457 |
| Upstream Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | 180 | | | |
| Storage Blk Time (%) | | | | | | 0 | 0 | | |
| Queuing Penalty (veh) | | | | | | 0 | 0 | | |

Intersection: 23: Georgia Ave & Thayer Ave

| Movement | WB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LR | T | T | TR | L | T | T | T |
| Maximum Queue (ft) | 170 | 268 | 298 | 369 | 50 | 141 | 139 | 128 |
| Average Queue (ft) | 72 | 107 | 97 | 184 | 37 | 83 | 64 | 79 |
| 95th Queue (ft) | 135 | 216 | 218 | 347 | 60 | 153 | 144 | 142 |
| Link Distance (ft) | 628 | 457 | 457 | 457 | | 118 | 118 | 118 |
| Upstream Blk Time (%) | | | | | | 4 | 1 | 2 |
| Queuing Penalty (veh) | | | | | | 15 | 3 | 8 |
| Storage Bay Dist (ft) | | | | | 25 | | | |
| Storage Blk Time (%) | | | | | 28 | 13 | | |
| Queuing Penalty (veh) | | | | | 102 | 11 | | |

Intersection: 24: Georgia Ave & Bonifant St/Bonifant Street

| Movement | EB | EB | NB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|----|-----|-----|-----|----|-----|-----|-----|
| Directions Served | L | R | L | T | T | TR | L | T | T | TR |
| Maximum Queue (ft) | 164 | 301 | 49 | 118 | 121 | 135 | 69 | 188 | 113 | 132 |
| Average Queue (ft) | 99 | 139 | 21 | 40 | 48 | 83 | 26 | 87 | 64 | 73 |
| 95th Queue (ft) | 170 | 292 | 50 | 98 | 114 | 153 | 61 | 158 | 106 | 118 |
| Link Distance (ft) | | 362 | | 118 | 118 | 118 | | 325 | 325 | 325 |
| Upstream Blk Time (%) | | 6 | | 0 | 0 | 5 | | | | |
| Queuing Penalty (veh) | | 0 | | 1 | 2 | 25 | | | | |
| Storage Bay Dist (ft) | 140 | | 25 | | | | 50 | | | |
| Storage Blk Time (%) | 11 | 8 | 10 | 10 | | | 4 | 18 | | |
| Queuing Penalty (veh) | 15 | 9 | 42 | 4 | | | 12 | 10 | | |

Intersection: 25: Georgia Ave & Wayne Ave

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | TR | L | T | TR | L | T | T | TR | L | T |
| Maximum Queue (ft) | 296 | 464 | 225 | 174 | 251 | 308 | 149 | 338 | 334 | 356 | 175 | 262 |
| Average Queue (ft) | 89 | 304 | 207 | 90 | 126 | 181 | 44 | 161 | 187 | 278 | 98 | 171 |
| 95th Queue (ft) | 197 | 510 | 259 | 165 | 209 | 266 | 101 | 281 | 310 | 400 | 186 | 256 |
| Link Distance (ft) | 449 | 449 | | | 670 | 670 | | 325 | 325 | 325 | | 260 |
| Upstream Blk Time (%) | 0 | 4 | | | | | | 0 | 0 | 9 | | 1 |
| Queuing Penalty (veh) | 0 | 0 | | | | | | 1 | 2 | 43 | | 2 |
| Storage Bay Dist (ft) | | | 200 | 150 | | | 175 | | | | 150 | |
| Storage Blk Time (%) | | 7 | 30 | 2 | 5 | | 0 | 4 | | | 1 | 10 |
| Queuing Penalty (veh) | | 23 | 54 | 3 | 6 | | 0 | 2 | | | 4 | 14 |

Intersection: 25: Georgia Ave & Wayne Ave

| Movement | SB | SB |
|-----------------------|-----|-----|
| Directions Served | T | TR |
| Maximum Queue (ft) | 229 | 235 |
| Average Queue (ft) | 136 | 154 |
| 95th Queue (ft) | 198 | 221 |
| Link Distance (ft) | 260 | 260 |
| Upstream Blk Time (%) | | 0 |
| Queuing Penalty (veh) | | 1 |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 26: Georgia Ave & US 29 (Colesville Rd.)

| Movement | EB | EB | EB | EB | WB | WB | WB | B30 | NB | NB | NB | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LT | T | T | TR | L | T | TR | T | T | T | T | R |
| Maximum Queue (ft) | 528 | 461 | 346 | 230 | 324 | 154 | 152 | 53 | 256 | 261 | 261 | 172 |
| Average Queue (ft) | 377 | 330 | 231 | 138 | 199 | 75 | 78 | 3 | 197 | 210 | 212 | 77 |
| 95th Queue (ft) | 482 | 429 | 321 | 214 | 310 | 122 | 132 | 27 | 278 | 289 | 295 | 155 |
| Link Distance (ft) | 611 | 611 | 611 | 611 | 244 | 244 | 244 | 271 | 242 | 242 | 242 | 242 |
| Upstream Blk Time (%) | | | | | 4 | | | | 12 | 14 | 16 | |
| Queuing Penalty (veh) | | | | | 10 | | | | 42 | 48 | 54 | |
| Storage Bay Dist (ft) | | | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 26: Georgia Ave & US 29 (Colesville Rd.)

| Movement | SB | SB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | T | T | TR |
| Maximum Queue (ft) | 591 | 566 | 451 |
| Average Queue (ft) | 506 | 443 | 306 |
| 95th Queue (ft) | 652 | 591 | 477 |
| Link Distance (ft) | 565 | 565 | 565 |
| Upstream Blk Time (%) | 12 | 2 | 0 |
| Queuing Penalty (veh) | 0 | 0 | 0 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 28: Georgia Ave & Ellsworth Dr

| Movement | WB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | R | T | T | TR | T | T | T |
| Maximum Queue (ft) | 225 | 200 | 216 | 243 | 161 | 122 | 136 |
| Average Queue (ft) | 86 | 64 | 73 | 109 | 110 | 71 | 75 |
| 95th Queue (ft) | 240 | 173 | 195 | 229 | 154 | 116 | 128 |
| Link Distance (ft) | 707 | 260 | 260 | 260 | 242 | 242 | 242 |
| Upstream Blk Time (%) | | 0 | 0 | 2 | | | |
| Queuing Penalty (veh) | | 1 | 2 | 7 | | | |
| Storage Bay Dist (ft) | | | | | | | |
| Storage Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |

Intersection: 33: Houston St & Hankin St

Movement

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

Intersection: 34: Cedar St & Bonifant Street & Bonifant St

| Movement | EB | NB | NW | SW |
|-----------------------|------|------|------|------|
| Directions Served | <LR> | <LR> | <LTR | <LR> |
| Maximum Queue (ft) | 87 | 50 | 50 | 73 |
| Average Queue (ft) | 52 | 16 | 10 | 34 |
| 95th Queue (ft) | 76 | 44 | 33 | 60 |
| Link Distance (ft) | 485 | | 823 | 114 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 35: Grove St. & Easley St

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 72 | 36 | 97 | 45 |
| Average Queue (ft) | 22 | 13 | 39 | 19 |
| 95th Queue (ft) | 55 | 38 | 69 | 46 |
| Link Distance (ft) | 495 | | 279 | 396 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 36: Fenton St & Easley St

| Movement | WB | NB | SB |
|-----------------------|-----|-----|----|
| Directions Served | LR | TR | LT |
| Maximum Queue (ft) | 44 | 279 | 64 |
| Average Queue (ft) | 10 | 102 | 6 |
| 95th Queue (ft) | 35 | 239 | 37 |
| Link Distance (ft) | 495 | 283 | 72 |
| Upstream Blk Time (%) | | 0 | 0 |
| Queuing Penalty (veh) | | 2 | 1 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 38: Houston St & Easley St

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

Intersection: 39: Thayer Ave & Houston St

| Movement | EB | SB |
|-----------------------|-----|----|
| Directions Served | LT | LR |
| Maximum Queue (ft) | 11 | 31 |
| Average Queue (ft) | 1 | 8 |
| 95th Queue (ft) | 9 | 30 |
| Link Distance (ft) | 477 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 117: Grove St. & Bonifant Street & Hankin St

| Movement | EB | WB | NB | SW |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LR | <LR |
| Maximum Queue (ft) | 110 | 12 | 78 | 63 |
| Average Queue (ft) | 54 | 1 | 32 | 31 |
| 95th Queue (ft) | 89 | 7 | 60 | 57 |
| Link Distance (ft) | 537 | | 396 | 485 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Network Summary

Network wide Queuing Penalty: 1466

Summary of All Intervals

| Run Number | 1 | 2 | 3 | 4 | 5 | Avg |
|-------------------------|-------|-------|-------|-------|-------|-------|
| Start Time | 12:50 | 12:50 | 12:50 | 12:50 | 12:50 | 12:50 |
| End Time | 2:00 | 2:00 | 2:00 | 2:00 | 2:00 | 2:00 |
| Total Time (min) | 70 | 70 | 70 | 70 | 70 | 70 |
| Time Recorded (min) | 60 | 60 | 60 | 60 | 60 | 60 |
| # of Intervals | 2 | 2 | 2 | 2 | 2 | 2 |
| # of Recorded Intervals | 1 | 1 | 1 | 1 | 1 | 1 |
| Vehs Entered | 7053 | 6916 | 6951 | 7137 | 6924 | 6998 |
| Vehs Exited | 6900 | 6825 | 6896 | 7145 | 6804 | 6916 |
| Starting Vehs | 179 | 189 | 184 | 220 | 191 | 178 |
| Ending Vehs | 332 | 280 | 239 | 212 | 311 | 265 |
| Travel Distance (mi) | 2458 | 2392 | 2449 | 2517 | 2387 | 2441 |
| Travel Time (hr) | 245.3 | 212.4 | 214.1 | 209.9 | 228.1 | 222.0 |
| Total Delay (hr) | 147.6 | 117.5 | 116.6 | 109.9 | 133.2 | 125.0 |
| Total Stops | 11090 | 10448 | 11106 | 11194 | 10732 | 10912 |
| Fuel Used (gal) | 123.8 | 114.3 | 116.6 | 117.9 | 117.7 | 118.0 |

Interval #0 Information Seeding

| | |
|-------------------------------------|-------|
| Start Time | 12:50 |
| End Time | 1:00 |
| Total Time (min) | 10 |
| Volumes adjusted by Growth Factors. | |
| No data recorded this interval. | |

Interval #1 Information Recording

| | |
|-------------------------------------|------|
| Start Time | 1:00 |
| End Time | 2:00 |
| Total Time (min) | 60 |
| Volumes adjusted by Growth Factors. | |

| Run Number | 1 | 2 | 3 | 4 | 5 | Avg |
|----------------------|-------|-------|-------|-------|-------|-------|
| Vehs Entered | 7053 | 6916 | 6951 | 7137 | 6924 | 6998 |
| Vehs Exited | 6900 | 6825 | 6896 | 7145 | 6804 | 6916 |
| Starting Vehs | 179 | 189 | 184 | 220 | 191 | 178 |
| Ending Vehs | 332 | 280 | 239 | 212 | 311 | 265 |
| Travel Distance (mi) | 2458 | 2392 | 2449 | 2517 | 2387 | 2441 |
| Travel Time (hr) | 245.3 | 212.4 | 214.1 | 209.9 | 228.1 | 222.0 |
| Total Delay (hr) | 147.6 | 117.5 | 116.6 | 109.9 | 133.2 | 125.0 |
| Total Stops | 11090 | 10448 | 11106 | 11194 | 10732 | 10912 |
| Fuel Used (gal) | 123.8 | 114.3 | 116.6 | 117.9 | 117.7 | 118.0 |

1: Cameron St & Fenton St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|-----|------|
| Denied Del/Veh (s) | 0.2 | 0.0 | 0.2 | 1.2 | 0.3 |
| Total Del/Veh (s) | 30.8 | 21.0 | 11.1 | 9.6 | 17.8 |

2: US 29 (Colesville Rd.) & Fenton St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|-------|------|------|------|
| Denied Del/Veh (s) | 0.1 | 0.5 | 0.1 | 0.2 | 0.2 |
| Total Del/Veh (s) | 43.2 | 110.0 | 18.4 | 24.2 | 34.7 |

3: Fenton St & Ellsworth Dr Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|------|-----|------|
| Denied Del/Veh (s) | 0.2 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 72.3 | 83.9 | 7.5 | 57.0 |

4: Fenton St & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 18.9 | 0.3 | 0.2 | 0.5 | 4.8 |
| Total Del/Veh (s) | 62.9 | 33.2 | 44.1 | 31.1 | 42.9 |

5: Fenton St & Bonifant Street Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|-----|------|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.6 | 0.0 | 0.3 |
| Total Del/Veh (s) | 31.7 | 27.1 | 12.8 | 8.5 | 13.6 |

6: Fenton St & Thayer Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.7 | 0.0 | 0.2 | 0.1 | 0.2 |
| Total Del/Veh (s) | 49.3 | 28.8 | 28.4 | 12.2 | 25.1 |

7: Fenton St & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.2 | 0.1 | 2.1 | 0.0 | 1.0 |
| Total Del/Veh (s) | 51.9 | 28.5 | 20.5 | 11.4 | 20.4 |

8: Fenton St & Sligo Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 20.1 | 17.5 | 12.5 | 12.1 | 14.2 |

9: Fenton St & Burlington Ave/Philadelphia Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 2.1 | 1.9 | 0.4 | 0.1 | 1.1 |
| Total Del/Veh (s) | 13.4 | 14.8 | 42.4 | 26.2 | 22.7 |

10: Spring St & Woodland Dr Performance by approach

| Approach | SE | NE | SW | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.2 | 0.3 | 0.3 |
| Total Del/Veh (s) | 4.2 | 0.2 | 0.4 | 0.4 |

11: Grove St. & Thayer Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 4.0 | 4.4 | 4.6 | 5.6 | 4.5 |

12: Sligo Ave & Grove St Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.2 | 0.0 | 0.1 |
| Total Del/Veh (s) | 2.1 | 0.4 | 6.7 | 1.7 |

13: Cedar St & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.2 | 0.0 | 1.9 | 0.5 |
| Total Del/Veh (s) | 7.1 | 6.7 | 22.9 | 27.6 | 12.9 |

16: Fenton St & Roeder Rd Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|------|-------|------|
| Denied Del/Veh (s) | 0.0 | 1.9 | 0.1 | 0.8 |
| Total Del/Veh (s) | 3.6 | 47.3 | 282.3 | 28.7 |

17: Fenton St & Gist Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.1 | 0.0 | 0.1 |
| Total Del/Veh (s) | 17.7 | 15.5 | 2.6 | 1.6 | 2.7 |

18: Fenton St & Richmond Ave Performance by approach

| Approach | EB | NB | SB | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.0 |
| Total Del/Veh (s) | 10.7 | 1.4 | 0.7 | 1.2 |

19: Fenton St & King St Performance by approach

| Approach | NB | SB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.3 | 0.0 | 0.2 |
| Total Del/Veh (s) | 1.3 | 1.3 | 1.3 |

21: Grove St. & Easley St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 3.4 | 3.7 | 6.0 | 5.2 | 5.2 |

22: Fenton St & Easley St Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|------|-----|------|
| Denied Del/Veh (s) | 0.0 | 1.3 | 0.0 | 0.7 |
| Total Del/Veh (s) | 35.9 | 22.8 | 1.3 | 12.8 |

24: Houston St & Hankin St Performance by approach

| Approach | EB | SB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 0.7 | 1.0 | 0.9 |

25: Cedar St & Bonifant Street Performance by approach

| Approach | EB | NB | NW | SW | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.1 | 0.0 |
| Total Del/Veh (s) | 4.9 | 3.8 | 3.6 | 3.7 | 4.5 |

27: Easley St & Houston St Performance by approach

| Approach | EB | NB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 0.9 | 0.1 | 0.5 |

28: Thayer Ave Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.1 |
| Total Del/Veh (s) | 1.3 | 0.0 | 3.4 | 0.9 |

117: Grove St. & Bonifant Street & Hankin St Performance by approach

| Approach | EB | WB | NB | SW | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 5.9 | 3.4 | 5.6 | 4.0 | 5.4 |

122: Grove St/Grove St. & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 3.4 | 3.8 | 4.5 | 4.9 | 4.1 |

Total Network Performance

| | |
|--------------------|------|
| Denied Del/Veh (s) | 2.4 |
| Total Del/Veh (s) | 60.3 |

Arterial Level of Service: NB Fenton St

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|-----------------------|------|---------------|-----------------|------------|----------------|
| King St | 19 | 1.3 | 6.2 | 0.0 | 21 |
| Philadelphia Ave | 9 | 39.0 | 45.1 | 0.0 | 4 |
| Richmond Ave | 18 | 1.8 | 10.7 | 0.1 | 22 |
| Gist Ave | 17 | 2.5 | 9.5 | 0.0 | 19 |
| Sligo Ave | 8 | 12.1 | 18.5 | 0.0 | 9 |
| Silver Spring Ave | 7 | 20.3 | 36.7 | 0.1 | 11 |
| Thayer Ave | 6 | 28.8 | 42.2 | 0.1 | 8 |
| Easley St | 22 | 22.8 | 33.3 | 0.1 | 7 |
| Bonifant Street | 5 | 12.9 | 17.3 | 0.0 | 6 |
| Wayne Ave | 4 | 46.9 | 58.4 | 0.1 | 5 |
| Ellsworth Dr | 3 | 83.4 | 98.5 | 0.1 | 4 |
| Roeder Rd | 16 | 48.0 | 55.1 | 0.1 | 3 |
| US 29 (Colesville Rd) | 2 | 116.6 | 125.0 | 0.1 | 2 |
| Cameron St | 1 | 12.8 | 26.0 | 0.1 | 14 |
| Total | | 449.3 | 582.4 | 0.9 | 6 |

Arterial Level of Service: SB Fenton St

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|-----------------------|------|---------------|-----------------|------------|----------------|
| Cameron St | 1 | 29.3 | 35.3 | 0.0 | 5 |
| US 29 (Colesville Rd) | 2 | 37.1 | 48.2 | 0.1 | 7 |
| Roeder Rd | 16 | 4.3 | 13.5 | 0.1 | 17 |
| Ellsworth Dr | 3 | 7.4 | 14.4 | 0.1 | 13 |
| Wayne Ave | 4 | 32.3 | 46.3 | 0.1 | 9 |
| Bonifant Street | 5 | 8.9 | 20.0 | 0.1 | 14 |
| Easley St | 22 | 1.2 | 5.4 | 0.0 | 18 |
| Thayer Ave | 6 | 12.0 | 21.2 | 0.1 | 11 |
| Silver Spring Ave | 7 | 11.2 | 24.3 | 0.1 | 14 |
| Sligo Ave | 8 | 11.7 | 25.7 | 0.1 | 15 |
| Gist Ave | 17 | 1.5 | 8.2 | 0.0 | 20 |
| Richmond Ave | 18 | 0.6 | 7.6 | 0.0 | 23 |
| Burlington Ave | 9 | 34.6 | 43.3 | 0.1 | 5 |
| King St | 19 | 1.5 | 8.1 | 0.0 | 20 |
| Total | | 193.6 | 321.3 | 0.9 | 11 |

Intersection: 1: Cameron St & Fenton St

| Movement | EB | WB | WB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|
| Directions Served | LTR | L | TR | TR | L | TR |
| Maximum Queue (ft) | 124 | 133 | 58 | 160 | 54 | 61 |
| Average Queue (ft) | 60 | 57 | 22 | 56 | 10 | 15 |
| 95th Queue (ft) | 109 | 112 | 54 | 115 | 36 | 46 |
| Link Distance (ft) | 209 | | 430 | 423 | | 372 |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (ft) | | 125 | | | 100 | |
| Storage Blk Time (%) | | 1 | | 2 | | |
| Queuing Penalty (veh) | | 0 | | 0 | | |

Intersection: 2: US 29 (Colesville Rd.) & Fenton St

| Movement | EB | EB | WB | WB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | TR | L | TR | LT | T | TR | LT | T | TR |
| Maximum Queue (ft) | 106 | 196 | 150 | 270 | 330 | 273 | 188 | 391 | 330 | 173 |
| Average Queue (ft) | 27 | 76 | 126 | 247 | 200 | 142 | 89 | 254 | 186 | 50 |
| 95th Queue (ft) | 75 | 147 | 201 | 308 | 282 | 235 | 164 | 362 | 310 | 127 |
| Link Distance (ft) | | 430 | | 251 | 446 | 446 | 446 | 546 | 546 | 546 |
| Upstream Blk Time (%) | | | | 52 | | | | | | |
| Queuing Penalty (veh) | | | | 177 | | | | | | |
| Storage Bay Dist (ft) | 100 | | 125 | | | | | | | |
| Storage Blk Time (%) | 0 | 8 | 4 | 78 | | | | | | |
| Queuing Penalty (veh) | 0 | 3 | 9 | 80 | | | | | | |

Intersection: 3: Fenton St & Ellsworth Dr

| Movement | WB | NB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | LTR | TR | TR |
| Maximum Queue (ft) | 259 | 512 | 171 |
| Average Queue (ft) | 120 | 301 | 72 |
| 95th Queue (ft) | 241 | 614 | 141 |
| Link Distance (ft) | 406 | 492 | 199 |
| Upstream Blk Time (%) | | 17 | 0 |
| Queuing Penalty (veh) | | 38 | 0 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | 3 |
| Queuing Penalty (veh) | | | 0 |

Intersection: 4: Fenton St & Wayne Ave

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | TR | L | T | TR | L | TR | L | TR |
| Maximum Queue (ft) | 329 | 245 | 221 | 244 | 255 | 262 | 117 | 342 | 124 | 336 |
| Average Queue (ft) | 117 | 123 | 111 | 118 | 85 | 107 | 78 | 288 | 64 | 182 |
| 95th Queue (ft) | 329 | 210 | 205 | 204 | 186 | 211 | 142 | 405 | 139 | 305 |
| Link Distance (ft) | 432 | 432 | 432 | | 866 | 866 | | 325 | | 492 |
| Upstream Blk Time (%) | 9 | | | | | | | 18 | | |
| Queuing Penalty (veh) | 0 | | | | | | | 109 | | |
| Storage Bay Dist (ft) | | | | 275 | | | 92 | | 100 | |
| Storage Blk Time (%) | | | | 0 | 0 | | 4 | 49 | 0 | 25 |
| Queuing Penalty (veh) | | | | 0 | 0 | | 20 | 68 | 1 | 20 |

Intersection: 5: Fenton St & Bonifant Street

| Movement | EB | EB | WB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|----|-----|
| Directions Served | L | TR | LTR | TR | L | T |
| Maximum Queue (ft) | 118 | 91 | 82 | 106 | 59 | 245 |
| Average Queue (ft) | 35 | 40 | 27 | 78 | 6 | 96 |
| 95th Queue (ft) | 98 | 79 | 64 | 98 | 30 | 201 |
| Link Distance (ft) | 354 | 354 | 549 | 70 | | 325 |
| Upstream Blk Time (%) | | | | 34 | | |
| Queuing Penalty (veh) | | | | 186 | | |
| Storage Bay Dist (ft) | | | | | 75 | |
| Storage Blk Time (%) | | | | | | 10 |
| Queuing Penalty (veh) | | | | | | 1 |

Intersection: 6: Fenton St & Thayer Ave

| Movement | EB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|----|-----|----|-----|
| Directions Served | LTR | LTR | L | TR | L | TR |
| Maximum Queue (ft) | 383 | 166 | 74 | 428 | 74 | 284 |
| Average Queue (ft) | 122 | 53 | 36 | 220 | 17 | 146 |
| 95th Queue (ft) | 287 | 119 | 81 | 433 | 52 | 276 |
| Link Distance (ft) | 537 | 523 | | 430 | | 284 |
| Upstream Blk Time (%) | 1 | | | 7 | | 1 |
| Queuing Penalty (veh) | 0 | | | 41 | | 4 |
| Storage Bay Dist (ft) | | | 50 | | 50 | |
| Storage Blk Time (%) | | | 2 | 36 | 1 | 24 |
| Queuing Penalty (veh) | | | 10 | 23 | 3 | 6 |

Intersection: 7: Fenton St & Silver Spring Ave

| Movement | EB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|----|-----|----|-----|
| Directions Served | LTR | LTR | L | TR | L | TR |
| Maximum Queue (ft) | 328 | 91 | 64 | 441 | 74 | 299 |
| Average Queue (ft) | 95 | 34 | 24 | 205 | 19 | 134 |
| 95th Queue (ft) | 255 | 77 | 63 | 404 | 57 | 249 |
| Link Distance (ft) | 694 | 534 | | 490 | | 430 |
| Upstream Blk Time (%) | | | | 1 | | |
| Queuing Penalty (veh) | | | | 7 | | |
| Storage Bay Dist (ft) | | | 40 | | 50 | |
| Storage Blk Time (%) | | | 1 | 32 | 1 | 21 |
| Queuing Penalty (veh) | | | 8 | 12 | 5 | 5 |

Intersection: 8: Fenton St & Sligo Ave

| Movement | EB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|----|-----|----|-----|
| Directions Served | LTR | L | TR | L | TR | L | TR |
| Maximum Queue (ft) | 199 | 94 | 156 | 84 | 186 | 74 | 278 |
| Average Queue (ft) | 87 | 33 | 61 | 29 | 145 | 40 | 129 |
| 95th Queue (ft) | 164 | 66 | 116 | 81 | 217 | 78 | 240 |
| Link Distance (ft) | 711 | 535 | 535 | | 169 | | 490 |
| Upstream Blk Time (%) | | | | | 7 | | |
| Queuing Penalty (veh) | | | | | 41 | | |
| Storage Bay Dist (ft) | | | | 60 | | 50 | |
| Storage Blk Time (%) | | | | 0 | 27 | 3 | 22 |
| Queuing Penalty (veh) | | | | 1 | 9 | 13 | 16 |

Intersection: 9: Fenton St & Burlington Ave/Philadelphia Ave

| Movement | EB | EB | EB | WB | WB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | R | LT | R | L | TR | L | T | R |
| Maximum Queue (ft) | 124 | 195 | 108 | 228 | 182 | 105 | 175 | 174 | 268 | 175 |
| Average Queue (ft) | 67 | 75 | 16 | 89 | 48 | 47 | 129 | 96 | 147 | 67 |
| 95th Queue (ft) | 121 | 157 | 58 | 171 | 115 | 91 | 185 | 176 | 241 | 148 |
| Link Distance (ft) | | 805 | | 662 | | 162 | 162 | | 268 | |
| Upstream Blk Time (%) | | | | | | | 5 | | 1 | |
| Queuing Penalty (veh) | | | | | | | 6 | | 3 | |
| Storage Bay Dist (ft) | 100 | | 100 | | 160 | | | 150 | | 150 |
| Storage Blk Time (%) | 2 | 3 | 0 | 2 | 0 | | | 1 | 6 | 0 |
| Queuing Penalty (veh) | 5 | 7 | 0 | 3 | 0 | | | 5 | 16 | 0 |

Intersection: 10: Spring St & Woodland Dr

| Movement | SE | NE | SW |
|-----------------------|-----|-----|-----|
| Directions Served | R | T | TR |
| Maximum Queue (ft) | 35 | 39 | 45 |
| Average Queue (ft) | 11 | 2 | 3 |
| 95th Queue (ft) | 32 | 18 | 22 |
| Link Distance (ft) | 539 | 240 | 582 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 11: Grove St. & Thayer Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 73 | 65 | 40 | 41 |
| Average Queue (ft) | 32 | 27 | 29 | 25 |
| 95th Queue (ft) | 58 | 53 | 43 | 46 |
| Link Distance (ft) | 523 | 465 | 430 | 288 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 12: Sligo Ave & Grove St

| Movement | EB | WB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | LT | TR | LR |
| Maximum Queue (ft) | 61 | 6 | 36 |
| Average Queue (ft) | 12 | 1 | 21 |
| 95th Queue (ft) | 42 | 8 | 41 |
| Link Distance (ft) | 535 | 645 | 528 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 13: Cedar St & Wayne Ave

| Movement | EB | EB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|----|-----|-----|
| Directions Served | LT | T | T | TR | LT | R | L | R |
| Maximum Queue (ft) | 119 | 100 | 143 | 117 | 138 | 61 | 205 | 159 |
| Average Queue (ft) | 49 | 44 | 54 | 26 | 45 | 28 | 94 | 72 |
| 95th Queue (ft) | 99 | 90 | 112 | 72 | 102 | 56 | 165 | 136 |
| Link Distance (ft) | 866 | 866 | 666 | 666 | 441 | | 632 | |
| Upstream Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | 15 | | 150 |
| Storage Blk Time (%) | | | | | 24 | 20 | 2 | 0 |
| Queuing Penalty (veh) | | | | | 11 | 11 | 2 | 0 |

Intersection: 16: Fenton St & Roeder Rd

| Movement | EB | WB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | LT | TR | LR |
| Maximum Queue (ft) | 153 | 213 | 161 |
| Average Queue (ft) | 45 | 157 | 53 |
| 95th Queue (ft) | 114 | 287 | 161 |
| Link Distance (ft) | 251 | 199 | 498 |
| Upstream Blk Time (%) | | 35 | |
| Queuing Penalty (veh) | | 126 | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 17: Fenton St & Gist Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 60 | 73 | 182 | 129 |
| Average Queue (ft) | 16 | 21 | 43 | 14 |
| 95th Queue (ft) | 44 | 53 | 140 | 67 |
| Link Distance (ft) | 450 | 177 | 188 | 169 |
| Upstream Blk Time (%) | | | 0 | 0 |
| Queuing Penalty (veh) | | | 1 | 0 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 18: Fenton St & Richmond Ave

| Movement | EB | EB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | L | R | LT | TR |
| Maximum Queue (ft) | 53 | 27 | 83 | 87 |
| Average Queue (ft) | 10 | 6 | 6 | 6 |
| 95th Queue (ft) | 37 | 23 | 37 | 52 |
| Link Distance (ft) | 330 | 330 | 268 | 188 |
| Upstream Blk Time (%) | | | | 0 |
| Queuing Penalty (veh) | | | | 1 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 19: Fenton St & King St

| Movement | NB |
|-----------------------|-----|
| Directions Served | LT |
| Maximum Queue (ft) | 140 |
| Average Queue (ft) | 14 |
| 95th Queue (ft) | 73 |
| Link Distance (ft) | 165 |
| Upstream Blk Time (%) | 0 |
| Queuing Penalty (veh) | 0 |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

Intersection: 21: Grove St. & Easley St

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 62 | 35 | 66 | 52 |
| Average Queue (ft) | 21 | 8 | 33 | 20 |
| 95th Queue (ft) | 51 | 30 | 53 | 47 |
| Link Distance (ft) | 489 | | 288 | 393 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 22: Fenton St & Easley St

| Movement | WB | NB | SB |
|-----------------------|-----|-----|----|
| Directions Served | LR | TR | LT |
| Maximum Queue (ft) | 64 | 298 | 77 |
| Average Queue (ft) | 13 | 173 | 9 |
| 95th Queue (ft) | 44 | 344 | 47 |
| Link Distance (ft) | 489 | 284 | 70 |
| Upstream Blk Time (%) | | 13 | 1 |
| Queuing Penalty (veh) | | 72 | 4 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 24: Houston St & Hankin St

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

Intersection: 25: Cedar St & Bonifant Street

| Movement | EB | NB | NW | SW |
|-----------------------|-----|------|------|------|
| Directions Served | <LR | <LR> | <LTR | <LR> |
| Maximum Queue (ft) | 76 | 33 | 58 | 57 |
| Average Queue (ft) | 39 | 11 | 13 | 26 |
| 95th Queue (ft) | 62 | 33 | 39 | 54 |
| Link Distance (ft) | 467 | | 843 | 256 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 27: Easley St & Houston St

Movement

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

Intersection: 28: Thayer Ave

| Movement | EB | SB |
|----------|----|----|
|----------|----|----|

| | | |
|-----------------------|-----|----|
| Directions Served | LT | LR |
| Maximum Queue (ft) | 6 | 31 |
| Average Queue (ft) | 0 | 6 |
| 95th Queue (ft) | 4 | 27 |
| Link Distance (ft) | 465 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 117: Grove St. & Bonifant Street & Hankin St

| Movement | EB | WB | NB | SW |
|----------|----|----|----|----|
|----------|----|----|----|----|

| | | | | |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LR | <LR |
| Maximum Queue (ft) | 88 | 20 | 55 | 57 |
| Average Queue (ft) | 37 | 2 | 23 | 23 |
| 95th Queue (ft) | 65 | 11 | 40 | 53 |
| Link Distance (ft) | 549 | | 393 | 467 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 122: Grove St/Grove St. & Silver Spring Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 73 | 44 | 62 | 54 |
| Average Queue (ft) | 30 | 18 | 34 | 27 |
| 95th Queue (ft) | 59 | 45 | 54 | 52 |
| Link Distance (ft) | 534 | 879 | 528 | 430 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Network Summary

Network wide Queuing Penalty: 1190

FENTON STREET CYCLE TRACK

Appendix G Scenario 4 Synchro Analysis
November 3, 2020

Appendix G SCENARIO 4 SYNCHRO ANALYSIS

Summary of All Intervals

| Run Number | 1 | 2 | 3 | 4 | 5 | Avg |
|-------------------------|-------|-------|-------|-------|-------|-------|
| Start Time | 6:50 | 6:50 | 6:50 | 6:50 | 6:50 | 6:50 |
| End Time | 8:00 | 8:00 | 8:00 | 8:00 | 8:00 | 8:00 |
| Total Time (min) | 70 | 70 | 70 | 70 | 70 | 70 |
| Time Recorded (min) | 60 | 60 | 60 | 60 | 60 | 60 |
| # of Intervals | 2 | 2 | 2 | 2 | 2 | 2 |
| # of Recorded Intervals | 1 | 1 | 1 | 1 | 1 | 1 |
| Vehs Entered | 10129 | 10031 | 10063 | 10102 | 10062 | 10076 |
| Vehs Exited | 10095 | 10037 | 10034 | 10064 | 10004 | 10044 |
| Starting Vehs | 332 | 362 | 355 | 308 | 302 | 323 |
| Ending Vehs | 366 | 356 | 384 | 346 | 360 | 346 |
| Travel Distance (mi) | 4440 | 4434 | 4418 | 4444 | 4414 | 4430 |
| Travel Time (hr) | 417.3 | 360.4 | 360.5 | 364.9 | 357.5 | 372.1 |
| Total Delay (hr) | 244.2 | 187.8 | 188.4 | 191.6 | 185.2 | 199.4 |
| Total Stops | 16611 | 16011 | 15959 | 16282 | 15844 | 16141 |
| Fuel Used (gal) | 219.7 | 206.1 | 205.8 | 207.4 | 204.9 | 208.8 |

Interval #0 Information Seeding

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

Interval #1 Information Recording

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

| Run Number | 1 | 2 | 3 | 4 | 5 | Avg |
|----------------------|-------|-------|-------|-------|-------|-------|
| Vehs Entered | 10129 | 10031 | 10063 | 10102 | 10062 | 10076 |
| Vehs Exited | 10095 | 10037 | 10034 | 10064 | 10004 | 10044 |
| Starting Vehs | 332 | 362 | 355 | 308 | 302 | 323 |
| Ending Vehs | 366 | 356 | 384 | 346 | 360 | 346 |
| Travel Distance (mi) | 4440 | 4434 | 4418 | 4444 | 4414 | 4430 |
| Travel Time (hr) | 417.3 | 360.4 | 360.5 | 364.9 | 357.5 | 372.1 |
| Total Delay (hr) | 244.2 | 187.8 | 188.4 | 191.6 | 185.2 | 199.4 |
| Total Stops | 16611 | 16011 | 15959 | 16282 | 15844 | 16141 |
| Fuel Used (gal) | 219.7 | 206.1 | 205.8 | 207.4 | 204.9 | 208.8 |

1: Cameron St & Fenton St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|------|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.2 | 0.5 | 0.2 |
| Total Del/Veh (s) | 30.3 | 27.0 | 9.4 | 9.6 | 17.2 |

2: US 29 (Colesville Rd.) & Fenton St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.1 | 0.1 | 2.5 | 13.8 | 9.6 |
| Total Del/Veh (s) | 50.2 | 56.5 | 60.6 | 29.9 | 39.8 |

3: Fenton St & Ellsworth Dr Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 24.4 | 24.9 | 8.2 | 6.7 | 9.4 |

4: Fenton St & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 25.5 | 33.0 | 21.2 | 18.9 | 27.5 |

5: Fenton St & Bonifant Street Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 9.2 | 4.2 | 6.0 | 8.5 | 7.3 |

6: Fenton St & Thayer Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.1 | 0.0 | 0.0 |
| Total Del/Veh (s) | 15.8 | 13.3 | 11.8 | 11.7 | 12.2 |

7: Fenton St & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|-----|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 12.4 | 9.4 | 10.3 | 11.4 | 10.9 |

8: Fenton St & Sligo Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 |
| Total Del/Veh (s) | 9.2 | 13.0 | 12.3 | 15.4 | 12.9 |

9: Fenton St & Burlington Ave/Philadelphia Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 2.5 | 1.5 | 0.1 | 0.1 | 1.0 |
| Total Del/Veh (s) | 13.3 | 17.1 | 42.6 | 28.4 | 24.5 |

10: Spring St & Woodland Dr Performance by approach

| Approach | SE | NE | SW | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.3 | 0.3 | 0.3 |
| Total Del/Veh (s) | 4.3 | 0.3 | 0.5 | 0.8 |

11: Grove St & Thayer Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 5.3 | 4.9 | 1.7 | 5.6 | 4.8 |

12: Sligo Ave & Grove St Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.3 | 0.0 | 0.2 |
| Total Del/Veh (s) | 1.2 | 0.5 | 2.7 | 1.0 |

13: Wayne Ave & Cedar St Performance by approach

| Approach | SE | NW | NE | SW | All |
|--------------------|------|------|-----|-----|------|
| Denied Del/Veh (s) | 2.5 | 0.2 | 0.0 | 0.3 | 0.5 |
| Total Del/Veh (s) | 34.4 | 31.8 | 4.7 | 6.4 | 11.0 |

16: Fenton St & Roeder Rd Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.0 |
| Total Del/Veh (s) | 2.0 | 1.0 | 5.5 | 1.7 |

17: Fenton St & Gist Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 13.6 | 9.7 | 1.0 | 1.5 | 1.9 |

18: Fenton St & Richmond Ave Performance by approach

| Approach | EB | NB | SB | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 10.5 | 1.3 | 1.7 | 1.8 |

19: Fenton St & King St Performance by approach

| Approach | NB | SB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.3 | 0.0 | 0.1 |
| Total Del/Veh (s) | 0.7 | 1.3 | 1.0 |

21: Georgia Ave & Sligo Ave Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|-----|-----|------|
| Denied Del/Veh (s) | 0.5 | 0.2 | 0.0 | 0.1 |
| Total Del/Veh (s) | 53.5 | 5.9 | 3.0 | 10.0 |

22: Georgia Ave & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.0 | 0.1 | 0.1 |
| Total Del/Veh (s) | 55.6 | 57.1 | 3.7 | 1.7 | 5.3 |

23: Georgia Ave & Thayer Ave Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|------|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 40.5 | 12.7 | 2.8 | 8.7 |

24: Georgia Ave & Bonifant Street Performance by approach

| Approach | EB | NB | SB | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 39.3 | 4.9 | 5.5 | 6.1 |

25: Georgia Ave & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 1.9 | 0.1 | 0.0 | 0.0 | 0.2 |
| Total Del/Veh (s) | 41.0 | 42.9 | 51.8 | 15.9 | 33.0 |

26: Georgia Ave & US 29 (Colesville Rd.) Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.0 | 0.2 | 0.1 |
| Total Del/Veh (s) | 49.8 | 40.7 | 16.1 | 31.0 | 33.5 |

28: Georgia Ave & Ellsworth Dr Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 7.4 | 3.5 | 2.6 | 3.0 |

32: Grove St/Grove St. & Easley St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 1.5 | 3.5 | 5.3 | 5.6 | 3.7 |

33: Fenton St & Easley St Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 4.0 | 2.1 | 1.3 | 1.7 |

35: Houston St & Hankin St Performance by approach

| Approach | EB | SB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 0.7 | 1.0 | 0.9 |

36: Cedar St & Bonifant Street & Bonifant St Performance by approach

| Approach | EB | NB | NW | SW | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.2 | 0.1 |
| Total Del/Veh (s) | 4.8 | 3.9 | 3.9 | 3.7 | 4.1 |

37: Houston St & Easley St Performance by approach

| Approach | EB | NB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 1.1 | 0.1 | 0.4 |

38: Thayer Ave & Houston St Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.1 |
| Total Del/Veh (s) | 1.9 | 0.0 | 3.5 | 1.0 |

117: Grove St. & Bonifant Street & Hankin St Performance by approach

| Approach | EB | WB | NB | SW | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 5.1 | 1.8 | 5.1 | 4.3 | 4.7 |

125: Grove St & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.1 | 0.1 |
| Total Del/Veh (s) | 3.2 | 4.0 | 3.7 | 5.3 | 4.3 |

Total Network Performance

| | |
|--------------------|------|
| Denied Del/Veh (s) | 3.3 |
| Total Del/Veh (s) | 65.9 |

Arterial Level of Service: NB Fenton St

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|-----------------------|------|---------------|-----------------|------------|----------------|
| King St | 19 | 0.7 | 5.6 | 0.0 | 24 |
| Philadelphia Ave | 9 | 37.6 | 43.6 | 0.0 | 4 |
| Richmond Ave | 18 | 1.7 | 10.8 | 0.1 | 22 |
| Gist Ave | 17 | 1.0 | 8.0 | 0.0 | 22 |
| Sligo Ave | 8 | 9.8 | 16.2 | 0.0 | 10 |
| Silver Spring Ave | 7 | 8.8 | 23.8 | 0.1 | 16 |
| Thayer Ave | 6 | 9.5 | 22.4 | 0.1 | 15 |
| Easley St | 33 | 2.2 | 11.2 | 0.1 | 20 |
| Bonifant Street | 5 | 6.0 | 10.3 | 0.0 | 10 |
| Wayne Ave | 4 | 14.6 | 25.1 | 0.1 | 12 |
| Ellsworth Dr | 3 | 7.6 | 23.3 | 0.1 | 17 |
| Roeder Rd | 16 | 1.2 | 8.3 | 0.1 | 22 |
| US 29 (Colesville Rd) | 2 | 44.2 | 52.5 | 0.1 | 4 |
| Cameron St | 1 | 15.0 | 27.7 | 0.1 | 13 |
| Total | | 159.9 | 288.8 | 0.9 | 12 |

Arterial Level of Service: SB Fenton St

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|-----------------------|------|---------------|-----------------|------------|----------------|
| Cameron St | 1 | 28.3 | 34.2 | 0.0 | 5 |
| US 29 (Colesville Rd) | 2 | 40.9 | 51.0 | 0.1 | 7 |
| Roeder Rd | 16 | 2.2 | 12.0 | 0.1 | 19 |
| Ellsworth Dr | 3 | 6.5 | 13.3 | 0.1 | 14 |
| Wayne Ave | 4 | 18.0 | 33.2 | 0.1 | 12 |
| Bonifant Street | 5 | 7.2 | 19.3 | 0.1 | 15 |
| Easley St | 33 | 1.3 | 5.6 | 0.0 | 18 |
| Thayer Ave | 6 | 11.7 | 20.7 | 0.1 | 11 |
| Silver Spring Ave | 7 | 11.6 | 24.6 | 0.1 | 13 |
| Sligo Ave | 8 | 15.7 | 29.8 | 0.1 | 13 |
| Gist Ave | 17 | 1.6 | 8.6 | 0.0 | 19 |
| Richmond Ave | 18 | 1.7 | 8.7 | 0.0 | 20 |
| Burlington Ave | 9 | 39.1 | 48.1 | 0.1 | 5 |
| King St | 19 | 1.5 | 8.2 | 0.0 | 20 |
| Total | | 187.3 | 317.3 | 0.9 | 11 |

Intersection: 1: Cameron St & Fenton St

| Movement | EB | WB | WB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|
| Directions Served | LTR | L | TR | TR | L | TR |
| Maximum Queue (ft) | 86 | 136 | 120 | 116 | 34 | 101 |
| Average Queue (ft) | 28 | 68 | 39 | 44 | 9 | 43 |
| 95th Queue (ft) | 63 | 118 | 91 | 93 | 31 | 85 |
| Link Distance (ft) | 209 | | 419 | 423 | | 372 |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (ft) | | 125 | | | 100 | |
| Storage Blk Time (%) | | 1 | 0 | 1 | | 0 |
| Queuing Penalty (veh) | | 1 | 0 | 0 | | 0 |

Intersection: 2: US 29 (Colesville Rd.) & Fenton St

| Movement | EB | EB | WB | WB | NB | NB | B30 | B30 | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | TR | L | TR | LT | TR | T | T | LT | T | T | TR |
| Maximum Queue (ft) | 105 | 169 | 149 | 250 | 340 | 359 | 44 | 78 | 558 | 530 | 442 | 295 |
| Average Queue (ft) | 24 | 65 | 65 | 126 | 253 | 273 | 4 | 8 | 366 | 334 | 237 | 143 |
| 95th Queue (ft) | 67 | 132 | 137 | 216 | 333 | 352 | 31 | 48 | 580 | 542 | 425 | 290 |
| Link Distance (ft) | | 419 | | 263 | 270 | 270 | 239 | 239 | 547 | 547 | 547 | 547 |
| Upstream Blk Time (%) | | | | 1 | 12 | 21 | | | 12 | 7 | 0 | 0 |
| Queuing Penalty (veh) | | | | 2 | 42 | 69 | | | 0 | 0 | 0 | 0 |
| Storage Bay Dist (ft) | 100 | | 125 | | | | | | | | | |
| Storage Blk Time (%) | 0 | 6 | 1 | 13 | | | | | | | | |
| Queuing Penalty (veh) | 0 | 1 | 2 | 6 | | | | | | | | |

Intersection: 3: Fenton St & Ellsworth Dr

| Movement | EB | WB | NB | NB | SB |
|-----------------------|-----|-----|-----|-----|-----|
| Directions Served | LTR | LTR | L | TR | TR |
| Maximum Queue (ft) | 36 | 104 | 35 | 191 | 148 |
| Average Queue (ft) | 7 | 35 | 5 | 67 | 63 |
| 95th Queue (ft) | 27 | 78 | 24 | 141 | 124 |
| Link Distance (ft) | 709 | 406 | 495 | 495 | 192 |
| Upstream Blk Time (%) | | | | | 0 |
| Queuing Penalty (veh) | | | | | 0 |
| Storage Bay Dist (ft) | | | | | |
| Storage Blk Time (%) | | | | | 2 |
| Queuing Penalty (veh) | | | | | 0 |

Intersection: 4: Fenton St & Wayne Ave

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | SB | SB | |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--|
| Directions Served | L | T | TR | L | T | TR | L | TR | L | TR | |
| Maximum Queue (ft) | 67 | 152 | 166 | 288 | 320 | 301 | 116 | 285 | 83 | 200 | |
| Average Queue (ft) | 21 | 65 | 77 | 156 | 178 | 177 | 48 | 112 | 8 | 87 | |
| 95th Queue (ft) | 54 | 116 | 131 | 252 | 267 | 264 | 100 | 234 | 43 | 173 | |
| Link Distance (ft) | 667 | 667 | 667 | | 864 | 864 | | 327 | | 495 | |
| Upstream Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |
| Storage Bay Dist (ft) | | | | 275 | | | | 92 | 100 | | |
| Storage Blk Time (%) | | | | 0 | 1 | | | 3 | 14 | 9 | |
| Queuing Penalty (veh) | | | | 1 | 2 | | | 9 | 8 | 1 | |

Intersection: 5: Fenton St & Bonifant Street

| Movement | EB | WB | NB | SB | SB | |
|-----------------------|-----|-----|-----|----|-----|--|
| Directions Served | LTR | LTR | TR | L | T | |
| Maximum Queue (ft) | 77 | 31 | 113 | 36 | 228 | |
| Average Queue (ft) | 22 | 8 | 64 | 3 | 88 | |
| 95th Queue (ft) | 56 | 27 | 124 | 19 | 185 | |
| Link Distance (ft) | 688 | 536 | 89 | | 327 | |
| Upstream Blk Time (%) | | | 4 | 0 | | |
| Queuing Penalty (veh) | | | 14 | 0 | | |
| Storage Bay Dist (ft) | | | 75 | | | |
| Storage Blk Time (%) | | | | 8 | | |
| Queuing Penalty (veh) | | | | 1 | | |

Intersection: 6: Fenton St & Thayer Ave

| Movement | EB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|----|-----|----|-----|
| Directions Served | LTR | LTR | L | TR | L | TR |
| Maximum Queue (ft) | 142 | 105 | 74 | 246 | 65 | 273 |
| Average Queue (ft) | 42 | 36 | 36 | 110 | 8 | 137 |
| 95th Queue (ft) | 96 | 84 | 79 | 204 | 37 | 247 |
| Link Distance (ft) | 628 | 522 | | 430 | | 273 |
| Upstream Blk Time (%) | | | | | | 0 |
| Queuing Penalty (veh) | | | | | | 1 |
| Storage Bay Dist (ft) | | | 50 | 50 | | |
| Storage Blk Time (%) | | | 8 | 15 | 21 | |
| Queuing Penalty (veh) | | | 28 | 7 | 2 | |

Intersection: 7: Fenton St & Silver Spring Ave

| Movement | EB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|----|-----|----|-----|
| Directions Served | LTR | LTR | L | TR | L | TR |
| Maximum Queue (ft) | 148 | 68 | 64 | 235 | 57 | 279 |
| Average Queue (ft) | 44 | 23 | 29 | 103 | 7 | 132 |
| 95th Queue (ft) | 103 | 55 | 65 | 200 | 34 | 252 |
| Link Distance (ft) | 620 | 533 | | 474 | | 430 |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (ft) | | | 40 | | 50 | |
| Storage Blk Time (%) | | | 5 | 17 | 0 | 19 |
| Queuing Penalty (veh) | | | 20 | 6 | 0 | 2 |

Intersection: 8: Fenton St & Sligo Ave

| Movement | EB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|----|-----|----|-----|
| Directions Served | LTR | L | TR | L | TR | L | TR |
| Maximum Queue (ft) | 144 | 116 | 176 | 84 | 189 | 74 | 292 |
| Average Queue (ft) | 48 | 49 | 72 | 35 | 123 | 17 | 142 |
| 95th Queue (ft) | 102 | 92 | 136 | 82 | 199 | 56 | 255 |
| Link Distance (ft) | 177 | 534 | 534 | | 167 | | 474 |
| Upstream Blk Time (%) | 0 | | | | 3 | | |
| Queuing Penalty (veh) | 0 | | | | 14 | | |
| Storage Bay Dist (ft) | | | | 60 | | 50 | |
| Storage Blk Time (%) | | | | 1 | 18 | 0 | 27 |
| Queuing Penalty (veh) | | | | 5 | 7 | 1 | 8 |

Intersection: 9: Fenton St & Burlington Ave/Philadelphia Ave

| Movement | EB | EB | EB | WB | WB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | R | LT | R | L | TR | L | T | R |
| Maximum Queue (ft) | 114 | 138 | 85 | 344 | 185 | 162 | 177 | 174 | 271 | 175 |
| Average Queue (ft) | 55 | 45 | 20 | 159 | 62 | 72 | 101 | 75 | 164 | 85 |
| 95th Queue (ft) | 106 | 102 | 58 | 283 | 160 | 137 | 177 | 161 | 278 | 189 |
| Link Distance (ft) | | 805 | | 662 | | 162 | 162 | | 268 | |
| Upstream Blk Time (%) | | | | | | 1 | 4 | | 3 | |
| Queuing Penalty (veh) | | | | | | 1 | 5 | | 16 | |
| Storage Bay Dist (ft) | 100 | | 100 | | 160 | | | 150 | | 150 |
| Storage Blk Time (%) | 1 | 1 | 0 | 8 | 0 | | | 0 | 14 | 0 |
| Queuing Penalty (veh) | 2 | 1 | 0 | 11 | 0 | | | 1 | 37 | 0 |

Intersection: 10: Spring St & Woodland Dr

| Movement | SE | NE | SW |
|-----------------------|-----|-----|-----|
| Directions Served | R | T | TR |
| Maximum Queue (ft) | 54 | 52 | 34 |
| Average Queue (ft) | 27 | 4 | 2 |
| 95th Queue (ft) | 43 | 26 | 18 |
| Link Distance (ft) | 539 | 240 | 582 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 11: Grove St & Thayer Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 61 | 72 | 31 | 32 |
| Average Queue (ft) | 24 | 31 | 2 | 20 |
| 95th Queue (ft) | 53 | 59 | 16 | 44 |
| Link Distance (ft) | 522 | 477 | 450 | 277 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 12: Sligo Ave & Grove St

| Movement | EB | SB |
|-----------------------|-----|-----|
| Directions Served | LT | LR |
| Maximum Queue (ft) | 47 | 36 |
| Average Queue (ft) | 3 | 13 |
| 95th Queue (ft) | 22 | 37 |
| Link Distance (ft) | 534 | 516 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 13: Wayne Ave & Cedar St

| Movement | SE | SE | NW | NW | NE | NE | SW | SW |
|-----------------------|-----|-----|-----|----|-----|-----|-----|-----|
| Directions Served | L | R | LT | R | LT | T | T | TR |
| Maximum Queue (ft) | 152 | 148 | 104 | 40 | 74 | 95 | 231 | 198 |
| Average Queue (ft) | 51 | 66 | 39 | 19 | 16 | 20 | 104 | 63 |
| 95th Queue (ft) | 106 | 122 | 86 | 48 | 51 | 60 | 190 | 145 |
| Link Distance (ft) | 632 | | 460 | | 864 | 864 | 663 | 663 |
| Upstream Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |
| Storage Bay Dist (ft) | | 150 | | 15 | | | | |
| Storage Blk Time (%) | 0 | 1 | 34 | 15 | | | | |
| Queuing Penalty (veh) | 0 | 0 | 8 | 10 | | | | |

Intersection: 16: Fenton St & Roeder Rd

| Movement | EB | WB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | LT | TR | LR |
| Maximum Queue (ft) | 136 | 27 | 71 |
| Average Queue (ft) | 19 | 1 | 18 |
| 95th Queue (ft) | 78 | 12 | 51 |
| Link Distance (ft) | 263 | 192 | 498 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 17: Fenton St & Gist Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 61 | 48 | 141 | 84 |
| Average Queue (ft) | 19 | 18 | 14 | 7 |
| 95th Queue (ft) | 48 | 43 | 65 | 46 |
| Link Distance (ft) | 450 | 177 | 188 | 167 |
| Upstream Blk Time (%) | | | | 0 |
| Queuing Penalty (veh) | | | | 1 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 18: Fenton St & Richmond Ave

| Movement | EB | EB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | L | R | LT | TR |
| Maximum Queue (ft) | 44 | 61 | 43 | 178 |
| Average Queue (ft) | 13 | 13 | 2 | 18 |
| 95th Queue (ft) | 39 | 42 | 20 | 97 |
| Link Distance (ft) | 330 | 330 | 268 | 188 |
| Upstream Blk Time (%) | | | | 1 |
| Queuing Penalty (veh) | | | | 3 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 19: Fenton St & King St

| Movement | NB |
|-----------------------|-----|
| Directions Served | LT |
| Maximum Queue (ft) | 66 |
| Average Queue (ft) | 6 |
| 95th Queue (ft) | 34 |
| Link Distance (ft) | 165 |
| Upstream Blk Time (%) | |
| Queuing Penalty (veh) | |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

Intersection: 21: Georgia Ave & Sligo Ave

| Movement | WB | WB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|----|-----|-----|-----|
| Directions Served | L | R | T | T | TR | L | T | T | T |
| Maximum Queue (ft) | 174 | 333 | 223 | 165 | 110 | 69 | 166 | 141 | 101 |
| Average Queue (ft) | 133 | 136 | 102 | 44 | 44 | 44 | 64 | 39 | 35 |
| 95th Queue (ft) | 197 | 265 | 185 | 123 | 98 | 66 | 131 | 95 | 82 |
| Link Distance (ft) | | 412 | 521 | 521 | 521 | | 433 | 433 | 433 |
| Upstream Blk Time (%) | | 0 | | | | | | | |
| Queuing Penalty (veh) | | 0 | | | | | | | |
| Storage Bay Dist (ft) | 150 | | | | | 30 | | | |
| Storage Blk Time (%) | 9 | 6 | | | | 21 | 12 | | |
| Queuing Penalty (veh) | 12 | 9 | | | | 82 | 21 | | |

Intersection: 22: Georgia Ave & Silver Spring Ave

| Movement | EB | WB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LT | T | TR | L | T | T | TR |
| Maximum Queue (ft) | 122 | 173 | 160 | 138 | 107 | 94 | 125 | 105 | 54 |
| Average Queue (ft) | 37 | 83 | 72 | 46 | 26 | 32 | 46 | 26 | 8 |
| 95th Queue (ft) | 87 | 142 | 142 | 116 | 76 | 71 | 97 | 72 | 35 |
| Link Distance (ft) | 669 | 620 | 433 | 433 | 433 | | 455 | 455 | 455 |
| Upstream Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | 180 | | | |
| Storage Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |

Intersection: 23: Georgia Ave & Thayer Ave

| Movement | WB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|----|-----|-----|-----|
| Directions Served | LR | T | T | TR | L | T | T | T |
| Maximum Queue (ft) | 158 | 195 | 174 | 173 | 50 | 93 | 38 | 76 |
| Average Queue (ft) | 74 | 107 | 95 | 91 | 18 | 16 | 2 | 18 |
| 95th Queue (ft) | 136 | 170 | 149 | 158 | 46 | 58 | 19 | 54 |
| Link Distance (ft) | 628 | 455 | 455 | 455 | | 102 | 102 | 102 |
| Upstream Blk Time (%) | | | | | | 0 | 0 | 0 |
| Queuing Penalty (veh) | | | | | | 1 | 0 | 1 |
| Storage Bay Dist (ft) | | | | | 25 | | | |
| Storage Blk Time (%) | | | | | 7 | 5 | | |
| Queuing Penalty (veh) | | | | | 27 | 2 | | |

Intersection: 24: Georgia Ave & Bonifant Street

| Movement | EB | EB | NB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|----|-----|-----|-----|----|-----|-----|-----|
| Directions Served | L | R | L | T | T | TR | L | T | T | TR |
| Maximum Queue (ft) | 82 | 55 | 49 | 136 | 96 | 70 | 65 | 134 | 109 | 131 |
| Average Queue (ft) | 27 | 16 | 29 | 26 | 12 | 24 | 15 | 33 | 27 | 37 |
| 95th Queue (ft) | 67 | 46 | 54 | 96 | 50 | 58 | 46 | 86 | 77 | 93 |
| Link Distance (ft) | 357 | 357 | | 102 | 102 | 102 | | 335 | 335 | 335 |
| Upstream Blk Time (%) | | | | 3 | 0 | | | | | |
| Queuing Penalty (veh) | | | | 10 | 0 | | | | | |
| Storage Bay Dist (ft) | | | 25 | | | | 50 | | | |
| Storage Blk Time (%) | | | 18 | 0 | | | 1 | 5 | | |
| Queuing Penalty (veh) | | | 55 | 0 | | | 5 | 1 | | |

Intersection: 25: Georgia Ave & Wayne Ave

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | TR | L | T | TR | L | T | T | TR | L | T |
| Maximum Queue (ft) | 94 | 202 | 216 | 174 | 354 | 341 | 200 | 294 | 301 | 336 | 172 | 268 |
| Average Queue (ft) | 41 | 72 | 93 | 127 | 170 | 184 | 79 | 186 | 204 | 233 | 87 | 120 |
| 95th Queue (ft) | 82 | 145 | 165 | 205 | 301 | 296 | 165 | 262 | 276 | 317 | 161 | 210 |
| Link Distance (ft) | 480 | 480 | | | 667 | 667 | | 335 | 335 | 335 | | 260 |
| Upstream Blk Time (%) | | | | | | | | 0 | 0 | 1 | | 0 |
| Queuing Penalty (veh) | | | | | | | | 0 | 0 | 2 | | 1 |
| Storage Bay Dist (ft) | | | 200 | 150 | | | 175 | | | | 150 | |
| Storage Blk Time (%) | | 0 | 1 | 7 | 12 | | 0 | 13 | | | 2 | 3 |
| Queuing Penalty (veh) | | 0 | 1 | 16 | 24 | | 1 | 10 | | | 6 | 5 |

Intersection: 25: Georgia Ave & Wayne Ave

| Movement | SB | SB |
|-----------------------|-----|-----|
| Directions Served | T | TR |
| Maximum Queue (ft) | 227 | 261 |
| Average Queue (ft) | 111 | 157 |
| 95th Queue (ft) | 184 | 238 |
| Link Distance (ft) | 260 | 260 |
| Upstream Blk Time (%) | 0 | 0 |
| Queuing Penalty (veh) | 0 | 1 |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 26: Georgia Ave & US 29 (Colesville Rd.)

| Movement | EB | EB | EB | WB | WB | WB | WB | B30 | B30 | B30 | B30 | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | T | T | TR | L | T | T | TR | T | T | T | T | T |
| Maximum Queue (ft) | 296 | 273 | 191 | 340 | 332 | 326 | 325 | 281 | 262 | 242 | 160 | 169 |
| Average Queue (ft) | 202 | 166 | 59 | 306 | 292 | 279 | 256 | 126 | 77 | 51 | 22 | 79 |
| 95th Queue (ft) | 282 | 237 | 153 | 351 | 367 | 353 | 328 | 270 | 201 | 168 | 113 | 144 |
| Link Distance (ft) | 631 | 631 | 631 | 239 | 239 | 239 | 239 | 270 | 270 | 270 | 270 | 244 |
| Upstream Blk Time (%) | | | | 44 | 22 | 18 | 13 | 3 | 0 | 0 | 0 | |
| Queuing Penalty (veh) | | | | 198 | 97 | 80 | 59 | 13 | 2 | 1 | 0 | |
| Storage Bay Dist (ft) | | | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 26: Georgia Ave & US 29 (Colesville Rd.)

| Movement | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|
| Directions Served | T | T | R | T | T | TR |
| Maximum Queue (ft) | 191 | 171 | 155 | 402 | 354 | 295 |
| Average Queue (ft) | 73 | 75 | 60 | 268 | 218 | 182 |
| 95th Queue (ft) | 148 | 143 | 124 | 368 | 319 | 270 |
| Link Distance (ft) | 244 | 244 | 244 | 553 | 553 | 553 |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (ft) | | | | | | |
| Storage Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |

Intersection: 28: Georgia Ave & Ellsworth Dr

| Movement | WB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | R | T | T | TR | T | T | T |
| Maximum Queue (ft) | 56 | 4 | 10 | 35 | 58 | 21 | 23 |
| Average Queue (ft) | 19 | 0 | 0 | 2 | 3 | 1 | 1 |
| 95th Queue (ft) | 47 | 3 | 7 | 15 | 26 | 12 | 10 |
| Link Distance (ft) | 709 | 260 | 260 | 260 | 244 | 244 | 244 |
| Upstream Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |
| Storage Bay Dist (ft) | | | | | | | |
| Storage Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |

Intersection: 32: Grove St/Grove St. & Easley St

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 31 | 31 | 35 | 31 |
| Average Queue (ft) | 13 | 12 | 14 | 21 |
| 95th Queue (ft) | 38 | 36 | 39 | 44 |
| Link Distance (ft) | 479 | | 277 | 401 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 33: Fenton St & Easley St

| Movement | WB | NB | SB |
|-----------------------|-----|-----|----|
| Directions Served | LR | TR | LT |
| Maximum Queue (ft) | 35 | 110 | 86 |
| Average Queue (ft) | 8 | 16 | 5 |
| 95th Queue (ft) | 30 | 65 | 39 |
| Link Distance (ft) | 479 | 273 | 89 |
| Upstream Blk Time (%) | | | 0 |
| Queuing Penalty (veh) | | | 2 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 35: Houston St & Hankin St

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

Intersection: 36: Cedar St & Bonifant Street & Bonifant St

| Movement | EB | NB | NW | SW |
|-----------------------|-----|------|------|------|
| Directions Served | <LR | <LR> | <LTR | <LR> |
| Maximum Queue (ft) | 64 | 50 | 41 | 72 |
| Average Queue (ft) | 32 | 12 | 16 | 35 |
| 95th Queue (ft) | 52 | 39 | 37 | 61 |
| Link Distance (ft) | 485 | | 823 | 106 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 37: Houston St & Easley St

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

Intersection: 38: Thayer Ave & Houston St

| Movement | EB | SB |
|-----------------------|-----|----|
| Directions Served | LT | LR |
| Maximum Queue (ft) | 19 | 31 |
| Average Queue (ft) | 1 | 7 |
| 95th Queue (ft) | 10 | 27 |
| Link Distance (ft) | 477 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 117: Grove St. & Bonifant Street & Hankin St

| Movement | EB | WB | NB | SW |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LR> | <LR |
| Maximum Queue (ft) | 67 | 11 | 30 | 66 |
| Average Queue (ft) | 33 | 0 | 10 | 32 |
| 95th Queue (ft) | 57 | 5 | 27 | 54 |
| Link Distance (ft) | 536 | | 401 | 485 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 125: Grove St & Silver Spring Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 53 | 66 | 48 | 65 |
| Average Queue (ft) | 19 | 33 | 20 | 38 |
| 95th Queue (ft) | 46 | 57 | 48 | 57 |
| Link Distance (ft) | 533 | 784 | 516 | 450 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Network Summary

Network wide Queuing Penalty: 1098

Summary of All Intervals

| Run Number | 1 | 2 | 3 | 4 | 5 | Avg |
|-------------------------|-------|-------|-------|-------|-------|-------|
| Start Time | 5:20 | 5:20 | 5:20 | 5:20 | 5:20 | 5:20 |
| End Time | 6:30 | 6:30 | 6:30 | 6:30 | 6:30 | 6:30 |
| Total Time (min) | 70 | 70 | 70 | 70 | 70 | 70 |
| Time Recorded (min) | 60 | 60 | 60 | 60 | 60 | 60 |
| # of Intervals | 2 | 2 | 2 | 2 | 2 | 2 |
| # of Recorded Intervals | 1 | 1 | 1 | 1 | 1 | 1 |
| Vehs Entered | 10769 | 10878 | 10892 | 10854 | 10888 | 10854 |
| Vehs Exited | 10723 | 10809 | 10841 | 10848 | 10852 | 10811 |
| Starting Vehs | 474 | 426 | 430 | 439 | 415 | 417 |
| Ending Vehs | 520 | 495 | 481 | 445 | 451 | 463 |
| Travel Distance (mi) | 4976 | 4951 | 4958 | 5038 | 5007 | 4986 |
| Travel Time (hr) | 475.8 | 440.0 | 447.1 | 465.2 | 454.8 | 456.6 |
| Total Delay (hr) | 278.6 | 243.7 | 250.5 | 265.2 | 256.3 | 258.8 |
| Total Stops | 22496 | 21810 | 21897 | 22611 | 22114 | 22185 |
| Fuel Used (gal) | 248.7 | 240.1 | 241.8 | 248.1 | 245.1 | 244.8 |

Interval #0 Information Seeding

| | |
|-------------------------------------|------|
| Start Time | 5:20 |
| End Time | 5:30 |
| Total Time (min) | 10 |
| Volumes adjusted by Growth Factors. | |
| No data recorded this interval. | |

Interval #1 Information Recording

| Start Time | 5:30 | | | | | |
|-------------------------------------|-------|-------|-------|-------|-------|-------|
| End Time | 6:30 | | | | | |
| Total Time (min) | 60 | | | | | |
| Volumes adjusted by Growth Factors. | | | | | | |
| Run Number | 1 | 2 | 3 | 4 | 5 | Avg |
| Vehs Entered | 10769 | 10878 | 10892 | 10854 | 10888 | 10854 |
| Vehs Exited | 10723 | 10809 | 10841 | 10848 | 10852 | 10811 |
| Starting Vehs | 474 | 426 | 430 | 439 | 415 | 417 |
| Ending Vehs | 520 | 495 | 481 | 445 | 451 | 463 |
| Travel Distance (mi) | 4976 | 4951 | 4958 | 5038 | 5007 | 4986 |
| Travel Time (hr) | 475.8 | 440.0 | 447.1 | 465.2 | 454.8 | 456.6 |
| Total Delay (hr) | 278.6 | 243.7 | 250.5 | 265.2 | 256.3 | 258.8 |
| Total Stops | 22496 | 21810 | 21897 | 22611 | 22114 | 22185 |
| Fuel Used (gal) | 248.7 | 240.1 | 241.8 | 248.1 | 245.1 | 244.8 |

1: Cameron St & Fenton St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 1.7 | 0.0 | 0.3 | 0.9 | 0.6 |
| Total Del/Veh (s) | 18.5 | 23.3 | 15.4 | 13.0 | 17.5 |

2: US 29 (Colesville Rd.) & Fenton St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|------|------|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.4 | 0.1 |
| Total Del/Veh (s) | 57.1 | 58.8 | 8.8 | 23.7 | 21.4 |

3: Fenton St & Ellsworth Dr Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.2 | 0.0 | 0.1 | 0.1 |
| Total Del/Veh (s) | 16.7 | 19.3 | 16.7 | 12.1 | 15.5 |

4: Fenton St & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 1.2 | 0.1 | 0.0 | 0.3 |
| Total Del/Veh (s) | 40.7 | 72.1 | 30.3 | 20.9 | 42.8 |

5: Fenton St & Bonifant Street Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|------|------|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 19.6 | 10.7 | 7.9 | 10.7 | 10.3 |

6: Fenton St & Thayer Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 21.7 | 18.2 | 17.6 | 13.8 | 16.9 |

7: Fenton St & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.0 | 0.1 |
| Total Del/Veh (s) | 26.1 | 20.6 | 17.6 | 16.1 | 18.5 |

8: Fenton St & Sligo Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.3 | 0.1 | 0.1 |
| Total Del/Veh (s) | 17.5 | 21.3 | 14.4 | 20.7 | 17.8 |

9: Fenton St & Burlington Ave/Philadelphia Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 2.5 | 1.8 | 0.4 | 0.1 | 1.3 |
| Total Del/Veh (s) | 22.8 | 25.1 | 41.0 | 29.2 | 28.2 |

10: Spring St & Woodland Dr Performance by approach

| Approach | SE | NE | SW | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.4 | 0.3 | 0.4 |
| Total Del/Veh (s) | 4.0 | 0.3 | 0.4 | 0.5 |

11: Grove St. & Thayer Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 5.3 | 5.1 | 6.5 | 5.9 | 5.8 |

12: Sligo Ave & Grove St Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.3 | 0.0 | 0.2 |
| Total Del/Veh (s) | 2.2 | 0.5 | 8.0 | 1.9 |

13: Cedar St & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.2 | 0.0 | 1.6 | 0.3 |
| Total Del/Veh (s) | 8.5 | 7.3 | 19.5 | 32.8 | 13.8 |

14: Grove St/Grove St. & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 4.2 | 4.0 | 4.9 | 5.6 | 4.6 |

16: Fenton St & Roeder Rd Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|------|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.0 |
| Total Del/Veh (s) | 2.9 | 4.2 | 10.3 | 3.7 |

17: Fenton St & Gist Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 17.3 | 23.7 | 5.5 | 1.8 | 4.5 |

18: Fenton St & Richmond Ave Performance by approach

| Approach | EB | NB | SB | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.1 |
| Total Del/Veh (s) | 18.6 | 3.0 | 2.5 | 2.9 |

19: Fenton St & King St Performance by approach

| Approach | EB | NB | SB | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.4 | 0.0 | 0.2 |
| Total Del/Veh (s) | 11.8 | 4.4 | 1.2 | 2.8 |

21: Georgia Ave & Sligo Ave Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|-----|-----|------|
| Denied Del/Veh (s) | 0.3 | 0.2 | 0.0 | 0.1 |
| Total Del/Veh (s) | 58.8 | 8.4 | 7.5 | 12.3 |

22: Georgia Ave & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.1 | 0.0 | 0.1 |
| Total Del/Veh (s) | 48.9 | 50.5 | 6.1 | 5.8 | 8.5 |

23: Georgia Ave & Thayer Ave Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 41.1 | 9.1 | 5.7 | 9.0 |

24: Georgia Ave & Bonifant St/Bonifant Street Performance by approach

| Approach | EB | NB | SB | All |
|--------------------|------|-----|-----|------|
| Denied Del/Veh (s) | 4.7 | 0.0 | 0.0 | 0.4 |
| Total Del/Veh (s) | 61.2 | 4.8 | 7.3 | 10.6 |

25: Georgia Ave & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 5.8 | 0.3 | 0.0 | 0.0 | 1.0 |
| Total Del/Veh (s) | 61.7 | 46.9 | 31.4 | 25.5 | 37.3 |

26: Georgia Ave & US 29 (Colesville Rd.) Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.5 | 0.6 | 0.3 |
| Total Del/Veh (s) | 47.9 | 24.6 | 43.4 | 93.0 | 53.3 |

28: Georgia Ave & Ellsworth Dr Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|-----|------|------|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 |
| Total Del/Veh (s) | 67.5 | 7.7 | 11.1 | 10.8 |

33: Houston St & Hankin St Performance by approach

| Approach | EB | SB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 1.1 | 1.0 | 1.0 |

34: Cedar St & Bonifant Street & Bonifant St Performance by approach

| Approach | EB | NB | NW | SW | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.1 | 0.0 |
| Total Del/Veh (s) | 5.5 | 4.0 | 4.7 | 4.0 | 5.1 |

35: Grove St. & Easley St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 2.7 | 3.9 | 6.2 | 5.3 | 5.4 |

36: Fenton St & Easley St Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.2 | 0.0 | 0.1 |
| Total Del/Veh (s) | 8.9 | 9.1 | 1.4 | 5.9 |

38: Houston St & Easley St Performance by approach

| Approach | EB | NB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 0.8 | 0.1 | 0.4 |

39: Thayer Ave & Houston St Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.1 |
| Total Del/Veh (s) | 1.7 | 0.0 | 3.7 | 1.2 |

117: Grove St. & Bonifant Street & Hankin St Performance by approach

| Approach | EB | WB | NB | SW | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.2 | 0.1 | 0.0 | 0.0 | 0.1 |
| Total Del/Veh (s) | 6.8 | 3.6 | 6.3 | 4.8 | 6.3 |

Total Network Performance

| | |
|--------------------|------|
| Denied Del/Veh (s) | 1.2 |
| Total Del/Veh (s) | 81.5 |

Arterial Level of Service: NB Fenton St

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|-----------------------|------|---------------|-----------------|------------|----------------|
| King St | 19 | 4.3 | 9.3 | 0.0 | 14 |
| Philadelphia Ave | 9 | 36.5 | 42.8 | 0.0 | 4 |
| Richmond Ave | 18 | 2.5 | 11.6 | 0.1 | 21 |
| Gist Ave | 17 | 5.6 | 12.6 | 0.0 | 14 |
| Sligo Ave | 8 | 12.6 | 19.2 | 0.0 | 9 |
| Silver Spring Ave | 7 | 15.3 | 30.5 | 0.1 | 12 |
| Thayer Ave | 6 | 15.5 | 28.5 | 0.1 | 12 |
| Easley St | 36 | 9.5 | 18.9 | 0.1 | 13 |
| Bonifant Street | 5 | 7.9 | 11.9 | 0.0 | 8 |
| Wayne Ave | 4 | 23.3 | 34.0 | 0.1 | 9 |
| Ellsworth Dr | 3 | 15.8 | 30.9 | 0.1 | 13 |
| Roeder Rd | 16 | 4.3 | 11.4 | 0.1 | 16 |
| US 29 (Colesville Rd) | 2 | 51.5 | 59.6 | 0.1 | 4 |
| Cameron St | 1 | 13.8 | 26.5 | 0.1 | 13 |
| Total | | 218.3 | 347.5 | 0.9 | 10 |

Arterial Level of Service: SB Fenton St

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|-----------------------|------|---------------|-----------------|------------|----------------|
| Cameron St | 1 | 19.2 | 25.3 | 0.0 | 7 |
| US 29 (Colesville Rd) | 2 | 41.2 | 54.0 | 0.1 | 7 |
| Roeder Rd | 16 | 3.1 | 12.4 | 0.1 | 18 |
| Ellsworth Dr | 3 | 11.8 | 18.7 | 0.1 | 10 |
| Wayne Ave | 4 | 20.1 | 33.7 | 0.1 | 12 |
| Bonifant Street | 5 | 9.7 | 21.5 | 0.1 | 13 |
| Easley St | 36 | 1.3 | 5.4 | 0.0 | 18 |
| Thayer Ave | 6 | 13.7 | 22.9 | 0.1 | 10 |
| Silver Spring Ave | 7 | 16.1 | 29.1 | 0.1 | 11 |
| Sligo Ave | 8 | 20.1 | 34.6 | 0.1 | 11 |
| Gist Ave | 17 | 1.8 | 8.7 | 0.0 | 19 |
| Richmond Ave | 18 | 2.4 | 9.3 | 0.0 | 19 |
| Burlington Ave | 9 | 34.8 | 43.7 | 0.1 | 5 |
| King St | 19 | 1.5 | 8.1 | 0.0 | 20 |
| Total | | 197.0 | 327.4 | 0.9 | 10 |

Intersection: 1: Cameron St & Fenton St

| Movement | EB | EB | WB | WB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | TR | L | TR | TR | L | TR |
| Maximum Queue (ft) | 71 | 100 | 135 | 119 | 225 | 47 | 70 |
| Average Queue (ft) | 24 | 43 | 61 | 33 | 108 | 12 | 25 |
| 95th Queue (ft) | 55 | 84 | 110 | 83 | 185 | 39 | 61 |
| Link Distance (ft) | | 209 | | 447 | 422 | | 372 |
| Upstream Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |
| Storage Bay Dist (ft) | 100 | | 125 | | | 100 | |
| Storage Blk Time (%) | 0 | 0 | 1 | 0 | 9 | | 0 |
| Queuing Penalty (veh) | 0 | 0 | 0 | 0 | 0 | | 0 |

Intersection: 2: US 29 (Colesville Rd.) & Fenton St

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | TR | L | TR | LT | T | T | TR | LT | TR |
| Maximum Queue (ft) | 125 | 286 | 149 | 253 | 117 | 151 | 203 | 224 | 318 | 331 |
| Average Queue (ft) | 55 | 121 | 77 | 176 | 39 | 47 | 117 | 142 | 162 | 162 |
| 95th Queue (ft) | 123 | 233 | 170 | 275 | 100 | 132 | 190 | 208 | 259 | 274 |
| Link Distance (ft) | | 447 | | 243 | 271 | 271 | 271 | 271 | 546 | 546 |
| Upstream Blk Time (%) | | | | 6 | | | | | | |
| Queuing Penalty (veh) | | | | 17 | | | | | | |
| Storage Bay Dist (ft) | 100 | | 125 | | | | | | | |
| Storage Blk Time (%) | 5 | 20 | 3 | 28 | | | | | | |
| Queuing Penalty (veh) | 7 | 9 | 6 | 15 | | | | | | |

Intersection: 3: Fenton St & Ellsworth Dr

| Movement | EB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|
| Directions Served | LTR | LTR | L | TR | L | TR |
| Maximum Queue (ft) | 89 | 142 | 60 | 251 | 106 | 186 |
| Average Queue (ft) | 33 | 58 | 15 | 120 | 28 | 86 |
| 95th Queue (ft) | 73 | 107 | 45 | 209 | 70 | 154 |
| Link Distance (ft) | 707 | 407 | 495 | 495 | | 194 |
| Upstream Blk Time (%) | | | | | | 0 |
| Queuing Penalty (veh) | | | | | | 1 |
| Storage Bay Dist (ft) | | | | | 100 | |
| Storage Blk Time (%) | | | | | 0 | 5 |
| Queuing Penalty (veh) | | | | | 0 | 2 |

Intersection: 4: Fenton St & Wayne Ave

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | TR | L | T | TR | L | TR | L | TR |
| Maximum Queue (ft) | 126 | 336 | 362 | 296 | 498 | 425 | 117 | 347 | 97 | 272 |
| Average Queue (ft) | 52 | 192 | 219 | 214 | 195 | 154 | 77 | 228 | 18 | 104 |
| 95th Queue (ft) | 100 | 289 | 316 | 334 | 500 | 384 | 138 | 377 | 70 | 213 |
| Link Distance (ft) | 670 | 670 | 670 | | 866 | 866 | | 330 | | 495 |
| Upstream Blk Time (%) | | | | | | | | 4 | | |
| Queuing Penalty (veh) | | | | | | | | 25 | | |
| Storage Bay Dist (ft) | | | | 275 | | | 92 | | 100 | |
| Storage Blk Time (%) | | | | 24 | 0 | | 13 | 31 | 0 | 14 |
| Queuing Penalty (veh) | | | | 37 | 0 | | 67 | 25 | 0 | 4 |

Intersection: 5: Fenton St & Bonifant Street

| Movement | EB | WB | NB | SB | SB |
|-----------------------|-----|-----|-----|----|-----|
| Directions Served | LTR | LTR | TR | L | T |
| Maximum Queue (ft) | 138 | 69 | 97 | 71 | 230 |
| Average Queue (ft) | 56 | 17 | 78 | 7 | 111 |
| 95th Queue (ft) | 108 | 50 | 100 | 37 | 192 |
| Link Distance (ft) | 654 | 539 | 79 | | 330 |
| Upstream Blk Time (%) | | | 17 | | |
| Queuing Penalty (veh) | | | 100 | | |
| Storage Bay Dist (ft) | | | | 75 | |
| Storage Blk Time (%) | | | | | 14 |
| Queuing Penalty (veh) | | | | | 1 |

Intersection: 6: Fenton St & Thayer Ave

| Movement | EB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|----|-----|----|-----|
| Directions Served | LTR | LTR | L | TR | L | TR |
| Maximum Queue (ft) | 193 | 97 | 74 | 407 | 60 | 278 |
| Average Queue (ft) | 85 | 32 | 44 | 198 | 16 | 156 |
| 95th Queue (ft) | 151 | 75 | 82 | 383 | 49 | 265 |
| Link Distance (ft) | 628 | 524 | | 431 | | 283 |
| Upstream Blk Time (%) | | | | 1 | | 0 |
| Queuing Penalty (veh) | | | | 7 | | 2 |
| Storage Bay Dist (ft) | | | 50 | | 50 | |
| Storage Blk Time (%) | | | 12 | 26 | 0 | 27 |
| Queuing Penalty (veh) | | | 73 | 15 | 1 | 7 |

Intersection: 7: Fenton St & Silver Spring Ave

| Movement | EB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|----|-----|----|-----|
| Directions Served | LTR | LTR | L | TR | L | TR |
| Maximum Queue (ft) | 244 | 70 | 64 | 432 | 66 | 364 |
| Average Queue (ft) | 98 | 30 | 33 | 209 | 14 | 176 |
| 95th Queue (ft) | 182 | 60 | 67 | 373 | 50 | 307 |
| Link Distance (ft) | 620 | 521 | | 477 | | 431 |
| Upstream Blk Time (%) | | | | 0 | | 0 |
| Queuing Penalty (veh) | | | | 0 | | 0 |
| Storage Bay Dist (ft) | | | 40 | | 50 | |
| Storage Blk Time (%) | | | 12 | 29 | 0 | 29 |
| Queuing Penalty (veh) | | | 74 | 11 | 1 | 6 |

Intersection: 8: Fenton St & Sligo Ave

| Movement | EB | B27 | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|----|-----|----|-----|
| Directions Served | LTR | T | L | TR | L | TR | L | TR |
| Maximum Queue (ft) | 208 | 46 | 105 | 208 | 84 | 193 | 75 | 394 |
| Average Queue (ft) | 102 | 2 | 41 | 81 | 32 | 164 | 38 | 206 |
| 95th Queue (ft) | 189 | 28 | 82 | 153 | 77 | 220 | 80 | 366 |
| Link Distance (ft) | 177 | 412 | 533 | 533 | | 170 | | 477 |
| Upstream Blk Time (%) | 3 | | | | | 14 | | 0 |
| Queuing Penalty (veh) | 9 | | | | | 99 | | 0 |
| Storage Bay Dist (ft) | | | | | 60 | | 50 | |
| Storage Blk Time (%) | | | | | 1 | 32 | 5 | 30 |
| Queuing Penalty (veh) | | | | | 9 | 12 | 24 | 19 |

Intersection: 9: Fenton St & Burlington Ave/Philadelphia Ave

| Movement | EB | EB | EB | WB | WB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | R | LT | R | L | TR | L | T | R |
| Maximum Queue (ft) | 124 | 475 | 125 | 293 | 185 | 142 | 178 | 174 | 283 | 175 |
| Average Queue (ft) | 109 | 198 | 39 | 136 | 68 | 72 | 141 | 118 | 193 | 84 |
| 95th Queue (ft) | 146 | 404 | 107 | 250 | 156 | 128 | 204 | 200 | 305 | 188 |
| Link Distance (ft) | | 805 | | 662 | | 162 | 162 | | 268 | |
| Upstream Blk Time (%) | | | | | | 0 | 12 | | 5 | |
| Queuing Penalty (veh) | | | | | | 0 | 21 | | 32 | |
| Storage Bay Dist (ft) | 100 | | 100 | | 160 | | | 150 | | 150 |
| Storage Blk Time (%) | 17 | 9 | 0 | 6 | 0 | | | 2 | 19 | 0 |
| Queuing Penalty (veh) | 72 | 40 | 0 | 10 | 0 | | | 9 | 60 | 0 |

Intersection: 10: Spring St & Woodland Dr

| Movement | SE | NE | SW |
|-----------------------|-----|-----|-----|
| Directions Served | R | T | TR |
| Maximum Queue (ft) | 41 | 56 | 36 |
| Average Queue (ft) | 17 | 5 | 2 |
| 95th Queue (ft) | 39 | 31 | 17 |
| Link Distance (ft) | 542 | 241 | 583 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 11: Grove St. & Thayer Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 77 | 62 | 65 | 48 |
| Average Queue (ft) | 40 | 27 | 35 | 25 |
| 95th Queue (ft) | 64 | 53 | 53 | 47 |
| Link Distance (ft) | 524 | 477 | 450 | 279 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 12: Sligo Ave & Grove St

| Movement | EB | SB |
|-----------------------|-----|-----|
| Directions Served | LT | LR |
| Maximum Queue (ft) | 100 | 53 |
| Average Queue (ft) | 19 | 26 |
| 95th Queue (ft) | 61 | 49 |
| Link Distance (ft) | 533 | 518 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 13: Cedar St & Wayne Ave

| Movement | EB | EB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|----|-----|-----|
| Directions Served | LT | T | T | TR | LT | R | L | R |
| Maximum Queue (ft) | 202 | 205 | 140 | 116 | 152 | 40 | 255 | 173 |
| Average Queue (ft) | 77 | 78 | 58 | 35 | 60 | 34 | 123 | 69 |
| 95th Queue (ft) | 168 | 171 | 116 | 84 | 116 | 49 | 209 | 146 |
| Link Distance (ft) | 866 | 866 | 665 | 665 | 458 | | 632 | |
| Upstream Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | 15 | | 150 |
| Storage Blk Time (%) | | | | | 25 | 36 | 5 | 0 |
| Queuing Penalty (veh) | | | | | 25 | 21 | 5 | 0 |

Intersection: 14: Grove St/Grove St. & Silver Spring Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 74 | 56 | 73 | 62 |
| Average Queue (ft) | 36 | 21 | 38 | 28 |
| 95th Queue (ft) | 61 | 49 | 61 | 54 |
| Link Distance (ft) | 521 | 778 | 518 | 450 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 16: Fenton St & Roeder Rd

| Movement | EB | WB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | LT | TR | LR |
| Maximum Queue (ft) | 140 | 147 | 68 |
| Average Queue (ft) | 34 | 19 | 16 |
| 95th Queue (ft) | 97 | 97 | 48 |
| Link Distance (ft) | 243 | 194 | 498 |
| Upstream Blk Time (%) | | 1 | |
| Queuing Penalty (veh) | | 2 | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 17: Fenton St & Gist Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 60 | 66 | 203 | 165 |
| Average Queue (ft) | 18 | 18 | 108 | 16 |
| 95th Queue (ft) | 47 | 48 | 234 | 86 |
| Link Distance (ft) | 311 | 177 | 190 | 170 |
| Upstream Blk Time (%) | | | 3 | 0 |
| Queuing Penalty (veh) | | | 26 | 2 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 18: Fenton St & Richmond Ave

| Movement | EB | EB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | L | R | LT | TR |
| Maximum Queue (ft) | 33 | 54 | 238 | 193 |
| Average Queue (ft) | 4 | 11 | 48 | 31 |
| 95th Queue (ft) | 21 | 39 | 176 | 129 |
| Link Distance (ft) | 330 | 330 | 268 | 190 |
| Upstream Blk Time (%) | | | 0 | 1 |
| Queuing Penalty (veh) | | | 1 | 6 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 19: Fenton St & King St

| Movement | EB | NB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | LR | LT | TR |
| Maximum Queue (ft) | 31 | 188 | 10 |
| Average Queue (ft) | 8 | 46 | 0 |
| 95th Queue (ft) | 31 | 145 | 7 |
| Link Distance (ft) | 229 | 165 | 162 |
| Upstream Blk Time (%) | | 2 | |
| Queuing Penalty (veh) | | 0 | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 21: Georgia Ave & Sligo Ave

| Movement | WB | WB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | R | T | T | TR | L | T | T | T |
| Maximum Queue (ft) | 162 | 221 | 260 | 262 | 264 | 72 | 227 | 156 | 162 |
| Average Queue (ft) | 95 | 91 | 120 | 75 | 127 | 53 | 106 | 41 | 37 |
| 95th Queue (ft) | 163 | 181 | 216 | 186 | 232 | 63 | 196 | 113 | 114 |
| Link Distance (ft) | | 412 | 522 | 522 | 522 | | 432 | 432 | 432 |
| Upstream Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |
| Storage Bay Dist (ft) | 150 | | | | | 30 | | | |
| Storage Blk Time (%) | 2 | 2 | | | | 45 | 6 | | |
| Queuing Penalty (veh) | 2 | 2 | | | | 110 | 16 | | |

Intersection: 22: Georgia Ave & Silver Spring Ave

| Movement | EB | WB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LT | T | TR | L | T | T | TR |
| Maximum Queue (ft) | 112 | 188 | 238 | 218 | 287 | 124 | 167 | 151 | 146 |
| Average Queue (ft) | 45 | 91 | 96 | 72 | 106 | 54 | 54 | 46 | 56 |
| 95th Queue (ft) | 91 | 159 | 195 | 174 | 233 | 101 | 128 | 115 | 131 |
| Link Distance (ft) | 707 | 620 | 432 | 432 | 432 | | 457 | 457 | 457 |
| Upstream Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | 180 | | | |
| Storage Blk Time (%) | | | | | | 0 | 0 | | |
| Queuing Penalty (veh) | | | | | | 0 | 0 | | |

Intersection: 23: Georgia Ave & Thayer Ave

| Movement | WB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LR | T | T | TR | L | T | T | T |
| Maximum Queue (ft) | 146 | 216 | 251 | 388 | 51 | 149 | 133 | 125 |
| Average Queue (ft) | 67 | 94 | 98 | 173 | 36 | 89 | 58 | 76 |
| 95th Queue (ft) | 122 | 191 | 214 | 336 | 59 | 155 | 132 | 137 |
| Link Distance (ft) | 628 | 457 | 457 | 457 | | 117 | 117 | 117 |
| Upstream Blk Time (%) | | | | 0 | | 4 | 1 | 2 |
| Queuing Penalty (veh) | | | | 1 | | 14 | 3 | 6 |
| Storage Bay Dist (ft) | | | | | 25 | | | |
| Storage Blk Time (%) | | | | | 28 | 13 | | |
| Queuing Penalty (veh) | | | | | 100 | 11 | | |

Intersection: 24: Georgia Ave & Bonifant St/Bonifant Street

| Movement | EB | EB | NB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|----|-----|-----|-----|----|-----|-----|-----|
| Directions Served | L | R | L | T | T | TR | L | T | T | TR |
| Maximum Queue (ft) | 164 | 325 | 50 | 107 | 119 | 130 | 66 | 183 | 120 | 132 |
| Average Queue (ft) | 93 | 123 | 18 | 33 | 38 | 79 | 24 | 78 | 63 | 72 |
| 95th Queue (ft) | 163 | 247 | 44 | 88 | 94 | 147 | 54 | 144 | 107 | 119 |
| Link Distance (ft) | | 362 | | 117 | 117 | 117 | | 325 | 325 | 325 |
| Upstream Blk Time (%) | | 2 | | 0 | 0 | 4 | | 0 | | |
| Queuing Penalty (veh) | | 0 | | 1 | 1 | 18 | | 0 | | |
| Storage Bay Dist (ft) | 140 | | 25 | | | | 50 | | | |
| Storage Blk Time (%) | 7 | 5 | 9 | 9 | | | 2 | 15 | | |
| Queuing Penalty (veh) | 9 | 6 | 36 | 4 | | | 6 | 8 | | |

Intersection: 25: Georgia Ave & Wayne Ave

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | TR | L | T | TR | L | T | T | TR | L | T |
| Maximum Queue (ft) | 464 | 477 | 225 | 174 | 277 | 315 | 182 | 321 | 342 | 358 | 174 | 271 |
| Average Queue (ft) | 107 | 323 | 213 | 95 | 145 | 199 | 56 | 166 | 192 | 276 | 101 | 167 |
| 95th Queue (ft) | 267 | 552 | 245 | 170 | 241 | 291 | 135 | 281 | 313 | 391 | 189 | 251 |
| Link Distance (ft) | 449 | 449 | | | 670 | 670 | | 325 | 325 | 325 | | 260 |
| Upstream Blk Time (%) | 0 | 10 | | | | | | 0 | 0 | 8 | | 1 |
| Queuing Penalty (veh) | 0 | 0 | | | | | | 1 | 1 | 35 | | 3 |
| Storage Bay Dist (ft) | | | 200 | 150 | | | 175 | | | | 150 | |
| Storage Blk Time (%) | | 6 | 35 | 2 | 7 | | 0 | 5 | | | 2 | 10 |
| Queuing Penalty (veh) | | 20 | 63 | 2 | 9 | | 0 | 3 | | | 5 | 13 |

Intersection: 25: Georgia Ave & Wayne Ave

| Movement | SB | SB |
|-----------------------|-----|-----|
| Directions Served | T | TR |
| Maximum Queue (ft) | 231 | 236 |
| Average Queue (ft) | 132 | 152 |
| 95th Queue (ft) | 202 | 220 |
| Link Distance (ft) | 260 | 260 |
| Upstream Blk Time (%) | 0 | 0 |
| Queuing Penalty (veh) | 0 | 0 |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 26: Georgia Ave & US 29 (Colesville Rd.)

| Movement | EB | EB | EB | EB | WB | WB | WB | B30 | NB | NB | NB | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LT | T | T | TR | L | T | TR | T | T | T | T | R |
| Maximum Queue (ft) | 500 | 454 | 340 | 238 | 310 | 127 | 142 | 37 | 254 | 273 | 264 | 171 |
| Average Queue (ft) | 360 | 326 | 217 | 142 | 193 | 64 | 62 | 3 | 190 | 205 | 207 | 73 |
| 95th Queue (ft) | 459 | 434 | 308 | 222 | 303 | 110 | 117 | 26 | 273 | 286 | 293 | 152 |
| Link Distance (ft) | 611 | 611 | 611 | 611 | 244 | 244 | 244 | 271 | 242 | 242 | 242 | 242 |
| Upstream Blk Time (%) | | | | | 4 | | | | 6 | 8 | 10 | |
| Queuing Penalty (veh) | | | | | 10 | | | | 21 | 26 | 35 | |
| Storage Bay Dist (ft) | | | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 26: Georgia Ave & US 29 (Colesville Rd.)

| Movement | SB | SB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | T | T | TR |
| Maximum Queue (ft) | 595 | 549 | 491 |
| Average Queue (ft) | 490 | 415 | 283 |
| 95th Queue (ft) | 635 | 558 | 424 |
| Link Distance (ft) | 565 | 565 | 565 |
| Upstream Blk Time (%) | 7 | 1 | 0 |
| Queuing Penalty (veh) | 0 | 0 | 0 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 28: Georgia Ave & Ellsworth Dr

| Movement | WB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | R | T | T | TR | T | T | T |
| Maximum Queue (ft) | 197 | 144 | 158 | 204 | 180 | 121 | 136 |
| Average Queue (ft) | 61 | 49 | 63 | 88 | 110 | 64 | 75 |
| 95th Queue (ft) | 158 | 125 | 148 | 177 | 158 | 106 | 127 |
| Link Distance (ft) | 707 | 260 | 260 | 260 | 242 | 242 | 242 |
| Upstream Blk Time (%) | | 0 | 0 | 1 | | | |
| Queuing Penalty (veh) | | 0 | 1 | 3 | | | |
| Storage Bay Dist (ft) | | | | | | | |
| Storage Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |

Intersection: 33: Houston St & Hankin St

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

Intersection: 34: Cedar St & Bonifant Street & Bonifant St

| Movement | EB | NB | NW | SW |
|-----------------------|------|------|------|------|
| Directions Served | <LR> | <LR> | <LTR | <LR> |
| Maximum Queue (ft) | 82 | 50 | 52 | 68 |
| Average Queue (ft) | 49 | 18 | 12 | 34 |
| 95th Queue (ft) | 73 | 46 | 38 | 57 |
| Link Distance (ft) | 485 | | 823 | 114 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 35: Grove St. & Easley St

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 53 | 31 | 76 | 46 |
| Average Queue (ft) | 21 | 12 | 36 | 21 |
| 95th Queue (ft) | 48 | 36 | 56 | 46 |
| Link Distance (ft) | 495 | | 279 | 396 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 36: Fenton St & Easley St

| Movement | WB | NB | SB |
|-----------------------|-----|-----|----|
| Directions Served | LR | TR | LT |
| Maximum Queue (ft) | 35 | 285 | 82 |
| Average Queue (ft) | 8 | 136 | 9 |
| 95th Queue (ft) | 31 | 285 | 47 |
| Link Distance (ft) | 495 | 283 | 79 |
| Upstream Blk Time (%) | | 2 | 1 |
| Queuing Penalty (veh) | | 10 | 3 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 38: Houston St & Easley St

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

Intersection: 39: Thayer Ave & Houston St

| Movement | EB | SB |
|-----------------------|-----|----|
| Directions Served | LT | LR |
| Maximum Queue (ft) | 19 | 36 |
| Average Queue (ft) | 1 | 7 |
| 95th Queue (ft) | 8 | 28 |
| Link Distance (ft) | 477 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 117: Grove St. & Bonifant Street & Hankin St

| Movement | EB | WB | NB | SW |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LR | <LR |
| Maximum Queue (ft) | 111 | 12 | 64 | 70 |
| Average Queue (ft) | 54 | 1 | 31 | 33 |
| 95th Queue (ft) | 87 | 8 | 52 | 55 |
| Link Distance (ft) | 539 | | 396 | 485 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Network Summary

Network wide Queuing Penalty: 1636

Summary of All Intervals

| Run Number | 1 | 2 | 3 | 4 | 5 | Avg |
|-------------------------|-------|-------|-------|-------|-------|-------|
| Start Time | 12:50 | 12:50 | 12:50 | 12:50 | 12:50 | 12:50 |
| End Time | 2:00 | 2:00 | 2:00 | 2:00 | 2:00 | 2:00 |
| Total Time (min) | 70 | 70 | 70 | 70 | 70 | 70 |
| Time Recorded (min) | 60 | 60 | 60 | 60 | 60 | 60 |
| # of Intervals | 2 | 2 | 2 | 2 | 2 | 2 |
| # of Recorded Intervals | 1 | 1 | 1 | 1 | 1 | 1 |
| Vehs Entered | 7102 | 7006 | 6852 | 7140 | 7105 | 7040 |
| Vehs Exited | 7029 | 6954 | 6593 | 7131 | 7043 | 6947 |
| Starting Vehs | 205 | 234 | 203 | 211 | 243 | 208 |
| Ending Vehs | 278 | 286 | 462 | 220 | 305 | 302 |
| Travel Distance (mi) | 2478 | 2469 | 2314 | 2496 | 2478 | 2447 |
| Travel Time (hr) | 214.2 | 208.9 | 357.7 | 198.5 | 258.1 | 247.5 |
| Total Delay (hr) | 115.7 | 111.1 | 266.1 | 99.3 | 159.6 | 150.4 |
| Total Stops | 11250 | 11053 | 11735 | 10900 | 11968 | 11378 |
| Fuel Used (gal) | 118.3 | 116.3 | 145.6 | 115.3 | 128.0 | 124.7 |

Interval #0 Information Seeding

| | |
|-------------------------------------|-------|
| Start Time | 12:50 |
| End Time | 1:00 |
| Total Time (min) | 10 |
| Volumes adjusted by Growth Factors. | |
| No data recorded this interval. | |

Interval #1 Information Recording

| | |
|-------------------------------------|------|
| Start Time | 1:00 |
| End Time | 2:00 |
| Total Time (min) | 60 |
| Volumes adjusted by Growth Factors. | |

| Run Number | 1 | 2 | 3 | 4 | 5 | Avg |
|----------------------|-------|-------|-------|-------|-------|-------|
| Vehs Entered | 7102 | 7006 | 6852 | 7140 | 7105 | 7040 |
| Vehs Exited | 7029 | 6954 | 6593 | 7131 | 7043 | 6947 |
| Starting Vehs | 205 | 234 | 203 | 211 | 243 | 208 |
| Ending Vehs | 278 | 286 | 462 | 220 | 305 | 302 |
| Travel Distance (mi) | 2478 | 2469 | 2314 | 2496 | 2478 | 2447 |
| Travel Time (hr) | 214.2 | 208.9 | 357.7 | 198.5 | 258.1 | 247.5 |
| Total Delay (hr) | 115.7 | 111.1 | 266.1 | 99.3 | 159.6 | 150.4 |
| Total Stops | 11250 | 11053 | 11735 | 10900 | 11968 | 11378 |
| Fuel Used (gal) | 118.3 | 116.3 | 145.6 | 115.3 | 128.0 | 124.7 |

1: Cameron St & Fenton St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 1.6 | 0.0 | 0.2 | 1.3 | 0.6 |
| Total Del/Veh (s) | 26.3 | 30.6 | 11.4 | 13.4 | 20.1 |

2: US 29 (Colesville Rd.) & Fenton St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|-------|------|------|------|
| Denied Del/Veh (s) | 0.1 | 0.5 | 0.1 | 0.2 | 0.2 |
| Total Del/Veh (s) | 40.0 | 118.6 | 27.1 | 37.4 | 44.7 |

3: Fenton St & Ellsworth Dr Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|------|-----|------|
| Denied Del/Veh (s) | 0.2 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 66.0 | 60.9 | 6.9 | 43.4 |

4: Fenton St & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 2.1 | 0.3 | 0.3 | 0.6 | 0.8 |
| Total Del/Veh (s) | 53.7 | 27.8 | 52.4 | 41.4 | 43.9 |

5: Fenton St & Bonifant Street Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|-----|------|
| Denied Del/Veh (s) | 0.2 | 0.0 | 0.7 | 0.0 | 0.3 |
| Total Del/Veh (s) | 28.4 | 25.0 | 12.1 | 8.0 | 12.3 |

6: Fenton St & Thayer Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 1.1 | 0.1 | 0.1 | 0.1 | 0.2 |
| Total Del/Veh (s) | 68.1 | 36.2 | 38.3 | 15.5 | 33.0 |

7: Fenton St & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-------|-------|------|------|------|
| Denied Del/Veh (s) | 22.3 | 18.3 | 16.3 | 0.0 | 10.3 |
| Total Del/Veh (s) | 138.6 | 112.7 | 30.9 | 12.9 | 36.4 |

8: Fenton St & Sligo Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 8.1 | 0.0 | 0.0 | 0.1 | 1.1 |
| Total Del/Veh (s) | 51.7 | 32.5 | 17.0 | 15.6 | 23.3 |

9: Fenton St & Burlington Ave/Philadelphia Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 11.1 | 1.9 | 0.5 | 0.1 | 3.8 |
| Total Del/Veh (s) | 27.0 | 16.1 | 47.6 | 28.0 | 28.0 |

10: Spring St & Woodland Dr Performance by approach

| Approach | SE | NE | SW | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.2 | 0.2 | 0.2 |
| Total Del/Veh (s) | 4.0 | 0.2 | 0.4 | 0.4 |

11: Grove St. & Thayer Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 4.0 | 4.1 | 4.6 | 6.0 | 4.6 |

12: Sligo Ave & Grove St Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.3 | 0.0 | 0.1 |
| Total Del/Veh (s) | 2.2 | 1.5 | 8.8 | 2.4 |

13: Cedar St & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.2 | 0.0 | 1.9 | 0.5 |
| Total Del/Veh (s) | 7.1 | 7.0 | 22.2 | 26.2 | 12.4 |

16: Fenton St & Roeder Rd Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|------|------|------|
| Denied Del/Veh (s) | 0.0 | 1.5 | 0.1 | 0.7 |
| Total Del/Veh (s) | 3.1 | 37.3 | 68.7 | 19.2 |

17: Fenton St & Gist Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 1.3 | 0.0 | 0.7 |
| Total Del/Veh (s) | 34.0 | 23.9 | 6.2 | 1.8 | 5.2 |

18: Fenton St & Richmond Ave Performance by approach

| Approach | EB | NB | SB | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.4 | 0.0 | 0.2 |
| Total Del/Veh (s) | 40.4 | 5.6 | 1.2 | 4.0 |

19: Fenton St & King St Performance by approach

| Approach | NB | SB | All |
|--------------------|------|-----|-----|
| Denied Del/Veh (s) | 18.0 | 0.0 | 8.8 |
| Total Del/Veh (s) | 6.2 | 1.3 | 3.6 |

21: Grove St. & Easley St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 3.3 | 4.0 | 6.2 | 5.3 | 5.2 |

22: Fenton St & Easley St Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|------|-----|------|
| Denied Del/Veh (s) | 0.0 | 3.6 | 0.0 | 1.8 |
| Total Del/Veh (s) | 98.9 | 22.3 | 1.2 | 12.9 |

24: Houston St & Hankin St Performance by approach

| Approach | EB | SB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 0.9 | 1.1 | 1.0 |

25: Cedar St & Bonifant Street Performance by approach

| Approach | EB | NB | NW | SW | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.1 | 0.0 |
| Total Del/Veh (s) | 5.0 | 3.8 | 3.6 | 3.7 | 4.6 |

27: Easley St & Houston St Performance by approach

| Approach | EB | NB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 0.9 | 0.1 | 0.4 |

28: Thayer Ave Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.1 |
| Total Del/Veh (s) | 1.2 | 0.0 | 3.4 | 0.8 |

117: Grove St. & Bonifant Street & Hankin St Performance by approach

| Approach | EB | WB | NB | SW | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 5.6 | 4.9 | 5.7 | 4.3 | 5.4 |

122: Grove St/Grove St. & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 3.4 | 4.0 | 4.4 | 5.0 | 4.1 |

Total Network Performance

| | |
|--------------------|------|
| Denied Del/Veh (s) | 4.7 |
| Total Del/Veh (s) | 70.1 |

Arterial Level of Service: NB Fenton St

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|-----------------------|------|---------------|-----------------|------------|----------------|
| King St | 19 | 6.2 | 29.3 | 0.0 | 12 |
| Philadelphia Ave | 9 | 45.8 | 52.1 | 0.0 | 3 |
| Richmond Ave | 18 | 5.6 | 15.4 | 0.1 | 16 |
| Gist Ave | 17 | 6.1 | 14.3 | 0.0 | 14 |
| Sligo Ave | 8 | 14.9 | 21.3 | 0.0 | 8 |
| Silver Spring Ave | 7 | 28.5 | 61.6 | 0.1 | 9 |
| Thayer Ave | 6 | 35.2 | 48.5 | 0.1 | 7 |
| Easley St | 22 | 22.4 | 35.3 | 0.1 | 8 |
| Bonifant Street | 5 | 12.0 | 16.5 | 0.0 | 6 |
| Wayne Ave | 4 | 41.3 | 53.1 | 0.1 | 6 |
| Ellsworth Dr | 3 | 59.1 | 74.3 | 0.1 | 5 |
| Roeder Rd | 16 | 37.7 | 44.7 | 0.1 | 4 |
| US 29 (Colesville Rd) | 2 | 82.4 | 90.7 | 0.1 | 2 |
| Cameron St | 1 | 20.8 | 34.6 | 0.1 | 10 |
| Total | | 418.1 | 591.9 | 0.9 | 6 |

Arterial Level of Service: SB Fenton St

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|-----------------------|------|---------------|-----------------|------------|----------------|
| Cameron St | 1 | 26.5 | 32.5 | 0.0 | 5 |
| US 29 (Colesville Rd) | 2 | 34.0 | 45.3 | 0.1 | 8 |
| Roeder Rd | 16 | 2.7 | 11.8 | 0.1 | 19 |
| Ellsworth Dr | 3 | 6.8 | 13.8 | 0.1 | 13 |
| Wayne Ave | 4 | 42.3 | 56.3 | 0.1 | 7 |
| Bonifant Street | 5 | 7.9 | 19.0 | 0.1 | 15 |
| Easley St | 22 | 1.2 | 5.3 | 0.0 | 18 |
| Thayer Ave | 6 | 15.3 | 24.5 | 0.1 | 10 |
| Silver Spring Ave | 7 | 12.5 | 25.5 | 0.1 | 13 |
| Sligo Ave | 8 | 15.0 | 29.0 | 0.1 | 13 |
| Gist Ave | 17 | 1.8 | 8.3 | 0.0 | 20 |
| Richmond Ave | 18 | 1.2 | 8.2 | 0.0 | 22 |
| Burlington Ave | 9 | 36.5 | 45.3 | 0.1 | 5 |
| King St | 19 | 1.4 | 8.0 | 0.0 | 20 |
| Total | | 205.1 | 332.9 | 0.9 | 10 |

Intersection: 1: Cameron St & Fenton St

| Movement | EB | EB | WB | WB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | TR | L | TR | TR | L | TR |
| Maximum Queue (ft) | 76 | 93 | 130 | 91 | 138 | 52 | 64 |
| Average Queue (ft) | 19 | 37 | 62 | 25 | 54 | 12 | 17 |
| 95th Queue (ft) | 52 | 79 | 112 | 64 | 107 | 38 | 49 |
| Link Distance (ft) | | 208 | | 430 | 422 | | 371 |
| Upstream Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |
| Storage Bay Dist (ft) | 100 | | 125 | | | 100 | |
| Storage Blk Time (%) | 0 | 1 | 1 | | 1 | | |
| Queuing Penalty (veh) | 0 | 0 | 0 | | 0 | | |

Intersection: 2: US 29 (Colesville Rd.) & Fenton St

| Movement | EB | EB | WB | WB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | TR | L | TR | LT | T | TR | LT | T | TR |
| Maximum Queue (ft) | 98 | 179 | 150 | 270 | 355 | 274 | 220 | 518 | 422 | 245 |
| Average Queue (ft) | 27 | 76 | 135 | 228 | 229 | 173 | 113 | 337 | 272 | 115 |
| 95th Queue (ft) | 79 | 144 | 185 | 322 | 316 | 259 | 182 | 472 | 403 | 223 |
| Link Distance (ft) | | 430 | | 251 | 446 | 446 | 446 | 546 | 546 | 546 |
| Upstream Blk Time (%) | | | | 43 | 0 | | | 0 | | |
| Queuing Penalty (veh) | | | | 146 | 0 | | | 0 | | |
| Storage Bay Dist (ft) | 100 | | 125 | | | | | | | |
| Storage Blk Time (%) | 0 | 7 | 49 | 44 | | | | | | |
| Queuing Penalty (veh) | 0 | 2 | 119 | 45 | | | | | | |

Intersection: 3: Fenton St & Ellsworth Dr

| Movement | WB | NB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | LTR | TR | TR |
| Maximum Queue (ft) | 244 | 449 | 168 |
| Average Queue (ft) | 107 | 252 | 72 |
| 95th Queue (ft) | 220 | 556 | 143 |
| Link Distance (ft) | 406 | 492 | 199 |
| Upstream Blk Time (%) | | 10 | 0 |
| Queuing Penalty (veh) | | 22 | 0 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | 4 |
| Queuing Penalty (veh) | | | 0 |

Intersection: 4: Fenton St & Wayne Ave

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | TR | L | T | TR | L | TR | L | TR |
| Maximum Queue (ft) | 231 | 281 | 297 | 240 | 157 | 192 | 117 | 340 | 124 | 390 |
| Average Queue (ft) | 102 | 153 | 141 | 118 | 77 | 97 | 97 | 290 | 66 | 222 |
| 95th Queue (ft) | 285 | 262 | 246 | 200 | 139 | 165 | 145 | 406 | 144 | 354 |
| Link Distance (ft) | 432 | 432 | 432 | | 866 | 866 | | 325 | | 492 |
| Upstream Blk Time (%) | 4 | 1 | 0 | | | | | 18 | | |
| Queuing Penalty (veh) | 0 | 0 | 0 | | | | | 107 | | |
| Storage Bay Dist (ft) | | | | 275 | | | 92 | | 100 | |
| Storage Blk Time (%) | | | | 0 | | | 34 | 39 | 1 | 36 |
| Queuing Penalty (veh) | | | | 0 | | | 160 | 54 | 3 | 29 |

Intersection: 5: Fenton St & Bonifant Street

| Movement | EB | EB | WB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|----|-----|
| Directions Served | L | TR | LTR | TR | L | T |
| Maximum Queue (ft) | 88 | 92 | 75 | 98 | 21 | 276 |
| Average Queue (ft) | 33 | 36 | 24 | 75 | 4 | 98 |
| 95th Queue (ft) | 71 | 82 | 59 | 103 | 18 | 208 |
| Link Distance (ft) | 354 | 354 | 549 | 70 | | 325 |
| Upstream Blk Time (%) | | | | 32 | | 0 |
| Queuing Penalty (veh) | | | | 174 | | 1 |
| Storage Bay Dist (ft) | | | | | 75 | |
| Storage Blk Time (%) | | | | | | 10 |
| Queuing Penalty (veh) | | | | | | 1 |

Intersection: 6: Fenton St & Thayer Ave

| Movement | EB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|----|-----|
| Directions Served | LTR | LTR | L | TR | L | TR |
| Maximum Queue (ft) | 325 | 149 | 74 | 419 | 74 | 288 |
| Average Queue (ft) | 141 | 57 | 48 | 241 | 15 | 171 |
| 95th Queue (ft) | 362 | 124 | 84 | 466 | 51 | 291 |
| Link Distance (ft) | 537 | 523 | | 430 | | 284 |
| Upstream Blk Time (%) | 2 | | | 12 | | 1 |
| Queuing Penalty (veh) | 0 | | | 75 | | 4 |
| Storage Bay Dist (ft) | | | 50 | | 50 | |
| Storage Blk Time (%) | | | 22 | 34 | 1 | 32 |
| Queuing Penalty (veh) | | | 119 | 22 | 3 | 8 |

Intersection: 7: Fenton St & Silver Spring Ave

| Movement | EB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|----|-----|----|-----|
| Directions Served | LTR | LTR | L | TR | L | TR |
| Maximum Queue (ft) | 344 | 198 | 64 | 422 | 74 | 362 |
| Average Queue (ft) | 142 | 65 | 36 | 228 | 20 | 151 |
| 95th Queue (ft) | 452 | 212 | 71 | 471 | 60 | 293 |
| Link Distance (ft) | 694 | 534 | | 490 | | 430 |
| Upstream Blk Time (%) | 7 | | | 6 | | 0 |
| Queuing Penalty (veh) | 0 | | | 33 | | 0 |
| Storage Bay Dist (ft) | | | 40 | | 50 | |
| Storage Blk Time (%) | | | 9 | 36 | 1 | 24 |
| Queuing Penalty (veh) | | | 55 | 13 | 6 | 6 |

Intersection: 8: Fenton St & Sligo Ave

| Movement | EB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|----|-----|----|-----|
| Directions Served | LTR | L | TR | L | TR | L | TR |
| Maximum Queue (ft) | 302 | 90 | 212 | 84 | 203 | 75 | 351 |
| Average Queue (ft) | 117 | 36 | 84 | 32 | 152 | 37 | 160 |
| 95th Queue (ft) | 357 | 75 | 245 | 79 | 220 | 78 | 305 |
| Link Distance (ft) | 711 | 535 | 535 | | 169 | | 490 |
| Upstream Blk Time (%) | 3 | | 1 | | 12 | | |
| Queuing Penalty (veh) | 0 | | 1 | | 68 | | |
| Storage Bay Dist (ft) | | | | 60 | | 50 | |
| Storage Blk Time (%) | | | | 1 | 32 | 4 | 26 |
| Queuing Penalty (veh) | | | | 6 | 11 | 15 | 19 |

Intersection: 9: Fenton St & Burlington Ave/Philadelphia Ave

| Movement | EB | EB | EB | WB | WB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | R | LT | R | L | TR | L | T | R |
| Maximum Queue (ft) | 124 | 330 | 107 | 225 | 163 | 118 | 177 | 174 | 277 | 175 |
| Average Queue (ft) | 69 | 116 | 12 | 92 | 46 | 45 | 131 | 99 | 164 | 64 |
| 95th Queue (ft) | 124 | 391 | 51 | 176 | 112 | 97 | 187 | 183 | 277 | 146 |
| Link Distance (ft) | | 805 | | 662 | | 162 | 162 | | 268 | |
| Upstream Blk Time (%) | | 4 | | | | 0 | 8 | | 2 | |
| Queuing Penalty (veh) | | 0 | | | | 0 | 10 | | 11 | |
| Storage Bay Dist (ft) | 100 | | 100 | | 160 | | | 150 | | 150 |
| Storage Blk Time (%) | 7 | 3 | 0 | 2 | 0 | | | 1 | 10 | 0 |
| Queuing Penalty (veh) | 20 | 6 | 0 | 3 | 0 | | | 4 | 28 | 0 |

Intersection: 10: Spring St & Woodland Dr

| Movement | SE | NE | SW |
|-----------------------|-----|-----|-----|
| Directions Served | R | T | TR |
| Maximum Queue (ft) | 31 | 43 | 48 |
| Average Queue (ft) | 12 | 4 | 3 |
| 95th Queue (ft) | 34 | 24 | 22 |
| Link Distance (ft) | 539 | 240 | 582 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 11: Grove St. & Thayer Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 69 | 52 | 44 | 49 |
| Average Queue (ft) | 32 | 26 | 28 | 25 |
| 95th Queue (ft) | 58 | 50 | 44 | 48 |
| Link Distance (ft) | 523 | 465 | 430 | 288 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 12: Sligo Ave & Grove St

| Movement | EB | WB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | LT | TR | LR |
| Maximum Queue (ft) | 71 | 72 | 54 |
| Average Queue (ft) | 15 | 6 | 24 |
| 95th Queue (ft) | 50 | 68 | 47 |
| Link Distance (ft) | 535 | 645 | 528 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 13: Cedar St & Wayne Ave

| Movement | EB | EB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|----|-----|-----|
| Directions Served | LT | T | T | TR | LT | R | L | R |
| Maximum Queue (ft) | 120 | 132 | 143 | 91 | 119 | 53 | 200 | 169 |
| Average Queue (ft) | 52 | 51 | 62 | 25 | 46 | 28 | 91 | 67 |
| 95th Queue (ft) | 103 | 104 | 123 | 66 | 98 | 55 | 154 | 131 |
| Link Distance (ft) | 866 | 866 | 666 | 666 | 441 | | 632 | |
| Upstream Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | 15 | | 150 |
| Storage Blk Time (%) | | | | | 23 | 21 | 1 | 0 |
| Queuing Penalty (veh) | | | | | 11 | 11 | 1 | 0 |

Intersection: 16: Fenton St & Roeder Rd

| Movement | EB | WB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | LT | TR | LR |
| Maximum Queue (ft) | 141 | 206 | 88 |
| Average Queue (ft) | 36 | 123 | 27 |
| 95th Queue (ft) | 101 | 276 | 71 |
| Link Distance (ft) | 251 | 199 | 498 |
| Upstream Blk Time (%) | | 28 | |
| Queuing Penalty (veh) | | 99 | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 17: Fenton St & Gist Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 61 | 61 | 191 | 143 |
| Average Queue (ft) | 17 | 20 | 59 | 17 |
| 95th Queue (ft) | 45 | 50 | 177 | 78 |
| Link Distance (ft) | 450 | 177 | 188 | 169 |
| Upstream Blk Time (%) | | | 5 | 0 |
| Queuing Penalty (veh) | | | 29 | 1 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 18: Fenton St & Richmond Ave

| Movement | EB | EB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | L | R | LT | TR |
| Maximum Queue (ft) | 56 | 27 | 102 | 146 |
| Average Queue (ft) | 12 | 5 | 25 | 17 |
| 95th Queue (ft) | 42 | 21 | 145 | 86 |
| Link Distance (ft) | 330 | 330 | 268 | 188 |
| Upstream Blk Time (%) | | | 3 | 0 |
| Queuing Penalty (veh) | | | 19 | 1 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 19: Fenton St & King St

| Movement | NB |
|-----------------------|-----|
| Directions Served | LT |
| Maximum Queue (ft) | 116 |
| Average Queue (ft) | 20 |
| 95th Queue (ft) | 96 |
| Link Distance (ft) | 165 |
| Upstream Blk Time (%) | 5 |
| Queuing Penalty (veh) | 0 |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

Intersection: 21: Grove St. & Easley St

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 57 | 31 | 65 | 38 |
| Average Queue (ft) | 22 | 7 | 32 | 20 |
| 95th Queue (ft) | 50 | 27 | 52 | 44 |
| Link Distance (ft) | 489 | | 288 | 393 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 22: Fenton St & Easley St

| Movement | WB | NB | SB |
|-----------------------|-----|-----|----|
| Directions Served | LR | TR | LT |
| Maximum Queue (ft) | 61 | 291 | 77 |
| Average Queue (ft) | 17 | 162 | 10 |
| 95th Queue (ft) | 53 | 344 | 50 |
| Link Distance (ft) | 489 | 284 | 70 |
| Upstream Blk Time (%) | | 13 | 1 |
| Queuing Penalty (veh) | | 77 | 3 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 24: Houston St & Hankin St

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

Intersection: 25: Cedar St & Bonifant Street

| Movement | EB | NB | NW | SW |
|-----------------------|-----|------|------|------|
| Directions Served | <LR | <LR> | <LTR | <LR> |
| Maximum Queue (ft) | 82 | 37 | 53 | 64 |
| Average Queue (ft) | 40 | 8 | 13 | 24 |
| 95th Queue (ft) | 64 | 30 | 37 | 51 |
| Link Distance (ft) | 467 | | 843 | 256 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 27: Easley St & Houston St

Movement

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

Intersection: 28: Thayer Ave

| Movement | EB | SB |
|----------|----|----|
|----------|----|----|

| | | |
|-----------------------|-----|----|
| Directions Served | LT | LR |
| Maximum Queue (ft) | 6 | 31 |
| Average Queue (ft) | 0 | 5 |
| 95th Queue (ft) | 4 | 24 |
| Link Distance (ft) | 465 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 117: Grove St. & Bonifant Street & Hankin St

| Movement | EB | WB | NB | SW |
|----------|----|----|----|----|
|----------|----|----|----|----|

| | | | | |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LR | <LR |
| Maximum Queue (ft) | 80 | 20 | 45 | 66 |
| Average Queue (ft) | 36 | 1 | 22 | 22 |
| 95th Queue (ft) | 64 | 10 | 40 | 52 |
| Link Distance (ft) | 549 | | 393 | 467 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 122: Grove St/Grove St. & Silver Spring Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 64 | 50 | 60 | 62 |
| Average Queue (ft) | 28 | 19 | 34 | 24 |
| 95th Queue (ft) | 58 | 46 | 52 | 54 |
| Link Distance (ft) | 534 | 879 | 528 | 430 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Network Summary

Network wide Queuing Penalty: 1662

FENTON STREET CYCLE TRACK

Appendix H Scenario 5 Synchro Analysis
November 3, 2020

Appendix H SCENARIO 5 SYNCHRO ANALYSIS

Summary of All Intervals

| Run Number | 1 | 2 | 3 | 4 | 5 | Avg |
|-------------------------|-------|-------|-------|-------|-------|-------|
| Start Time | 6:50 | 6:50 | 6:50 | 6:50 | 6:50 | 6:50 |
| End Time | 8:00 | 8:00 | 8:00 | 8:00 | 8:00 | 8:00 |
| Total Time (min) | 70 | 70 | 70 | 70 | 70 | 70 |
| Time Recorded (min) | 60 | 60 | 60 | 60 | 60 | 60 |
| # of Intervals | 2 | 2 | 2 | 2 | 2 | 2 |
| # of Recorded Intervals | 1 | 1 | 1 | 1 | 1 | 1 |
| Vehs Entered | 9949 | 9879 | 9853 | 9897 | 9582 | 9831 |
| Vehs Exited | 9953 | 9798 | 9851 | 9920 | 9594 | 9824 |
| Starting Vehs | 330 | 298 | 364 | 362 | 353 | 333 |
| Ending Vehs | 326 | 379 | 366 | 339 | 341 | 336 |
| Travel Distance (mi) | 4395 | 4310 | 4362 | 4409 | 4274 | 4350 |
| Travel Time (hr) | 387.7 | 354.2 | 669.0 | 552.5 | 508.6 | 494.4 |
| Total Delay (hr) | 216.6 | 186.5 | 498.7 | 380.2 | 342.0 | 324.8 |
| Total Stops | 15314 | 14548 | 15389 | 15079 | 14632 | 14988 |
| Fuel Used (gal) | 212.4 | 201.2 | 274.5 | 249.9 | 235.1 | 234.6 |

Interval #0 Information Seeding

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

Interval #1 Information Recording

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

| Run Number | 1 | 2 | 3 | 4 | 5 | Avg |
|----------------------|-------|-------|-------|-------|-------|-------|
| Vehs Entered | 9949 | 9879 | 9853 | 9897 | 9582 | 9831 |
| Vehs Exited | 9953 | 9798 | 9851 | 9920 | 9594 | 9824 |
| Starting Vehs | 330 | 298 | 364 | 362 | 353 | 333 |
| Ending Vehs | 326 | 379 | 366 | 339 | 341 | 336 |
| Travel Distance (mi) | 4395 | 4310 | 4362 | 4409 | 4274 | 4350 |
| Travel Time (hr) | 387.7 | 354.2 | 669.0 | 552.5 | 508.6 | 494.4 |
| Total Delay (hr) | 216.6 | 186.5 | 498.7 | 380.2 | 342.0 | 324.8 |
| Total Stops | 15314 | 14548 | 15389 | 15079 | 14632 | 14988 |
| Fuel Used (gal) | 212.4 | 201.2 | 274.5 | 249.9 | 235.1 | 234.6 |

1: Cameron St & Fenton St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.2 | 0.2 | 0.1 |
| Total Del/Veh (s) | 26.0 | 27.6 | 11.5 | 10.0 | 17.9 |

2: US 29 (Colesville Rd.) & Fenton St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-------|-------|
| Denied Del/Veh (s) | 0.1 | 0.4 | 0.1 | 254.7 | 165.4 |
| Total Del/Veh (s) | 59.4 | 58.4 | 7.9 | 65.8 | 49.8 |

3: Fenton St & Ellsworth Dr Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|-----|------|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.1 | 0.1 |
| Total Del/Veh (s) | 24.6 | 23.7 | 15.4 | 8.9 | 13.8 |

4: Fenton St & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 |
| Total Del/Veh (s) | 27.2 | 34.3 | 23.3 | 35.5 | 30.8 |

5: Fenton St & Bonifant Street Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 |
| Total Del/Veh (s) | 12.6 | 3.9 | 6.0 | 9.8 | 8.1 |

6: Fenton St & Thayer Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.2 | 0.0 | 0.1 |
| Total Del/Veh (s) | 17.5 | 15.2 | 15.1 | 13.2 | 14.5 |

7: Fenton St & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|-----|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 12.1 | 9.0 | 12.4 | 12.4 | 12.2 |

8: Fenton St & Sligo Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 |
| Total Del/Veh (s) | 10.7 | 15.9 | 15.5 | 20.3 | 16.3 |

9: Fenton St & Burlington Ave/Philadelphia Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 2.4 | 1.5 | 0.1 | 0.1 | 0.9 |
| Total Del/Veh (s) | 14.0 | 18.1 | 40.7 | 28.6 | 24.8 |

10: Spring St & Woodland Dr Performance by approach

| Approach | SE | NE | SW | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.3 | 0.3 | 0.3 |
| Total Del/Veh (s) | 4.5 | 0.2 | 0.4 | 0.8 |

11: Grove St & Thayer Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 5.3 | 5.0 | 2.1 | 5.4 | 4.9 |

12: Sligo Ave & Grove St Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.3 | 0.0 | 0.2 |
| Total Del/Veh (s) | 1.2 | 0.5 | 2.6 | 1.0 |

13: Wayne Ave & Cedar St Performance by approach

| Approach | SE | NW | NE | SW | All |
|--------------------|------|------|-----|-----|------|
| Denied Del/Veh (s) | 2.5 | 0.2 | 0.0 | 0.3 | 0.5 |
| Total Del/Veh (s) | 31.4 | 28.3 | 5.1 | 6.6 | 10.7 |

16: Fenton St & Roeder Rd Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.0 |
| Total Del/Veh (s) | 2.4 | 1.9 | 5.1 | 2.2 |

17: Fenton St & Gist Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 14.0 | 9.1 | 1.9 | 1.5 | 2.3 |

18: Fenton St & Richmond Ave Performance by approach

| Approach | EB | NB | SB | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 12.5 | 1.4 | 1.8 | 2.0 |

19: Fenton St & King St Performance by approach

| Approach | NB | SB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.4 | 0.0 | 0.2 |
| Total Del/Veh (s) | 1.6 | 1.3 | 1.4 |

21: Georgia Ave & Sligo Ave Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.6 | 0.2 | 0.0 | 0.1 |
| Total Del/Veh (s) | 53.8 | 5.9 | 2.9 | 9.9 |

22: Georgia Ave & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.0 | 0.1 | 0.1 |
| Total Del/Veh (s) | 57.9 | 56.2 | 4.0 | 1.6 | 5.1 |

23: Georgia Ave & Thayer Ave Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|------|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 46.1 | 12.4 | 2.9 | 9.1 |

24: Georgia Ave & Bonifant Street Performance by approach

| Approach | EB | NB | SB | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 42.5 | 4.9 | 5.5 | 6.2 |

25: Georgia Ave & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 1.8 | 0.1 | 0.1 | 0.0 | 0.2 |
| Total Del/Veh (s) | 39.8 | 42.7 | 50.6 | 16.7 | 33.1 |

26: Georgia Ave & US 29 (Colesville Rd.) Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.0 | 0.2 | 0.1 |
| Total Del/Veh (s) | 50.8 | 19.0 | 15.8 | 30.9 | 25.5 |

28: Georgia Ave & Ellsworth Dr Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 7.3 | 3.5 | 2.7 | 3.1 |

32: Grove St/Grove St. & Easley St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 1.4 | 3.6 | 5.4 | 5.4 | 3.6 |

33: Fenton St & Easley St Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 4.9 | 3.6 | 1.4 | 2.5 |

35: Houston St & Hankin St Performance by approach

| Approach | EB | SB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 0.7 | 1.0 | 0.9 |

36: Cedar St & Bonifant Street & Bonifant St Performance by approach

| Approach | EB | NB | NW | SW | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.1 | 0.1 |
| Total Del/Veh (s) | 4.9 | 3.8 | 3.8 | 3.7 | 4.1 |

37: Houston St & Easley St Performance by approach

| Approach | EB | NB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 0.9 | 0.0 | 0.4 |

38: Thayer Ave & Houston St Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.1 |
| Total Del/Veh (s) | 1.8 | 0.0 | 3.8 | 0.9 |

117: Grove St. & Bonifant Street & Hankin St Performance by approach

| Approach | EB | WB | NB | SW | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 5.1 | 5.0 | 5.3 | 4.2 | 4.8 |

125: Grove St & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.1 | 0.1 |
| Total Del/Veh (s) | 3.1 | 3.9 | 3.4 | 5.3 | 4.2 |

Total Network Performance

| | |
|--------------------|------|
| Denied Del/Veh (s) | 49.7 |
| Total Del/Veh (s) | 65.8 |

Arterial Level of Service: NB Fenton St

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|-----------------------|------|---------------|-----------------|------------|----------------|
| King St | 19 | 1.6 | 6.5 | 0.0 | 21 |
| Philadelphia Ave | 9 | 35.7 | 41.6 | 0.0 | 4 |
| Richmond Ave | 18 | 1.6 | 10.8 | 0.1 | 22 |
| Gist Ave | 17 | 1.8 | 8.8 | 0.0 | 20 |
| Sligo Ave | 8 | 12.8 | 19.2 | 0.0 | 9 |
| Silver Spring Ave | 7 | 10.6 | 25.7 | 0.1 | 15 |
| Thayer Ave | 6 | 12.1 | 25.1 | 0.1 | 13 |
| Easley St | 33 | 3.7 | 12.8 | 0.1 | 18 |
| Bonifant Street | 5 | 5.9 | 10.1 | 0.0 | 10 |
| Wayne Ave | 4 | 15.3 | 25.9 | 0.1 | 11 |
| Ellsworth Dr | 3 | 15.8 | 31.1 | 0.1 | 13 |
| Roeder Rd | 16 | 1.8 | 9.0 | 0.1 | 20 |
| US 29 (Colesville Rd) | 2 | 42.7 | 51.4 | 0.1 | 4 |
| Cameron St | 1 | 16.4 | 29.6 | 0.1 | 12 |
| Total | | 177.9 | 307.6 | 0.9 | 11 |

Arterial Level of Service: SB Fenton St

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|-----------------------|------|---------------|-----------------|------------|----------------|
| Cameron St | 1 | 22.8 | 28.7 | 0.0 | 6 |
| US 29 (Colesville Rd) | 2 | 56.3 | 67.6 | 0.1 | 5 |
| Roeder Rd | 16 | 2.6 | 12.3 | 0.1 | 18 |
| Ellsworth Dr | 3 | 6.5 | 13.2 | 0.1 | 14 |
| Wayne Ave | 4 | 28.2 | 43.2 | 0.1 | 9 |
| Bonifant Street | 5 | 9.2 | 21.0 | 0.1 | 14 |
| Easley St | 33 | 1.4 | 5.8 | 0.0 | 18 |
| Thayer Ave | 6 | 11.5 | 20.4 | 0.1 | 11 |
| Silver Spring Ave | 7 | 11.4 | 24.4 | 0.1 | 14 |
| Sligo Ave | 8 | 17.8 | 31.9 | 0.1 | 12 |
| Gist Ave | 17 | 1.6 | 8.6 | 0.0 | 19 |
| Richmond Ave | 18 | 1.8 | 8.6 | 0.0 | 20 |
| Burlington Ave | 9 | 40.0 | 49.0 | 0.1 | 5 |
| King St | 19 | 1.4 | 8.1 | 0.0 | 20 |
| Total | | 212.5 | 343.0 | 0.9 | 10 |

Intersection: 1: Cameron St & Fenton St

| Movement | EB | WB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|-----|
| Directions Served | LTR | L | TR | LTR | LTR |
| Maximum Queue (ft) | 80 | 139 | 129 | 140 | 103 |
| Average Queue (ft) | 28 | 67 | 44 | 50 | 47 |
| 95th Queue (ft) | 64 | 121 | 96 | 106 | 89 |
| Link Distance (ft) | 214 | | 424 | 424 | 372 |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | | 125 | | | |
| Storage Blk Time (%) | | 1 | 0 | | |
| Queuing Penalty (veh) | | 1 | 0 | | |

Intersection: 2: US 29 (Colesville Rd.) & Fenton St

| Movement | EB | EB | WB | WB | NB | NB | B30 | SB | SB | SB | SB |
|-----------------------|-----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LT | R | L | TR | LT | TR | T | LT | T | T | TR |
| Maximum Queue (ft) | 229 | 75 | 149 | 255 | 150 | 151 | 17 | 594 | 592 | 558 | 518 |
| Average Queue (ft) | 89 | 23 | 69 | 131 | 61 | 46 | 1 | 528 | 522 | 384 | 247 |
| 95th Queue (ft) | 193 | 67 | 147 | 238 | 134 | 107 | 12 | 681 | 693 | 631 | 470 |
| Link Distance (ft) | 424 | | | 263 | 259 | 259 | 239 | 547 | 547 | 547 | 547 |
| Upstream Blk Time (%) | | | | 2 | | | | 73 | 47 | 1 | 0 |
| Queuing Penalty (veh) | | | | 5 | | | | 0 | 0 | 0 | 0 |
| Storage Bay Dist (ft) | | 50 | 125 | | | | | | | | |
| Storage Blk Time (%) | 39 | 7 | 5 | 13 | | | | | | | |
| Queuing Penalty (veh) | 6 | 6 | 8 | 6 | | | | | | | |

Intersection: 3: Fenton St & Ellsworth Dr

| Movement | EB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|----|
| Directions Served | LTR | LTR | L | TR | LT | R |
| Maximum Queue (ft) | 44 | 93 | 44 | 257 | 142 | 69 |
| Average Queue (ft) | 6 | 34 | 5 | 82 | 52 | 18 |
| 95th Queue (ft) | 26 | 77 | 24 | 187 | 119 | 53 |
| Link Distance (ft) | 700 | 411 | 477 | 477 | 189 | |
| Upstream Blk Time (%) | | | | | 0 | |
| Queuing Penalty (veh) | | | | | 1 | |
| Storage Bay Dist (ft) | | | | | | 50 |
| Storage Blk Time (%) | | | | | 8 | 3 |
| Queuing Penalty (veh) | | | | | 1 | 6 |

Intersection: 4: Fenton St & Wayne Ave

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|----|
| Directions Served | L | T | TR | L | T | TR | L | TR | LT | R |
| Maximum Queue (ft) | 63 | 143 | 164 | 299 | 367 | 297 | 116 | 305 | 300 | 75 |
| Average Queue (ft) | 16 | 57 | 68 | 139 | 166 | 163 | 54 | 146 | 111 | 40 |
| 95th Queue (ft) | 47 | 119 | 135 | 250 | 280 | 259 | 112 | 286 | 239 | 83 |
| Link Distance (ft) | 656 | 656 | 656 | | 864 | 864 | | 322 | 477 | |
| Upstream Blk Time (%) | | | | | | | | 0 | 0 | |
| Queuing Penalty (veh) | | | | | | | | 1 | 1 | |
| Storage Bay Dist (ft) | | | | 275 | | | 92 | | | 50 |
| Storage Blk Time (%) | | | | 1 | 1 | | 5 | 15 | 29 | 17 |
| Queuing Penalty (veh) | | | | 2 | 2 | | 15 | 8 | 13 | 29 |

Intersection: 5: Fenton St & Bonifant Street

| Movement | EB | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|-----|
| Directions Served | L | TR | LTR | TR | LT |
| Maximum Queue (ft) | 31 | 66 | 28 | 119 | 294 |
| Average Queue (ft) | 7 | 16 | 7 | 66 | 114 |
| 95th Queue (ft) | 25 | 46 | 26 | 121 | 228 |
| Link Distance (ft) | 690 | 690 | 535 | 84 | 322 |
| Upstream Blk Time (%) | | | | 6 | 0 |
| Queuing Penalty (veh) | | | | 22 | 0 |
| Storage Bay Dist (ft) | | | | | |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

Intersection: 6: Fenton St & Thayer Ave

| Movement | EB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|----|-----|-----|----|
| Directions Served | LTR | LTR | L | TR | LT | R |
| Maximum Queue (ft) | 101 | 103 | 74 | 333 | 282 | 72 |
| Average Queue (ft) | 37 | 41 | 36 | 129 | 132 | 24 |
| 95th Queue (ft) | 83 | 87 | 74 | 259 | 255 | 65 |
| Link Distance (ft) | 616 | 522 | | 430 | 273 | |
| Upstream Blk Time (%) | | | | 0 | 1 | |
| Queuing Penalty (veh) | | | | 0 | 4 | |
| Storage Bay Dist (ft) | | | 50 | | | 50 |
| Storage Blk Time (%) | | | 11 | 18 | 19 | 3 |
| Queuing Penalty (veh) | | | 41 | 8 | 5 | 14 |

Intersection: 7: Fenton St & Silver Spring Ave

| Movement | EB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|----|-----|-----|----|
| Directions Served | LTR | LTR | L | TR | LT | R |
| Maximum Queue (ft) | 88 | 60 | 64 | 298 | 272 | 75 |
| Average Queue (ft) | 34 | 20 | 30 | 119 | 133 | 22 |
| 95th Queue (ft) | 69 | 52 | 65 | 243 | 258 | 66 |
| Link Distance (ft) | 608 | 533 | | 472 | 430 | |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (ft) | | | 40 | | | 50 |
| Storage Blk Time (%) | | | 6 | 18 | 19 | 4 |
| Queuing Penalty (veh) | | | 23 | 6 | 4 | 15 |

Intersection: 8: Fenton St & Sligo Ave

| Movement | EB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|----|-----|-----|----|
| Directions Served | LTR | L | TR | L | TR | LT | R |
| Maximum Queue (ft) | 170 | 122 | 205 | 84 | 185 | 306 | 75 |
| Average Queue (ft) | 52 | 57 | 83 | 37 | 135 | 161 | 38 |
| 95th Queue (ft) | 117 | 101 | 154 | 83 | 209 | 278 | 83 |
| Link Distance (ft) | 166 | 534 | 534 | | 167 | 472 | |
| Upstream Blk Time (%) | 1 | | | | 5 | | |
| Queuing Penalty (veh) | 1 | | | | 22 | | |
| Storage Bay Dist (ft) | | | | 60 | | | 50 |
| Storage Blk Time (%) | | | | 3 | 24 | 28 | 7 |
| Queuing Penalty (veh) | | | | 13 | 9 | 11 | 27 |

Intersection: 9: Fenton St & Burlington Ave/Philadelphia Ave

| Movement | EB | EB | EB | WB | WB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | R | LT | R | L | TR | L | T | R |
| Maximum Queue (ft) | 117 | 154 | 61 | 385 | 185 | 139 | 176 | 174 | 279 | 175 |
| Average Queue (ft) | 52 | 39 | 15 | 169 | 64 | 71 | 107 | 77 | 163 | 91 |
| 95th Queue (ft) | 99 | 97 | 45 | 318 | 171 | 125 | 176 | 154 | 276 | 192 |
| Link Distance (ft) | | 805 | | 662 | | 162 | 162 | | 268 | |
| Upstream Blk Time (%) | | | | | | 0 | 4 | | 3 | |
| Queuing Penalty (veh) | | | | | | 0 | 6 | | 17 | |
| Storage Bay Dist (ft) | 100 | | 100 | | 160 | | | 150 | | 150 |
| Storage Blk Time (%) | 1 | 0 | 0 | 10 | 0 | | | 0 | 15 | 0 |
| Queuing Penalty (veh) | 2 | 1 | 0 | 14 | 0 | | | 0 | 40 | 0 |

Intersection: 10: Spring St & Woodland Dr

| Movement | SE | NE | SW |
|-----------------------|-----|-----|-----|
| Directions Served | R | T | TR |
| Maximum Queue (ft) | 60 | 45 | 29 |
| Average Queue (ft) | 30 | 4 | 1 |
| 95th Queue (ft) | 49 | 23 | 12 |
| Link Distance (ft) | 539 | 240 | 582 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 11: Grove St & Thayer Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 54 | 68 | 31 | 31 |
| Average Queue (ft) | 25 | 36 | 3 | 18 |
| 95th Queue (ft) | 51 | 59 | 19 | 43 |
| Link Distance (ft) | 522 | 477 | 450 | 277 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 12: Sligo Ave & Grove St

| Movement | EB | WB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | LT | TR | LR |
| Maximum Queue (ft) | 52 | 6 | 36 |
| Average Queue (ft) | 3 | 0 | 12 |
| 95th Queue (ft) | 26 | 4 | 35 |
| Link Distance (ft) | 534 | 644 | 516 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 13: Wayne Ave & Cedar St

| Movement | SE | SE | NW | NW | NE | NE | SW | SW |
|-----------------------|-----|-----|-----|----|-----|-----|-----|-----|
| Directions Served | L | R | LT | R | LT | T | T | TR |
| Maximum Queue (ft) | 161 | 154 | 126 | 40 | 82 | 88 | 215 | 197 |
| Average Queue (ft) | 52 | 67 | 44 | 17 | 18 | 23 | 108 | 60 |
| 95th Queue (ft) | 116 | 127 | 94 | 45 | 54 | 65 | 188 | 140 |
| Link Distance (ft) | 632 | | 460 | | 864 | 864 | 663 | 663 |
| Upstream Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |
| Storage Bay Dist (ft) | | 150 | | 15 | | | | |
| Storage Blk Time (%) | 0 | 1 | 31 | 14 | | | | |
| Queuing Penalty (veh) | 0 | 0 | 8 | 9 | | | | |

Intersection: 16: Fenton St & Roeder Rd

| Movement | EB | WB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | LT | TR | LR |
| Maximum Queue (ft) | 101 | 68 | 58 |
| Average Queue (ft) | 19 | 5 | 16 |
| 95th Queue (ft) | 64 | 45 | 45 |
| Link Distance (ft) | 263 | 189 | 498 |
| Upstream Blk Time (%) | | 0 | |
| Queuing Penalty (veh) | | 0 | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 17: Fenton St & Gist Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 53 | 49 | 176 | 143 |
| Average Queue (ft) | 19 | 19 | 31 | 8 |
| 95th Queue (ft) | 47 | 43 | 115 | 58 |
| Link Distance (ft) | 450 | 177 | 188 | 167 |
| Upstream Blk Time (%) | | | 0 | 0 |
| Queuing Penalty (veh) | | | 1 | 0 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 18: Fenton St & Richmond Ave

| Movement | EB | EB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | L | R | LT | TR |
| Maximum Queue (ft) | 58 | 51 | 58 | 156 |
| Average Queue (ft) | 18 | 10 | 4 | 17 |
| 95th Queue (ft) | 46 | 34 | 32 | 99 |
| Link Distance (ft) | 330 | 330 | 268 | 188 |
| Upstream Blk Time (%) | | | | 1 |
| Queuing Penalty (veh) | | | | 3 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 19: Fenton St & King St

| Movement | NB |
|-----------------------|-----|
| Directions Served | LT |
| Maximum Queue (ft) | 135 |
| Average Queue (ft) | 11 |
| 95th Queue (ft) | 68 |
| Link Distance (ft) | 165 |
| Upstream Blk Time (%) | 1 |
| Queuing Penalty (veh) | 0 |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

Intersection: 21: Georgia Ave & Sligo Ave

| Movement | WB | WB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|----|-----|-----|-----|
| Directions Served | L | R | T | T | TR | L | T | T | T |
| Maximum Queue (ft) | 174 | 330 | 225 | 165 | 146 | 59 | 155 | 124 | 90 |
| Average Queue (ft) | 125 | 140 | 98 | 38 | 47 | 44 | 64 | 35 | 30 |
| 95th Queue (ft) | 198 | 259 | 189 | 114 | 110 | 64 | 137 | 90 | 70 |
| Link Distance (ft) | | 412 | 521 | 521 | 521 | | 433 | 433 | 433 |
| Upstream Blk Time (%) | | 0 | | | | | | | |
| Queuing Penalty (veh) | | 0 | | | | | | | |
| Storage Bay Dist (ft) | 150 | | | | | 30 | | | |
| Storage Blk Time (%) | 7 | 6 | | | | 21 | 11 | | |
| Queuing Penalty (veh) | 9 | 9 | | | | 84 | 18 | | |

Intersection: 22: Georgia Ave & Silver Spring Ave

| Movement | EB | WB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LT | T | TR | L | T | T | TR |
| Maximum Queue (ft) | 79 | 181 | 189 | 143 | 99 | 86 | 145 | 74 | 55 |
| Average Queue (ft) | 31 | 83 | 76 | 42 | 27 | 31 | 50 | 24 | 7 |
| 95th Queue (ft) | 69 | 158 | 149 | 110 | 76 | 69 | 106 | 61 | 31 |
| Link Distance (ft) | 669 | 608 | 433 | 433 | 433 | | 455 | 455 | 455 |
| Upstream Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | 180 | | | |
| Storage Blk Time (%) | | | | | | | 0 | | |
| Queuing Penalty (veh) | | | | | | | 0 | | |

Intersection: 23: Georgia Ave & Thayer Ave

| Movement | WB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|----|-----|-----|-----|
| Directions Served | LR | T | T | TR | L | T | T | T |
| Maximum Queue (ft) | 183 | 197 | 157 | 162 | 47 | 108 | 66 | 68 |
| Average Queue (ft) | 89 | 103 | 87 | 86 | 21 | 21 | 4 | 21 |
| 95th Queue (ft) | 158 | 165 | 141 | 147 | 49 | 73 | 27 | 57 |
| Link Distance (ft) | 616 | 455 | 455 | 455 | | 102 | 102 | 102 |
| Upstream Blk Time (%) | | | | | | 0 | 0 | |
| Queuing Penalty (veh) | | | | | | 1 | 0 | |
| Storage Bay Dist (ft) | | | | | 25 | | | |
| Storage Blk Time (%) | | | | | 8 | 5 | | |
| Queuing Penalty (veh) | | | | | 33 | 2 | | |

Intersection: 24: Georgia Ave & Bonifant Street

| Movement | EB | EB | NB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|----|-----|-----|-----|----|-----|-----|-----|
| Directions Served | L | R | L | T | T | TR | L | T | T | TR |
| Maximum Queue (ft) | 78 | 64 | 51 | 134 | 96 | 98 | 62 | 133 | 136 | 152 |
| Average Queue (ft) | 27 | 21 | 30 | 32 | 15 | 33 | 15 | 33 | 27 | 38 |
| 95th Queue (ft) | 65 | 53 | 56 | 106 | 57 | 75 | 45 | 89 | 85 | 103 |
| Link Distance (ft) | 357 | 357 | | 102 | 102 | 102 | | 335 | 335 | 335 |
| Upstream Blk Time (%) | | | | 4 | 0 | 0 | | | | |
| Queuing Penalty (veh) | | | | 13 | 0 | 1 | | | | |
| Storage Bay Dist (ft) | | | 25 | | | | 50 | | | |
| Storage Blk Time (%) | | | 30 | 1 | | | 2 | 4 | | |
| Queuing Penalty (veh) | | | 91 | 1 | | | 6 | 1 | | |

Intersection: 25: Georgia Ave & Wayne Ave

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | TR | L | T | TR | L | T | T | TR | L | T |
| Maximum Queue (ft) | 91 | 175 | 180 | 175 | 356 | 290 | 199 | 320 | 313 | 334 | 170 | 209 |
| Average Queue (ft) | 41 | 70 | 83 | 123 | 159 | 179 | 83 | 191 | 199 | 229 | 89 | 118 |
| 95th Queue (ft) | 82 | 134 | 159 | 209 | 294 | 285 | 174 | 269 | 273 | 314 | 163 | 193 |
| Link Distance (ft) | 480 | 480 | | | 656 | 656 | | 335 | 335 | 335 | | 260 |
| Upstream Blk Time (%) | | | | | | | | 0 | 0 | 1 | | 1 |
| Queuing Penalty (veh) | | | | | | | | 0 | 1 | 2 | | 4 |
| Storage Bay Dist (ft) | | | 200 | 150 | | | 175 | | | | 150 | |
| Storage Blk Time (%) | | 0 | 0 | 9 | 11 | | 0 | 13 | | | 3 | 2 |
| Queuing Penalty (veh) | | 0 | 0 | 19 | 22 | | 1 | 10 | | | 11 | 4 |

Intersection: 25: Georgia Ave & Wayne Ave

| Movement | SB | SB |
|-----------------------|-----|-----|
| Directions Served | T | TR |
| Maximum Queue (ft) | 210 | 261 |
| Average Queue (ft) | 108 | 159 |
| 95th Queue (ft) | 181 | 248 |
| Link Distance (ft) | 260 | 260 |
| Upstream Blk Time (%) | 0 | 0 |
| Queuing Penalty (veh) | 1 | 3 |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 26: Georgia Ave & US 29 (Colesville Rd.)

| Movement | EB | EB | EB | WB | WB | WB | WB | B30 | B30 | NB | NB | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | T | T | TR | L | T | T | TR | T | T | T | T | T |
| Maximum Queue (ft) | 304 | 275 | 208 | 319 | 135 | 154 | 168 | 203 | 7 | 159 | 179 | 158 |
| Average Queue (ft) | 207 | 170 | 75 | 243 | 49 | 63 | 72 | 24 | 0 | 78 | 73 | 68 |
| 95th Queue (ft) | 284 | 247 | 183 | 352 | 113 | 136 | 152 | 107 | 5 | 136 | 145 | 132 |
| Link Distance (ft) | 631 | 631 | 631 | 239 | 239 | 239 | 239 | 259 | 259 | 244 | 244 | 244 |
| Upstream Blk Time (%) | | | | 11 | | | | 0 | | | | |
| Queuing Penalty (veh) | | | | 48 | | | | 0 | | | | |
| Storage Bay Dist (ft) | | | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 26: Georgia Ave & US 29 (Colesville Rd.)

| Movement | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | R | T | T | TR |
| Maximum Queue (ft) | 164 | 419 | 349 | 299 |
| Average Queue (ft) | 66 | 276 | 223 | 180 |
| 95th Queue (ft) | 136 | 372 | 317 | 275 |
| Link Distance (ft) | 244 | 553 | 553 | 553 |
| Upstream Blk Time (%) | 0 | | | |
| Queuing Penalty (veh) | 0 | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 28: Georgia Ave & Ellsworth Dr

| Movement | WB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|
| Directions Served | R | T | TR | T | T | T |
| Maximum Queue (ft) | 74 | 11 | 40 | 48 | 47 | 46 |
| Average Queue (ft) | 24 | 1 | 2 | 6 | 4 | 3 |
| 95th Queue (ft) | 57 | 9 | 15 | 53 | 47 | 26 |
| Link Distance (ft) | 700 | 260 | 260 | 244 | 244 | 244 |
| Upstream Blk Time (%) | | | | | 0 | |
| Queuing Penalty (veh) | | | | | 0 | |
| Storage Bay Dist (ft) | | | | | | |
| Storage Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |

Intersection: 32: Grove St/Grove St. & Easley St

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 41 | 40 | 36 | 31 |
| Average Queue (ft) | 12 | 14 | 13 | 18 |
| 95th Queue (ft) | 37 | 39 | 38 | 42 |
| Link Distance (ft) | 483 | | 277 | 400 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 33: Fenton St & Easley St

| Movement | WB | NB | SB |
|-----------------------|-----|-----|----|
| Directions Served | LR | TR | LT |
| Maximum Queue (ft) | 31 | 221 | 84 |
| Average Queue (ft) | 8 | 41 | 6 |
| 95th Queue (ft) | 30 | 139 | 41 |
| Link Distance (ft) | 483 | 273 | 84 |
| Upstream Blk Time (%) | | 0 | 0 |
| Queuing Penalty (veh) | | 0 | 2 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 35: Houston St & Hankin St

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

Intersection: 36: Cedar St & Bonifant Street & Bonifant St

| Movement | EB | NB | NW | SW |
|-----------------------|-----|------|------|------|
| Directions Served | <LR | <LR> | <LTR | <LR> |
| Maximum Queue (ft) | 60 | 49 | 48 | 68 |
| Average Queue (ft) | 30 | 15 | 16 | 34 |
| 95th Queue (ft) | 48 | 42 | 40 | 57 |
| Link Distance (ft) | 485 | | 823 | 106 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 37: Houston St & Easley St

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

Intersection: 38: Thayer Ave & Houston St

| Movement | EB | SB |
|-----------------------|-----|----|
| Directions Served | LT | LR |
| Maximum Queue (ft) | 6 | 31 |
| Average Queue (ft) | 0 | 7 |
| 95th Queue (ft) | 4 | 27 |
| Link Distance (ft) | 477 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 117: Grove St. & Bonifant Street & Hankin St

| Movement | EB | WB | NB | SW |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LR> | <LR |
| Maximum Queue (ft) | 64 | 15 | 23 | 70 |
| Average Queue (ft) | 32 | 1 | 8 | 32 |
| 95th Queue (ft) | 53 | 7 | 23 | 52 |
| Link Distance (ft) | 535 | | 400 | 485 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 125: Grove St & Silver Spring Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 51 | 55 | 40 | 88 |
| Average Queue (ft) | 20 | 28 | 19 | 38 |
| 95th Queue (ft) | 46 | 55 | 45 | 65 |
| Link Distance (ft) | 533 | 784 | 516 | 450 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Network Summary

Network wide Queuing Penalty: 835

Summary of All Intervals

| Run Number | 1 | 2 | 3 | 4 | 5 | Avg |
|-------------------------|-------|-------|-------|-------|-------|-------|
| Start Time | 5:20 | 5:20 | 5:20 | 5:20 | 5:20 | 5:20 |
| End Time | 6:30 | 6:30 | 6:30 | 6:30 | 6:30 | 6:30 |
| Total Time (min) | 70 | 70 | 70 | 70 | 70 | 70 |
| Time Recorded (min) | 60 | 60 | 60 | 60 | 60 | 60 |
| # of Intervals | 2 | 2 | 2 | 2 | 2 | 2 |
| # of Recorded Intervals | 1 | 1 | 1 | 1 | 1 | 1 |
| Vehs Entered | 10870 | 10856 | 10832 | 10871 | 10751 | 10831 |
| Vehs Exited | 10763 | 10720 | 10759 | 10835 | 10597 | 10733 |
| Starting Vehs | 443 | 431 | 435 | 426 | 449 | 416 |
| Ending Vehs | 550 | 567 | 508 | 462 | 603 | 527 |
| Travel Distance (mi) | 4940 | 4922 | 4940 | 4980 | 4908 | 4938 |
| Travel Time (hr) | 528.9 | 530.2 | 474.8 | 483.6 | 497.9 | 503.1 |
| Total Delay (hr) | 333.2 | 334.8 | 279.2 | 286.0 | 303.7 | 307.4 |
| Total Stops | 23172 | 23344 | 22476 | 22927 | 23093 | 23003 |
| Fuel Used (gal) | 259.5 | 259.3 | 247.8 | 251.3 | 252.1 | 254.0 |

Interval #0 Information Seeding

| | |
|-------------------------------------|------|
| Start Time | 5:20 |
| End Time | 5:30 |
| Total Time (min) | 10 |
| Volumes adjusted by Growth Factors. | |
| No data recorded this interval. | |

Interval #1 Information Recording

| | |
|-------------------------------------|------|
| Start Time | 5:30 |
| End Time | 6:30 |
| Total Time (min) | 60 |
| Volumes adjusted by Growth Factors. | |

| Run Number | 1 | 2 | 3 | 4 | 5 | Avg |
|----------------------|-------|-------|-------|-------|-------|-------|
| Vehs Entered | 10870 | 10856 | 10832 | 10871 | 10751 | 10831 |
| Vehs Exited | 10763 | 10720 | 10759 | 10835 | 10597 | 10733 |
| Starting Vehs | 443 | 431 | 435 | 426 | 449 | 416 |
| Ending Vehs | 550 | 567 | 508 | 462 | 603 | 527 |
| Travel Distance (mi) | 4940 | 4922 | 4940 | 4980 | 4908 | 4938 |
| Travel Time (hr) | 528.9 | 530.2 | 474.8 | 483.6 | 497.9 | 503.1 |
| Total Delay (hr) | 333.2 | 334.8 | 279.2 | 286.0 | 303.7 | 307.4 |
| Total Stops | 23172 | 23344 | 22476 | 22927 | 23093 | 23003 |
| Fuel Used (gal) | 259.5 | 259.3 | 247.8 | 251.3 | 252.1 | 254.0 |

1: Cameron St & Fenton St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.2 | 0.0 | 0.4 | 0.1 | 0.2 |
| Total Del/Veh (s) | 25.2 | 29.7 | 13.7 | 11.9 | 19.2 |

2: US 29 (Colesville Rd.) & Fenton St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-------|------|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 33.3 | 8.9 |
| Total Del/Veh (s) | 67.1 | 48.4 | 5.0 | 103.6 | 39.8 |

3: Fenton St & Ellsworth Dr Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.2 | 0.1 | 0.3 | 0.1 |
| Total Del/Veh (s) | 18.6 | 20.7 | 17.7 | 16.9 | 17.9 |

4: Fenton St & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.2 | 0.5 | 0.0 | 0.2 |
| Total Del/Veh (s) | 18.7 | 28.4 | 47.3 | 33.2 | 31.4 |

5: Fenton St & Bonifant Street Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 35.5 | 19.1 | 11.1 | 11.5 | 14.5 |

6: Fenton St & Thayer Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 7.4 | 0.0 | 0.1 | 1.6 | 1.6 |
| Total Del/Veh (s) | 70.1 | 44.7 | 31.4 | 26.3 | 35.5 |

7: Fenton St & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.8 | 0.2 | 0.5 |
| Total Del/Veh (s) | 38.4 | 33.7 | 30.6 | 35.6 | 33.7 |

8: Fenton St & Sligo Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.7 | 0.5 | 0.4 |
| Total Del/Veh (s) | 36.5 | 35.7 | 19.8 | 52.0 | 34.3 |

9: Fenton St & Burlington Ave/Philadelphia Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 3.7 | 2.0 | 0.4 | 0.1 | 1.8 |
| Total Del/Veh (s) | 36.0 | 26.4 | 42.2 | 29.1 | 33.3 |

10: Spring St & Woodland Dr Performance by approach

| Approach | SE | NE | SW | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.4 | 0.3 | 0.4 |
| Total Del/Veh (s) | 4.2 | 0.3 | 0.4 | 0.5 |

11: Grove St. & Thayer Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 5.3 | 5.1 | 6.3 | 5.7 | 5.7 |

12: Sligo Ave & Grove St Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.3 | 0.0 | 0.2 |
| Total Del/Veh (s) | 2.1 | 0.5 | 7.7 | 1.8 |

13: Cedar St & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.2 | 0.0 | 1.6 | 0.3 |
| Total Del/Veh (s) | 7.5 | 7.0 | 19.7 | 33.6 | 13.3 |

14: Grove St/Grove St. & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 4.2 | 4.1 | 4.9 | 5.6 | 4.6 |

16: Fenton St & Roeder Rd Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.1 | 0.0 |
| Total Del/Veh (s) | 2.7 | 2.2 | 7.5 | 2.6 |

17: Fenton St & Gist Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.1 | 0.0 |
| Total Del/Veh (s) | 22.8 | 37.4 | 10.8 | 2.4 | 7.9 |

18: Fenton St & Richmond Ave Performance by approach

| Approach | EB | NB | SB | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.4 | 0.0 | 0.2 |
| Total Del/Veh (s) | 24.1 | 8.4 | 3.2 | 6.4 |

19: Fenton St & King St Performance by approach

| Approach | EB | NB | SB | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.9 | 0.0 | 0.4 |
| Total Del/Veh (s) | 11.8 | 5.1 | 1.2 | 3.1 |

21: Georgia Ave & Sligo Ave Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|-----|-----|------|
| Denied Del/Veh (s) | 0.2 | 0.2 | 0.0 | 0.1 |
| Total Del/Veh (s) | 59.3 | 8.3 | 7.2 | 11.8 |

22: Georgia Ave & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.5 | 0.0 | 0.3 |
| Total Del/Veh (s) | 49.2 | 57.5 | 7.2 | 5.8 | 9.4 |

23: Georgia Ave & Thayer Ave Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|------|-----|------|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.2 | 0.1 |
| Total Del/Veh (s) | 42.9 | 11.6 | 6.7 | 10.8 |

24: Georgia Ave & Bonifant St/Bonifant Street Performance by approach

| Approach | EB | NB | SB | All |
|--------------------|------|-----|-----|------|
| Denied Del/Veh (s) | 4.8 | 0.0 | 0.0 | 0.4 |
| Total Del/Veh (s) | 68.6 | 4.2 | 9.0 | 11.7 |

25: Georgia Ave & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 8.6 | 0.3 | 0.0 | 0.0 | 1.5 |
| Total Del/Veh (s) | 61.5 | 46.7 | 30.7 | 25.2 | 36.9 |

26: Georgia Ave & US 29 (Colesville Rd.) Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.4 | 0.6 | 0.3 |
| Total Del/Veh (s) | 49.3 | 23.4 | 41.1 | 96.0 | 53.7 |

28: Georgia Ave & Ellsworth Dr Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|-----|------|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 37.8 | 6.2 | 11.7 | 9.6 |

33: Houston St & Hankin St Performance by approach

| Approach | EB | SB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 0.9 | 1.1 | 1.1 |

34: Cedar St & Bonifant Street & Bonifant St Performance by approach

| Approach | EB | NB | NW | SW | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.1 | 0.0 |
| Total Del/Veh (s) | 5.6 | 4.1 | 4.5 | 4.0 | 5.2 |

35: Grove St. & Easley St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 2.7 | 4.0 | 6.3 | 5.5 | 5.6 |

36: Fenton St & Easley St Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|-----|------|-----|------|
| Denied Del/Veh (s) | 0.0 | 1.2 | 0.0 | 0.7 |
| Total Del/Veh (s) | 9.1 | 21.6 | 2.4 | 13.4 |

38: Houston St & Easley St Performance by approach

| Approach | EB | NB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 0.8 | 0.1 | 0.3 |

39: Thayer Ave & Houston St Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.1 |
| Total Del/Veh (s) | 1.8 | 0.0 | 3.8 | 1.3 |

117: Grove St. & Bonifant Street & Hankin St Performance by approach

| Approach | EB | WB | NB | SW | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.2 | 0.1 | 0.0 | 0.0 | 0.1 |
| Total Del/Veh (s) | 6.9 | 3.8 | 6.4 | 4.6 | 6.3 |

Total Network Performance

| | |
|--------------------|------|
| Denied Del/Veh (s) | 4.1 |
| Total Del/Veh (s) | 94.3 |

Arterial Level of Service: NB Fenton St

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|-----------------------|------|---------------|-----------------|------------|----------------|
| King St | 19 | 5.1 | 10.5 | 0.0 | 13 |
| Philadelphia Ave | 9 | 39.6 | 45.9 | 0.0 | 4 |
| Richmond Ave | 18 | 7.9 | 17.7 | 0.1 | 14 |
| Gist Ave | 17 | 10.7 | 17.8 | 0.0 | 10 |
| Sligo Ave | 8 | 16.8 | 23.8 | 0.0 | 7 |
| Silver Spring Ave | 7 | 27.5 | 43.6 | 0.1 | 9 |
| Thayer Ave | 6 | 28.1 | 41.2 | 0.1 | 8 |
| Easley St | 36 | 22.0 | 32.4 | 0.1 | 8 |
| Bonifant Street | 5 | 11.1 | 14.9 | 0.0 | 7 |
| Wayne Ave | 4 | 39.8 | 51.1 | 0.1 | 6 |
| Ellsworth Dr | 3 | 17.3 | 32.3 | 0.1 | 12 |
| Roeder Rd | 16 | 2.3 | 9.6 | 0.1 | 19 |
| US 29 (Colesville Rd) | 2 | 41.1 | 49.2 | 0.1 | 5 |
| Cameron St | 1 | 21.0 | 35.7 | 0.1 | 10 |
| Total | | 290.5 | 425.7 | 0.9 | 8 |

Arterial Level of Service: SB Fenton St

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|-----------------------|------|---------------|-----------------|------------|----------------|
| Cameron St | 1 | 26.6 | 32.8 | 0.0 | 5 |
| US 29 (Colesville Rd) | 2 | 51.0 | 63.9 | 0.1 | 6 |
| Roeder Rd | 16 | 2.6 | 11.9 | 0.1 | 19 |
| Ellsworth Dr | 3 | 13.7 | 20.7 | 0.1 | 9 |
| Wayne Ave | 4 | 29.7 | 42.9 | 0.1 | 9 |
| Bonifant Street | 5 | 13.8 | 25.2 | 0.1 | 12 |
| Easley St | 36 | 2.3 | 6.5 | 0.0 | 15 |
| Thayer Ave | 6 | 23.5 | 34.2 | 0.1 | 7 |
| Silver Spring Ave | 7 | 32.5 | 45.7 | 0.1 | 7 |
| Sligo Ave | 8 | 47.7 | 62.3 | 0.1 | 6 |
| Gist Ave | 17 | 2.5 | 9.4 | 0.0 | 18 |
| Richmond Ave | 18 | 3.1 | 10.0 | 0.0 | 18 |
| Burlington Ave | 9 | 34.4 | 43.3 | 0.1 | 5 |
| King St | 19 | 1.5 | 8.0 | 0.0 | 20 |
| Total | | 284.9 | 416.8 | 0.9 | 8 |

Intersection: 1: Cameron St & Fenton St

| Movement | EB | WB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|-----|
| Directions Served | LTR | L | TR | LTR | LTR |
| Maximum Queue (ft) | 144 | 140 | 108 | 256 | 82 |
| Average Queue (ft) | 71 | 68 | 31 | 108 | 29 |
| 95th Queue (ft) | 126 | 122 | 79 | 204 | 66 |
| Link Distance (ft) | 215 | | 452 | 424 | 373 |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | | 125 | | | |
| Storage Blk Time (%) | | 2 | | | |
| Queuing Penalty (veh) | | 1 | | | |

Intersection: 2: US 29 (Colesville Rd.) & Fenton St

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | B30 | SB | SB |
|-----------------------|-----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LT | R | L | TR | T | T | T | TR | T | LT | TR |
| Maximum Queue (ft) | 286 | 75 | 149 | 251 | 130 | 131 | 154 | 170 | 7 | 589 | 581 |
| Average Queue (ft) | 144 | 48 | 71 | 160 | 29 | 24 | 72 | 93 | 0 | 424 | 413 |
| 95th Queue (ft) | 256 | 91 | 155 | 268 | 94 | 87 | 132 | 150 | 6 | 676 | 659 |
| Link Distance (ft) | 452 | | | 243 | 260 | 260 | 260 | 260 | 244 | 546 | 546 |
| Upstream Blk Time (%) | | | | 3 | | | | | | 23 | 20 |
| Queuing Penalty (veh) | | | | 9 | | | | | | 0 | 0 |
| Storage Bay Dist (ft) | | 50 | 125 | | | | | | | | |
| Storage Blk Time (%) | 48 | 29 | 1 | 22 | | | | | | | |
| Queuing Penalty (veh) | 18 | 43 | 1 | 11 | | | | | | | |

Intersection: 3: Fenton St & Ellsworth Dr

| Movement | EB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|----|
| Directions Served | LTR | LTR | L | TR | LT | R |
| Maximum Queue (ft) | 84 | 126 | 50 | 248 | 189 | 75 |
| Average Queue (ft) | 32 | 55 | 11 | 120 | 91 | 34 |
| 95th Queue (ft) | 73 | 100 | 35 | 218 | 162 | 77 |
| Link Distance (ft) | 699 | 411 | 477 | 477 | 191 | |
| Upstream Blk Time (%) | | | | | 0 | |
| Queuing Penalty (veh) | | | | | 1 | |
| Storage Bay Dist (ft) | | | | | | 50 |
| Storage Blk Time (%) | | | | | 24 | 7 |
| Queuing Penalty (veh) | | | | | 8 | 18 |

Intersection: 4: Fenton St & Wayne Ave

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|----|
| Directions Served | L | T | TR | L | T | TR | L | TR | LT | R |
| Maximum Queue (ft) | 98 | 221 | 232 | 230 | 141 | 158 | 117 | 340 | 323 | 76 |
| Average Queue (ft) | 32 | 107 | 127 | 120 | 76 | 84 | 74 | 308 | 148 | 42 |
| 95th Queue (ft) | 71 | 185 | 206 | 201 | 132 | 142 | 137 | 391 | 275 | 94 |
| Link Distance (ft) | 659 | 659 | 659 | | 866 | 866 | | 325 | 477 | |
| Upstream Blk Time (%) | | | | | | | | 19 | | |
| Queuing Penalty (veh) | | | | | | | | 114 | | |
| Storage Bay Dist (ft) | | | | 275 | | | 92 | | | 50 |
| Storage Blk Time (%) | | | | 1 | | | 11 | 46 | 44 | 9 |
| Queuing Penalty (veh) | | | | 1 | | | 55 | 38 | 22 | 16 |

Intersection: 5: Fenton St & Bonifant Street

| Movement | EB | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|-----|
| Directions Served | L | TR | LTR | TR | LT |
| Maximum Queue (ft) | 92 | 123 | 83 | 104 | 288 |
| Average Queue (ft) | 34 | 55 | 23 | 83 | 109 |
| 95th Queue (ft) | 77 | 112 | 58 | 96 | 225 |
| Link Distance (ft) | 667 | 667 | 537 | 73 | 325 |
| Upstream Blk Time (%) | | | | 32 | 0 |
| Queuing Penalty (veh) | | | | 189 | 1 |
| Storage Bay Dist (ft) | | | | | |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

Intersection: 6: Fenton St & Thayer Ave

| Movement | EB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|----|
| Directions Served | LTR | LTR | L | TR | LT | R |
| Maximum Queue (ft) | 393 | 132 | 74 | 447 | 292 | 75 |
| Average Queue (ft) | 139 | 41 | 42 | 282 | 198 | 35 |
| 95th Queue (ft) | 382 | 117 | 81 | 490 | 321 | 80 |
| Link Distance (ft) | 615 | 524 | | 431 | 283 | |
| Upstream Blk Time (%) | 3 | | | 4 | 6 | |
| Queuing Penalty (veh) | 6 | | | 28 | 29 | |
| Storage Bay Dist (ft) | | | 50 | | | 50 |
| Storage Blk Time (%) | | | 21 | 40 | 37 | 10 |
| Queuing Penalty (veh) | | | 126 | 23 | 12 | 44 |

Intersection: 7: Fenton St & Silver Spring Ave

| Movement | EB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|----|
| Directions Served | LTR | LTR | L | TR | LT | R |
| Maximum Queue (ft) | 260 | 106 | 65 | 466 | 412 | 75 |
| Average Queue (ft) | 123 | 32 | 36 | 279 | 231 | 40 |
| 95th Queue (ft) | 213 | 73 | 71 | 502 | 437 | 86 |
| Link Distance (ft) | 608 | 521 | | 475 | 431 | |
| Upstream Blk Time (%) | | | | 4 | 6 | |
| Queuing Penalty (veh) | | | | 25 | 28 | |
| Storage Bay Dist (ft) | | | 40 | | | 50 |
| Storage Blk Time (%) | | | 17 | 38 | 39 | 8 |
| Queuing Penalty (veh) | | | 110 | 14 | 15 | 39 |

Intersection: 8: Fenton St & Sligo Ave

| Movement | EB | B27 | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|----|-----|-----|----|
| Directions Served | LTR | T | L | TR | L | TR | LT | R |
| Maximum Queue (ft) | 256 | 298 | 122 | 223 | 84 | 196 | 486 | 75 |
| Average Queue (ft) | 149 | 43 | 48 | 111 | 35 | 176 | 316 | 38 |
| 95th Queue (ft) | 269 | 202 | 97 | 197 | 79 | 210 | 543 | 85 |
| Link Distance (ft) | 166 | 412 | 533 | 533 | | 170 | 475 | |
| Upstream Blk Time (%) | 18 | 1 | | | | 25 | 7 | |
| Queuing Penalty (veh) | 61 | 3 | | | | 175 | 37 | |
| Storage Bay Dist (ft) | | | | | 60 | | | 50 |
| Storage Blk Time (%) | | | | | 6 | 40 | 54 | 10 |
| Queuing Penalty (veh) | | | | | 38 | 15 | 21 | 48 |

Intersection: 9: Fenton St & Burlington Ave/Philadelphia Ave

| Movement | EB | EB | EB | WB | WB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | R | LT | R | L | TR | L | T | R |
| Maximum Queue (ft) | 124 | 654 | 125 | 306 | 185 | 137 | 178 | 174 | 286 | 175 |
| Average Queue (ft) | 111 | 299 | 41 | 144 | 80 | 64 | 142 | 110 | 182 | 75 |
| 95th Queue (ft) | 150 | 648 | 113 | 272 | 176 | 117 | 203 | 187 | 305 | 177 |
| Link Distance (ft) | | 805 | | 662 | | 162 | 162 | | 268 | |
| Upstream Blk Time (%) | | 1 | | | | 0 | 13 | | 5 | |
| Queuing Penalty (veh) | | 0 | | | | 0 | 23 | | 33 | |
| Storage Bay Dist (ft) | 100 | | 100 | | 160 | | | 150 | | 150 |
| Storage Blk Time (%) | 30 | 11 | 0 | 8 | 0 | | | 4 | 14 | 0 |
| Queuing Penalty (veh) | 127 | 47 | 2 | 13 | 0 | | | 16 | 45 | 0 |

Intersection: 10: Spring St & Woodland Dr

| Movement | SE | NE | SW |
|-----------------------|-----|-----|-----|
| Directions Served | R | T | TR |
| Maximum Queue (ft) | 36 | 63 | 40 |
| Average Queue (ft) | 16 | 6 | 3 |
| 95th Queue (ft) | 38 | 31 | 20 |
| Link Distance (ft) | 542 | 241 | 583 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 11: Grove St. & Thayer Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 92 | 57 | 62 | 36 |
| Average Queue (ft) | 40 | 29 | 35 | 25 |
| 95th Queue (ft) | 70 | 52 | 53 | 46 |
| Link Distance (ft) | 524 | 477 | 450 | 279 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 12: Sligo Ave & Grove St

| Movement | EB | WB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | LT | TR | LR |
| Maximum Queue (ft) | 84 | 12 | 52 |
| Average Queue (ft) | 20 | 0 | 27 |
| 95th Queue (ft) | 60 | 6 | 48 |
| Link Distance (ft) | 533 | 646 | 518 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 13: Cedar St & Wayne Ave

| Movement | EB | EB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|----|-----|-----|
| Directions Served | LT | T | T | TR | LT | R | L | R |
| Maximum Queue (ft) | 162 | 166 | 129 | 112 | 139 | 40 | 243 | 175 |
| Average Queue (ft) | 69 | 71 | 55 | 32 | 62 | 34 | 114 | 64 |
| 95th Queue (ft) | 129 | 131 | 110 | 81 | 120 | 50 | 193 | 138 |
| Link Distance (ft) | 866 | 866 | 665 | 665 | 458 | | 632 | |
| Upstream Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | 15 | | 150 |
| Storage Blk Time (%) | | | | | 23 | 37 | 3 | 0 |
| Queuing Penalty (veh) | | | | | 23 | 21 | 4 | 0 |

Intersection: 14: Grove St/Grove St. & Silver Spring Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 66 | 55 | 74 | 66 |
| Average Queue (ft) | 36 | 19 | 36 | 26 |
| 95th Queue (ft) | 58 | 46 | 62 | 54 |
| Link Distance (ft) | 521 | 778 | 518 | 450 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 16: Fenton St & Roeder Rd

| Movement | EB | WB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | LT | TR | LR |
| Maximum Queue (ft) | 98 | 112 | 52 |
| Average Queue (ft) | 28 | 12 | 15 |
| 95th Queue (ft) | 79 | 65 | 43 |
| Link Distance (ft) | 243 | 191 | 498 |
| Upstream Blk Time (%) | | 0 | |
| Queuing Penalty (veh) | | 0 | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 17: Fenton St & Gist Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 64 | 61 | 207 | 168 |
| Average Queue (ft) | 18 | 20 | 141 | 18 |
| 95th Queue (ft) | 47 | 50 | 260 | 94 |
| Link Distance (ft) | 311 | 177 | 190 | 170 |
| Upstream Blk Time (%) | | | 13 | 1 |
| Queuing Penalty (veh) | | | 93 | 5 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 18: Fenton St & Richmond Ave

| Movement | EB | EB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | L | R | LT | TR |
| Maximum Queue (ft) | 33 | 62 | 273 | 202 |
| Average Queue (ft) | 4 | 14 | 123 | 37 |
| 95th Queue (ft) | 21 | 43 | 319 | 148 |
| Link Distance (ft) | 330 | 330 | 268 | 190 |
| Upstream Blk Time (%) | | | 4 | 2 |
| Queuing Penalty (veh) | | | 32 | 10 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 19: Fenton St & King St

| Movement | EB | NB |
|-----------------------|-----|-----|
| Directions Served | LR | LT |
| Maximum Queue (ft) | 31 | 186 |
| Average Queue (ft) | 11 | 44 |
| 95th Queue (ft) | 35 | 144 |
| Link Distance (ft) | 229 | 165 |
| Upstream Blk Time (%) | | 3 |
| Queuing Penalty (veh) | | 0 |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 21: Georgia Ave & Sligo Ave

| Movement | WB | WB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | R | T | T | TR | L | T | T | T |
| Maximum Queue (ft) | 167 | 232 | 247 | 232 | 285 | 66 | 238 | 129 | 115 |
| Average Queue (ft) | 88 | 86 | 112 | 72 | 128 | 53 | 109 | 28 | 27 |
| 95th Queue (ft) | 151 | 168 | 212 | 187 | 238 | 65 | 208 | 86 | 84 |
| Link Distance (ft) | | 412 | 522 | 522 | 522 | | 432 | 432 | 432 |
| Upstream Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |
| Storage Bay Dist (ft) | 150 | | | | | 30 | | | |
| Storage Blk Time (%) | 1 | 1 | | | | 45 | 5 | | |
| Queuing Penalty (veh) | 1 | 1 | | | | 111 | 12 | | |

Intersection: 22: Georgia Ave & Silver Spring Ave

| Movement | EB | WB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LT | T | TR | L | T | T | TR |
| Maximum Queue (ft) | 108 | 218 | 274 | 274 | 299 | 145 | 164 | 142 | 155 |
| Average Queue (ft) | 44 | 99 | 98 | 77 | 120 | 55 | 52 | 42 | 51 |
| 95th Queue (ft) | 93 | 175 | 208 | 208 | 266 | 109 | 128 | 107 | 125 |
| Link Distance (ft) | 707 | 608 | 432 | 432 | 432 | | 457 | 457 | 457 |
| Upstream Blk Time (%) | | | | 0 | 1 | | | | |
| Queuing Penalty (veh) | | | | 0 | 3 | | | | |
| Storage Bay Dist (ft) | | | | | | 180 | | | |
| Storage Blk Time (%) | | | | | | | 0 | | |
| Queuing Penalty (veh) | | | | | | | 0 | | |

Intersection: 23: Georgia Ave & Thayer Ave

| Movement | WB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LR | T | T | TR | L | T | T | T |
| Maximum Queue (ft) | 152 | 297 | 339 | 410 | 60 | 144 | 144 | 125 |
| Average Queue (ft) | 67 | 118 | 124 | 198 | 37 | 90 | 64 | 82 |
| 95th Queue (ft) | 128 | 243 | 284 | 394 | 63 | 151 | 138 | 142 |
| Link Distance (ft) | 615 | 457 | 457 | 457 | | 118 | 118 | 118 |
| Upstream Blk Time (%) | | 0 | 0 | 2 | | 8 | 1 | 2 |
| Queuing Penalty (veh) | | 0 | 0 | 10 | | 29 | 3 | 7 |
| Storage Bay Dist (ft) | | | | | 25 | | | |
| Storage Blk Time (%) | | | | | 30 | 14 | | |
| Queuing Penalty (veh) | | | | | 108 | 11 | | |

Intersection: 24: Georgia Ave & Bonifant St/Bonifant Street

| Movement | EB | EB | NB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|----|-----|-----|-----|----|-----|-----|-----|
| Directions Served | L | R | L | T | T | TR | L | T | T | TR |
| Maximum Queue (ft) | 164 | 339 | 53 | 106 | 119 | 138 | 74 | 246 | 163 | 141 |
| Average Queue (ft) | 92 | 130 | 19 | 36 | 41 | 75 | 26 | 93 | 65 | 70 |
| 95th Queue (ft) | 171 | 260 | 49 | 91 | 103 | 143 | 62 | 209 | 123 | 120 |
| Link Distance (ft) | | 362 | | 118 | 118 | 118 | | 325 | 325 | 325 |
| Upstream Blk Time (%) | | 3 | | 0 | 0 | 3 | | 2 | | |
| Queuing Penalty (veh) | | 0 | | 1 | 0 | 15 | | 8 | | |
| Storage Bay Dist (ft) | 140 | | 25 | | | | 50 | | | |
| Storage Blk Time (%) | 7 | 10 | 7 | 9 | | | 2 | 19 | | |
| Queuing Penalty (veh) | 9 | 11 | 29 | 4 | | | 8 | 10 | | |

Intersection: 25: Georgia Ave & Wayne Ave

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | TR | L | T | TR | L | T | T | TR | L | T |
| Maximum Queue (ft) | 306 | 481 | 225 | 174 | 244 | 307 | 178 | 307 | 344 | 352 | 175 | 270 |
| Average Queue (ft) | 101 | 319 | 213 | 97 | 137 | 187 | 56 | 152 | 183 | 272 | 95 | 166 |
| 95th Queue (ft) | 231 | 522 | 254 | 178 | 235 | 284 | 132 | 257 | 303 | 379 | 180 | 253 |
| Link Distance (ft) | 449 | 449 | | | 659 | 659 | | 325 | 325 | 325 | | 260 |
| Upstream Blk Time (%) | 0 | 9 | | | | | | 0 | 1 | 6 | | 2 |
| Queuing Penalty (veh) | 0 | 0 | | | | | | 0 | 3 | 25 | | 7 |
| Storage Bay Dist (ft) | | | 200 | 150 | | | 175 | | | | 150 | |
| Storage Blk Time (%) | | 6 | 33 | 4 | 6 | | 0 | 3 | | | 1 | 11 |
| Queuing Penalty (veh) | | 18 | 60 | 5 | 8 | | 0 | 1 | | | 3 | 15 |

Intersection: 25: Georgia Ave & Wayne Ave

| Movement | SB | SB |
|-----------------------|-----|-----|
| Directions Served | T | TR |
| Maximum Queue (ft) | 222 | 246 |
| Average Queue (ft) | 123 | 150 |
| 95th Queue (ft) | 185 | 223 |
| Link Distance (ft) | 260 | 260 |
| Upstream Blk Time (%) | 0 | 0 |
| Queuing Penalty (veh) | 0 | 0 |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 26: Georgia Ave & US 29 (Colesville Rd.)

| Movement | EB | EB | EB | EB | WB | WB | WB | B30 | NB | NB | NB | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LT | T | T | TR | L | T | TR | T | T | T | T | R |
| Maximum Queue (ft) | 509 | 444 | 386 | 248 | 316 | 198 | 175 | 64 | 252 | 262 | 262 | 235 |
| Average Queue (ft) | 377 | 332 | 232 | 144 | 175 | 65 | 67 | 4 | 178 | 191 | 193 | 81 |
| 95th Queue (ft) | 487 | 438 | 329 | 231 | 310 | 134 | 136 | 27 | 260 | 275 | 277 | 173 |
| Link Distance (ft) | 611 | 611 | 611 | 611 | 244 | 244 | 244 | 260 | 242 | 242 | 242 | 242 |
| Upstream Blk Time (%) | | | | | 3 | 0 | | | 3 | 6 | 7 | 0 |
| Queuing Penalty (veh) | | | | | 8 | 0 | | | 11 | 20 | 23 | 0 |
| Storage Bay Dist (ft) | | | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 26: Georgia Ave & US 29 (Colesville Rd.)

| Movement | SB | SB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | T | T | TR |
| Maximum Queue (ft) | 598 | 579 | 513 |
| Average Queue (ft) | 497 | 434 | 283 |
| 95th Queue (ft) | 630 | 576 | 420 |
| Link Distance (ft) | 565 | 565 | 565 |
| Upstream Blk Time (%) | 10 | 1 | 0 |
| Queuing Penalty (veh) | 0 | 0 | 0 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 28: Georgia Ave & Ellsworth Dr

| Movement | WB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | R | T | T | TR | T | T | T |
| Maximum Queue (ft) | 118 | 148 | 174 | 230 | 198 | 173 | 189 |
| Average Queue (ft) | 45 | 44 | 52 | 84 | 115 | 72 | 80 |
| 95th Queue (ft) | 92 | 97 | 116 | 159 | 169 | 133 | 144 |
| Link Distance (ft) | 699 | 260 | 260 | 260 | 242 | 242 | 242 |
| Upstream Blk Time (%) | | 0 | 0 | 0 | 1 | 1 | 0 |
| Queuing Penalty (veh) | | 0 | 0 | 1 | 3 | 2 | 0 |
| Storage Bay Dist (ft) | | | | | | | |
| Storage Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |

Intersection: 33: Houston St & Hankin St

Movement

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

Intersection: 34: Cedar St & Bonifant Street & Bonifant St

| Movement | EB | NB | NW | SW |
|-----------------------|------|------|------|------|
| Directions Served | <LR> | <LR> | <LTR | <LR> |
| Maximum Queue (ft) | 102 | 50 | 34 | 66 |
| Average Queue (ft) | 51 | 17 | 9 | 33 |
| 95th Queue (ft) | 82 | 44 | 29 | 60 |
| Link Distance (ft) | 485 | | 823 | 114 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 35: Grove St. & Easley St

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 53 | 31 | 94 | 44 |
| Average Queue (ft) | 18 | 10 | 38 | 22 |
| 95th Queue (ft) | 47 | 34 | 67 | 47 |
| Link Distance (ft) | 499 | | 279 | 396 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 36: Fenton St & Easley St

| Movement | WB | NB | SB |
|-----------------------|-----|-----|----|
| Directions Served | LR | TR | LT |
| Maximum Queue (ft) | 31 | 297 | 80 |
| Average Queue (ft) | 8 | 208 | 16 |
| 95th Queue (ft) | 29 | 360 | 66 |
| Link Distance (ft) | 499 | 283 | 73 |
| Upstream Blk Time (%) | | 10 | 4 |
| Queuing Penalty (veh) | | 59 | 19 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 38: Houston St & Easley St

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

Intersection: 39: Thayer Ave & Houston St

| Movement | EB | SB |
|-----------------------|-----|----|
| Directions Served | LT | LR |
| Maximum Queue (ft) | 19 | 36 |
| Average Queue (ft) | 1 | 8 |
| 95th Queue (ft) | 8 | 31 |
| Link Distance (ft) | 477 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 117: Grove St. & Bonifant Street & Hankin St

| Movement | EB | WB | NB | SW |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LR | <LR |
| Maximum Queue (ft) | 114 | 12 | 75 | 66 |
| Average Queue (ft) | 57 | 1 | 30 | 34 |
| 95th Queue (ft) | 93 | 7 | 55 | 56 |
| Link Distance (ft) | 537 | | 396 | 485 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Network Summary

Network wide Queuing Penalty: 2624

Summary of All Intervals

| Run Number | 1 | 2 | 3 | 4 | 5 | Avg |
|-------------------------|-------|-------|-------|-------|-------|-------|
| Start Time | 12:50 | 12:50 | 12:50 | 12:50 | 12:50 | 12:50 |
| End Time | 2:00 | 2:00 | 2:00 | 2:00 | 2:00 | 2:00 |
| Total Time (min) | 70 | 70 | 70 | 70 | 70 | 70 |
| Time Recorded (min) | 60 | 60 | 60 | 60 | 60 | 60 |
| # of Intervals | 2 | 2 | 2 | 2 | 2 | 2 |
| # of Recorded Intervals | 1 | 1 | 1 | 1 | 1 | 1 |
| Vehs Entered | 7053 | 6975 | 7098 | 7075 | 6774 | 6996 |
| Vehs Exited | 6804 | 6880 | 7040 | 6890 | 6521 | 6828 |
| Starting Vehs | 237 | 193 | 203 | 214 | 219 | 205 |
| Ending Vehs | 486 | 288 | 261 | 399 | 472 | 370 |
| Travel Distance (mi) | 2393 | 2433 | 2494 | 2412 | 2252 | 2397 |
| Travel Time (hr) | 278.5 | 219.2 | 226.2 | 263.2 | 378.5 | 273.1 |
| Total Delay (hr) | 183.5 | 122.7 | 127.1 | 167.4 | 289.0 | 178.0 |
| Total Stops | 11963 | 11320 | 11904 | 12223 | 11524 | 11791 |
| Fuel Used (gal) | 130.9 | 118.7 | 122.1 | 128.3 | 149.3 | 129.9 |

Interval #0 Information Seeding

| | |
|-------------------------------------|-------|
| Start Time | 12:50 |
| End Time | 1:00 |
| Total Time (min) | 10 |
| Volumes adjusted by Growth Factors. | |
| No data recorded this interval. | |

Interval #1 Information Recording

| | |
|-------------------------------------|------|
| Start Time | 1:00 |
| End Time | 2:00 |
| Total Time (min) | 60 |
| Volumes adjusted by Growth Factors. | |

| Run Number | 1 | 2 | 3 | 4 | 5 | Avg |
|----------------------|-------|-------|-------|-------|-------|-------|
| Vehs Entered | 7053 | 6975 | 7098 | 7075 | 6774 | 6996 |
| Vehs Exited | 6804 | 6880 | 7040 | 6890 | 6521 | 6828 |
| Starting Vehs | 237 | 193 | 203 | 214 | 219 | 205 |
| Ending Vehs | 486 | 288 | 261 | 399 | 472 | 370 |
| Travel Distance (mi) | 2393 | 2433 | 2494 | 2412 | 2252 | 2397 |
| Travel Time (hr) | 278.5 | 219.2 | 226.2 | 263.2 | 378.5 | 273.1 |
| Total Delay (hr) | 183.5 | 122.7 | 127.1 | 167.4 | 289.0 | 178.0 |
| Total Stops | 11963 | 11320 | 11904 | 12223 | 11524 | 11791 |
| Fuel Used (gal) | 130.9 | 118.7 | 122.1 | 128.3 | 149.3 | 129.9 |

1: Cameron St & Fenton St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.2 | 0.0 | 0.2 | 0.1 | 0.2 |
| Total Del/Veh (s) | 30.3 | 31.0 | 11.4 | 10.7 | 20.5 |

2: US 29 (Colesville Rd.) & Fenton St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|-------|------|------|------|
| Denied Del/Veh (s) | 0.1 | 0.2 | 0.1 | 0.2 | 0.2 |
| Total Del/Veh (s) | 52.5 | 126.4 | 28.4 | 53.9 | 53.9 |

3: Fenton St & Ellsworth Dr Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|------|-----|------|
| Denied Del/Veh (s) | 0.2 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 74.0 | 74.6 | 8.4 | 51.7 |

4: Fenton St & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.2 | 0.7 | 3.1 | 8.3 | 2.7 |
| Total Del/Veh (s) | 50.7 | 65.5 | 57.6 | 72.2 | 60.9 |

5: Fenton St & Bonifant Street Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 6.3 | 0.0 | 1.2 | 0.0 | 1.2 |
| Total Del/Veh (s) | 75.8 | 76.5 | 12.9 | 10.9 | 20.9 |

6: Fenton St & Thayer Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 15.1 | 0.1 | 0.0 | 0.1 | 2.1 |
| Total Del/Veh (s) | 73.1 | 43.4 | 40.5 | 17.0 | 35.7 |

7: Fenton St & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.2 | 0.1 | 10.5 | 0.0 | 4.7 |
| Total Del/Veh (s) | 53.2 | 32.4 | 40.3 | 24.6 | 34.9 |

8: Fenton St & Sligo Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 7.5 | 0.0 | 0.0 | 0.2 | 1.1 |
| Total Del/Veh (s) | 66.0 | 37.0 | 21.7 | 23.5 | 30.7 |

9: Fenton St & Burlington Ave/Philadelphia Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 15.6 | 1.8 | 3.2 | 0.1 | 5.4 |
| Total Del/Veh (s) | 31.4 | 18.2 | 52.6 | 28.5 | 30.7 |

10: Spring St & Woodland Dr Performance by approach

| Approach | SE | NE | SW | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.3 | 0.2 | 0.3 |
| Total Del/Veh (s) | 4.3 | 0.2 | 0.4 | 0.4 |

11: Grove St. & Thayer Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 4.0 | 4.2 | 4.7 | 5.8 | 4.6 |

12: Sligo Ave & Grove St Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.2 | 0.0 | 0.1 |
| Total Del/Veh (s) | 2.0 | 0.7 | 6.9 | 1.9 |

13: Cedar St & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.2 | 0.0 | 1.8 | 0.4 |
| Total Del/Veh (s) | 6.8 | 6.6 | 22.4 | 28.2 | 12.7 |

16: Fenton St & Roeder Rd Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|------|-------|------|
| Denied Del/Veh (s) | 0.0 | 2.2 | 0.1 | 0.9 |
| Total Del/Veh (s) | 3.4 | 44.3 | 194.3 | 24.9 |

17: Fenton St & Gist Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|-----|-----|
| Denied Del/Veh (s) | 0.2 | 0.1 | 1.9 | 0.0 | 1.0 |
| Total Del/Veh (s) | 61.9 | 36.2 | 10.3 | 1.8 | 7.9 |

18: Fenton St & Richmond Ave Performance by approach

| Approach | EB | NB | SB | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 3.1 | 0.0 | 1.6 |
| Total Del/Veh (s) | 31.9 | 9.7 | 1.4 | 6.2 |

19: Fenton St & King St Performance by approach

| Approach | NB | SB | All |
|--------------------|------|-----|------|
| Denied Del/Veh (s) | 34.3 | 0.0 | 17.3 |
| Total Del/Veh (s) | 8.3 | 1.3 | 4.7 |

21: Grove St. & Easley St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 3.8 | 4.0 | 6.2 | 5.4 | 5.5 |

22: Fenton St & Easley St Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|------|-----|------|
| Denied Del/Veh (s) | 0.0 | 6.9 | 0.0 | 3.4 |
| Total Del/Veh (s) | 83.7 | 25.4 | 1.7 | 14.4 |

24: Houston St & Hankin St Performance by approach

| Approach | EB | SB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 1.1 | 1.2 | 1.1 |

25: Cedar St & Bonifant Street Performance by approach

| Approach | EB | NB | NW | SW | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.1 | 0.0 |
| Total Del/Veh (s) | 4.9 | 3.7 | 3.9 | 3.8 | 4.6 |

27: Easley St & Houston St Performance by approach

| Approach | EB | NB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 0.8 | 0.1 | 0.5 |

28: Thayer Ave Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.1 |
| Total Del/Veh (s) | 1.3 | 0.0 | 3.5 | 0.9 |

117: Grove St. & Bonifant Street & Hankin St Performance by approach

| Approach | EB | WB | NB | SW | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 5.5 | 4.3 | 5.7 | 4.2 | 5.3 |

122: Grove St/Grove St. & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 3.1 | 3.6 | 4.5 | 4.8 | 4.0 |

Total Network Performance

| | |
|--------------------|------|
| Denied Del/Veh (s) | 6.1 |
| Total Del/Veh (s) | 83.0 |

Arterial Level of Service: NB Fenton St

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|-----------------------|------|---------------|-----------------|------------|----------------|
| King St | 19 | 8.3 | 49.5 | 0.0 | 10 |
| Philadelphia Ave | 9 | 52.5 | 61.1 | 0.0 | 3 |
| Richmond Ave | 18 | 6.2 | 22.7 | 0.1 | 16 |
| Gist Ave | 17 | 10.3 | 18.8 | 0.0 | 10 |
| Sligo Ave | 8 | 19.2 | 25.5 | 0.0 | 6 |
| Silver Spring Ave | 7 | 37.3 | 64.1 | 0.1 | 7 |
| Thayer Ave | 6 | 35.5 | 48.6 | 0.1 | 7 |
| Easley St | 22 | 24.4 | 40.9 | 0.1 | 7 |
| Bonifant Street | 5 | 13.1 | 17.9 | 0.0 | 6 |
| Wayne Ave | 4 | 48.1 | 61.6 | 0.1 | 5 |
| Ellsworth Dr | 3 | 65.5 | 80.0 | 0.1 | 5 |
| Roeder Rd | 16 | 44.6 | 51.6 | 0.1 | 4 |
| US 29 (Colesville Rd) | 2 | 81.1 | 89.5 | 0.1 | 3 |
| Cameron St | 1 | 14.1 | 27.2 | 0.1 | 13 |
| Total | | 460.1 | 659.2 | 0.9 | 6 |

Arterial Level of Service: SB Fenton St

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|-----------------------|------|---------------|-----------------|------------|----------------|
| Cameron St | 1 | 31.3 | 37.5 | 0.0 | 5 |
| US 29 (Colesville Rd) | 2 | 38.1 | 49.0 | 0.1 | 7 |
| Roeder Rd | 16 | 2.5 | 11.5 | 0.1 | 20 |
| Ellsworth Dr | 3 | 8.2 | 15.2 | 0.1 | 12 |
| Wayne Ave | 4 | 64.8 | 88.8 | 0.1 | 5 |
| Bonifant Street | 5 | 11.5 | 22.9 | 0.1 | 13 |
| Easley St | 22 | 1.7 | 5.9 | 0.0 | 17 |
| Thayer Ave | 6 | 17.1 | 26.2 | 0.1 | 9 |
| Silver Spring Ave | 7 | 20.7 | 33.9 | 0.1 | 10 |
| Sligo Ave | 8 | 21.0 | 35.2 | 0.1 | 11 |
| Gist Ave | 17 | 1.8 | 8.4 | 0.0 | 20 |
| Richmond Ave | 18 | 1.4 | 8.3 | 0.0 | 21 |
| Burlington Ave | 9 | 38.4 | 47.1 | 0.1 | 5 |
| King St | 19 | 1.5 | 8.0 | 0.0 | 20 |
| Total | | 259.8 | 397.9 | 0.9 | 9 |

Intersection: 1: Cameron St & Fenton St

| Movement | EB | WB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|-----|
| Directions Served | LTR | L | TR | LTR | LTR |
| Maximum Queue (ft) | 145 | 136 | 98 | 169 | 81 |
| Average Queue (ft) | 59 | 68 | 25 | 62 | 28 |
| 95th Queue (ft) | 114 | 121 | 68 | 128 | 66 |
| Link Distance (ft) | 214 | | 435 | 424 | 372 |
| Upstream Blk Time (%) | 0 | | | | |
| Queuing Penalty (veh) | 0 | | | | |
| Storage Bay Dist (ft) | | 125 | | | |
| Storage Blk Time (%) | | 1 | | | |
| Queuing Penalty (veh) | | 0 | | | |

Intersection: 2: US 29 (Colesville Rd.) & Fenton St

| Movement | EB | EB | WB | WB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LT | R | L | TR | LT | T | TR | LT | T | TR |
| Maximum Queue (ft) | 204 | 75 | 150 | 270 | 326 | 264 | 196 | 546 | 479 | 294 |
| Average Queue (ft) | 92 | 42 | 137 | 233 | 223 | 172 | 108 | 405 | 332 | 179 |
| 95th Queue (ft) | 172 | 85 | 184 | 325 | 303 | 260 | 180 | 535 | 463 | 282 |
| Link Distance (ft) | 435 | | | 251 | 434 | 434 | 434 | 546 | 546 | 546 |
| Upstream Blk Time (%) | | | | 46 | | | | 1 | 0 | |
| Queuing Penalty (veh) | | | | 158 | | | | 0 | 0 | |
| Storage Bay Dist (ft) | | 50 | 125 | | | | | | | |
| Storage Blk Time (%) | 36 | 19 | 63 | 32 | | | | | | |
| Queuing Penalty (veh) | 11 | 21 | 152 | 33 | | | | | | |

Intersection: 3: Fenton St & Ellsworth Dr

| Movement | WB | NB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | LTR | TR | LT |
| Maximum Queue (ft) | 253 | 493 | 173 |
| Average Queue (ft) | 113 | 266 | 75 |
| 95th Queue (ft) | 245 | 572 | 149 |
| Link Distance (ft) | 411 | 481 | 198 |
| Upstream Blk Time (%) | 0 | 16 | 0 |
| Queuing Penalty (veh) | 0 | 37 | 1 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | 14 |
| Queuing Penalty (veh) | | | 0 |

Intersection: 4: Fenton St & Wayne Ave

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | TR | L | T | TR | L | TR | LT | R |
| Maximum Queue (ft) | 244 | 249 | 242 | 298 | 440 | 404 | 117 | 339 | 474 | 76 |
| Average Queue (ft) | 98 | 143 | 129 | 184 | 160 | 153 | 95 | 281 | 284 | 70 |
| 95th Queue (ft) | 243 | 227 | 213 | 317 | 391 | 337 | 146 | 405 | 481 | 88 |
| Link Distance (ft) | 432 | 432 | 432 | | 866 | 866 | | 325 | 481 | |
| Upstream Blk Time (%) | | | | | | | | 23 | 2 | |
| Queuing Penalty (veh) | | | | | | | | 139 | 7 | |
| Storage Bay Dist (ft) | | | | 275 | | | 92 | | | 50 |
| Storage Blk Time (%) | | | | 13 | 0 | | 30 | 40 | 47 | 42 |
| Queuing Penalty (veh) | | | | 18 | 0 | | 142 | 55 | 51 | 112 |

Intersection: 5: Fenton St & Bonifant Street

| Movement | EB | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|-----|
| Directions Served | L | TR | LTR | TR | LT |
| Maximum Queue (ft) | 178 | 100 | 123 | 97 | 319 |
| Average Queue (ft) | 63 | 38 | 38 | 78 | 130 |
| 95th Queue (ft) | 214 | 81 | 105 | 98 | 262 |
| Link Distance (ft) | 357 | 357 | 549 | 71 | 325 |
| Upstream Blk Time (%) | 4 | | | 32 | 1 |
| Queuing Penalty (veh) | 0 | | | 173 | 5 |
| Storage Bay Dist (ft) | | | | | |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

Intersection: 6: Fenton St & Thayer Ave

| Movement | EB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|----|-----|-----|----|
| Directions Served | LTR | LTR | L | TR | LT | R |
| Maximum Queue (ft) | 388 | 126 | 74 | 445 | 290 | 75 |
| Average Queue (ft) | 130 | 49 | 45 | 246 | 174 | 27 |
| 95th Queue (ft) | 356 | 117 | 83 | 475 | 306 | 77 |
| Link Distance (ft) | 526 | 524 | | 430 | 283 | |
| Upstream Blk Time (%) | 6 | | | 12 | 2 | |
| Queuing Penalty (veh) | 0 | | | 75 | 11 | |
| Storage Bay Dist (ft) | | | 50 | | | 50 |
| Storage Blk Time (%) | | | 17 | 37 | 31 | 1 |
| Queuing Penalty (veh) | | | 91 | 24 | 16 | 6 |

Intersection: 7: Fenton St & Silver Spring Ave

| Movement | EB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|----|-----|-----|----|
| Directions Served | LTR | LTR | L | TR | LT | R |
| Maximum Queue (ft) | 269 | 94 | 64 | 488 | 416 | 75 |
| Average Queue (ft) | 85 | 38 | 31 | 262 | 187 | 50 |
| 95th Queue (ft) | 232 | 79 | 71 | 484 | 369 | 88 |
| Link Distance (ft) | 681 | 534 | | 489 | 430 | |
| Upstream Blk Time (%) | | | | 10 | 1 | |
| Queuing Penalty (veh) | | | | 55 | 6 | |
| Storage Bay Dist (ft) | | | 40 | | | 50 |
| Storage Blk Time (%) | | | 11 | 43 | 28 | 18 |
| Queuing Penalty (veh) | | | 65 | 16 | 17 | 82 |

Intersection: 8: Fenton St & Sligo Ave

| Movement | EB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|----|-----|-----|----|
| Directions Served | LTR | L | TR | L | TR | LT | R |
| Maximum Queue (ft) | 391 | 104 | 275 | 84 | 191 | 421 | 74 |
| Average Queue (ft) | 135 | 36 | 88 | 32 | 158 | 192 | 34 |
| 95th Queue (ft) | 389 | 77 | 217 | 78 | 223 | 367 | 79 |
| Link Distance (ft) | 699 | 535 | 535 | | 169 | 489 | |
| Upstream Blk Time (%) | 5 | | 1 | | 20 | 0 | |
| Queuing Penalty (veh) | 0 | | 1 | | 115 | 1 | |
| Storage Bay Dist (ft) | | | | 60 | | | 50 |
| Storage Blk Time (%) | | | | 3 | 37 | 35 | 8 |
| Queuing Penalty (veh) | | | | 17 | 12 | 14 | 35 |

Intersection: 9: Fenton St & Burlington Ave/Philadelphia Ave

| Movement | EB | EB | EB | WB | WB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | R | LT | R | L | TR | L | T | R |
| Maximum Queue (ft) | 124 | 392 | 121 | 231 | 180 | 117 | 174 | 174 | 275 | 175 |
| Average Queue (ft) | 70 | 118 | 14 | 100 | 54 | 44 | 127 | 95 | 150 | 76 |
| 95th Queue (ft) | 130 | 420 | 56 | 189 | 129 | 96 | 192 | 175 | 267 | 171 |
| Link Distance (ft) | | 805 | | 662 | | 162 | 162 | | 268 | |
| Upstream Blk Time (%) | | 4 | | | | 0 | 12 | | 2 | |
| Queuing Penalty (veh) | | 0 | | | | 0 | 16 | | 9 | |
| Storage Bay Dist (ft) | 100 | | 100 | | 160 | | | 150 | | 150 |
| Storage Blk Time (%) | 9 | 3 | 0 | 1 | 1 | | | 1 | 10 | 0 |
| Queuing Penalty (veh) | 24 | 6 | 0 | 2 | 3 | | | 3 | 29 | 0 |

Intersection: 10: Spring St & Woodland Dr

| Movement | SE | NE | SW |
|-----------------------|-----|-----|-----|
| Directions Served | R | T | TR |
| Maximum Queue (ft) | 31 | 48 | 22 |
| Average Queue (ft) | 13 | 3 | 1 |
| 95th Queue (ft) | 34 | 20 | 12 |
| Link Distance (ft) | 539 | 240 | 582 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 11: Grove St. & Thayer Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 63 | 61 | 40 | 45 |
| Average Queue (ft) | 32 | 24 | 28 | 25 |
| 95th Queue (ft) | 57 | 53 | 43 | 47 |
| Link Distance (ft) | 524 | 465 | 430 | 288 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 12: Sligo Ave & Grove St

| Movement | EB | WB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | LT | TR | LR |
| Maximum Queue (ft) | 65 | 42 | 48 |
| Average Queue (ft) | 11 | 2 | 22 |
| 95th Queue (ft) | 41 | 25 | 44 |
| Link Distance (ft) | 535 | 645 | 528 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 13: Cedar St & Wayne Ave

| Movement | EB | EB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|----|-----|-----|
| Directions Served | LT | T | T | TR | LT | R | L | R |
| Maximum Queue (ft) | 151 | 135 | 154 | 138 | 102 | 60 | 235 | 156 |
| Average Queue (ft) | 48 | 43 | 55 | 29 | 38 | 28 | 103 | 65 |
| 95th Queue (ft) | 106 | 99 | 117 | 79 | 82 | 53 | 180 | 128 |
| Link Distance (ft) | 866 | 866 | 666 | 666 | 441 | | 632 | |
| Upstream Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | 15 | | 150 |
| Storage Blk Time (%) | | | | | 22 | 23 | 2 | 0 |
| Queuing Penalty (veh) | | | | | 10 | 12 | 2 | 0 |

Intersection: 16: Fenton St & Roeder Rd

| Movement | EB | WB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | LT | TR | LR |
| Maximum Queue (ft) | 150 | 216 | 160 |
| Average Queue (ft) | 39 | 129 | 49 |
| 95th Queue (ft) | 110 | 286 | 133 |
| Link Distance (ft) | 251 | 198 | 498 |
| Upstream Blk Time (%) | | 33 | |
| Queuing Penalty (veh) | | 118 | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 17: Fenton St & Gist Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 69 | 83 | 203 | 131 |
| Average Queue (ft) | 19 | 23 | 98 | 18 |
| 95th Queue (ft) | 58 | 60 | 228 | 74 |
| Link Distance (ft) | 450 | 177 | 188 | 169 |
| Upstream Blk Time (%) | | | 11 | 0 |
| Queuing Penalty (veh) | | | 62 | 0 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 18: Fenton St & Richmond Ave

| Movement | EB | EB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | L | R | LT | TR |
| Maximum Queue (ft) | 79 | 26 | 231 | 180 |
| Average Queue (ft) | 14 | 5 | 52 | 15 |
| 95th Queue (ft) | 51 | 22 | 203 | 88 |
| Link Distance (ft) | 330 | 330 | 268 | 188 |
| Upstream Blk Time (%) | | | 8 | 0 |
| Queuing Penalty (veh) | | | 41 | 2 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 19: Fenton St & King St

| Movement | NB |
|-----------------------|-----|
| Directions Served | LT |
| Maximum Queue (ft) | 144 |
| Average Queue (ft) | 24 |
| 95th Queue (ft) | 112 |
| Link Distance (ft) | 165 |
| Upstream Blk Time (%) | 7 |
| Queuing Penalty (veh) | 0 |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

Intersection: 21: Grove St. & Easley St

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 54 | 31 | 66 | 44 |
| Average Queue (ft) | 18 | 6 | 31 | 22 |
| 95th Queue (ft) | 46 | 26 | 51 | 46 |
| Link Distance (ft) | 493 | | 288 | 393 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 22: Fenton St & Easley St

| Movement | WB | NB | SB |
|-----------------------|-----|-----|----|
| Directions Served | LR | TR | LT |
| Maximum Queue (ft) | 56 | 298 | 88 |
| Average Queue (ft) | 18 | 163 | 16 |
| 95th Queue (ft) | 58 | 336 | 65 |
| Link Distance (ft) | 493 | 283 | 71 |
| Upstream Blk Time (%) | | 17 | 2 |
| Queuing Penalty (veh) | | 95 | 10 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 24: Houston St & Hankin St

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

Intersection: 25: Cedar St & Bonifant Street

| Movement | EB | NB | NW | SW |
|-----------------------|-----|------|------|------|
| Directions Served | <LR | <LR> | <LTR | <LR> |
| Maximum Queue (ft) | 69 | 33 | 52 | 60 |
| Average Queue (ft) | 39 | 8 | 11 | 25 |
| 95th Queue (ft) | 60 | 30 | 36 | 50 |
| Link Distance (ft) | 467 | | 843 | 256 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 27: Easley St & Houston St

Movement

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

Intersection: 28: Thayer Ave

| Movement | EB | SB |
|----------|----|----|
|----------|----|----|

| | | |
|-----------------------|-----|----|
| Directions Served | LT | LR |
| Maximum Queue (ft) | 12 | 31 |
| Average Queue (ft) | 0 | 6 |
| 95th Queue (ft) | 6 | 25 |
| Link Distance (ft) | 465 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 117: Grove St. & Bonifant Street & Hankin St

| Movement | EB | WB | NB | SW |
|----------|----|----|----|----|
|----------|----|----|----|----|

| | | | | |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LR | <LR |
| Maximum Queue (ft) | 60 | 20 | 62 | 64 |
| Average Queue (ft) | 34 | 3 | 22 | 25 |
| 95th Queue (ft) | 56 | 14 | 42 | 53 |
| Link Distance (ft) | 549 | | 393 | 467 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 122: Grove St/Grove St. & Silver Spring Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 69 | 45 | 64 | 61 |
| Average Queue (ft) | 28 | 20 | 34 | 25 |
| 95th Queue (ft) | 55 | 46 | 58 | 52 |
| Link Distance (ft) | 534 | 879 | 528 | 430 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Network Summary

Network wide Queuing Penalty: 2221

FENTON STREET CYCLE TRACK

Appendix I Scenario 6 Synchro Analysis
November 3, 2020

Appendix I SCENARIO 6 SYNCHRO ANALYSIS

Summary of All Intervals

| Run Number | 1 | 2 | 3 | 4 | 5 | Avg |
|-------------------------|-------|-------|-------|-------|-------|-------|
| Start Time | 6:50 | 6:50 | 6:50 | 6:50 | 6:50 | 6:50 |
| End Time | 8:00 | 8:00 | 8:00 | 8:00 | 8:00 | 8:00 |
| Total Time (min) | 70 | 70 | 70 | 70 | 70 | 70 |
| Time Recorded (min) | 60 | 60 | 60 | 60 | 60 | 60 |
| # of Intervals | 2 | 2 | 2 | 2 | 2 | 2 |
| # of Recorded Intervals | 1 | 1 | 1 | 1 | 1 | 1 |
| Vehs Entered | 10190 | 10182 | 10093 | 10215 | 10172 | 10166 |
| Vehs Exited | 10158 | 10147 | 10041 | 10189 | 10186 | 10141 |
| Starting Vehs | 314 | 329 | 316 | 314 | 368 | 314 |
| Ending Vehs | 346 | 364 | 368 | 340 | 354 | 339 |
| Travel Distance (mi) | 4476 | 4494 | 4425 | 4469 | 4530 | 4479 |
| Travel Time (hr) | 345.5 | 353.6 | 358.9 | 350.7 | 377.6 | 357.3 |
| Total Delay (hr) | 171.0 | 178.8 | 186.1 | 176.2 | 201.1 | 182.6 |
| Total Stops | 15041 | 15139 | 15274 | 15056 | 15598 | 15220 |
| Fuel Used (gal) | 204.3 | 205.7 | 205.1 | 203.9 | 212.6 | 206.3 |

Interval #0 Information Seeding

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

Interval #1 Information Recording

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

| Run Number | 1 | 2 | 3 | 4 | 5 | Avg |
|----------------------|-------|-------|-------|-------|-------|-------|
| Vehs Entered | 10190 | 10182 | 10093 | 10215 | 10172 | 10166 |
| Vehs Exited | 10158 | 10147 | 10041 | 10189 | 10186 | 10141 |
| Starting Vehs | 314 | 329 | 316 | 314 | 368 | 314 |
| Ending Vehs | 346 | 364 | 368 | 340 | 354 | 339 |
| Travel Distance (mi) | 4476 | 4494 | 4425 | 4469 | 4530 | 4479 |
| Travel Time (hr) | 345.5 | 353.6 | 358.9 | 350.7 | 377.6 | 357.3 |
| Total Delay (hr) | 171.0 | 178.8 | 186.1 | 176.2 | 201.1 | 182.6 |
| Total Stops | 15041 | 15139 | 15274 | 15056 | 15598 | 15220 |
| Fuel Used (gal) | 204.3 | 205.7 | 205.1 | 203.9 | 212.6 | 206.3 |

1: Cameron St & Fenton St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.2 | 0.5 | 0.2 |
| Total Del/Veh (s) | 24.9 | 25.0 | 11.1 | 10.0 | 16.8 |

2: US 29 (Colesville Rd.) & Fenton St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|------|------|
| Denied Del/Veh (s) | 0.0 | 0.2 | 0.1 | 6.1 | 4.0 |
| Total Del/Veh (s) | 54.9 | 49.8 | 9.5 | 38.9 | 33.2 |

3: Fenton St & Ellsworth Dr Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 24.4 | 24.5 | 9.4 | 6.4 | 9.9 |

4: Fenton St & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 |
| Total Del/Veh (s) | 25.8 | 33.4 | 23.1 | 19.6 | 28.2 |

5: Fenton St & Bonifant Street Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 9.9 | 3.0 | 6.2 | 9.9 | 8.0 |

6: Fenton St & Thayer Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.1 | 0.0 | 0.1 |
| Total Del/Veh (s) | 19.6 | 13.6 | 11.7 | 11.4 | 12.3 |

7: Fenton St & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|-----|-----|------|------|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 12.0 | 9.1 | 9.3 | 11.8 | 10.6 |

8: Fenton St & Sligo Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 |
| Total Del/Veh (s) | 10.2 | 14.4 | 11.1 | 16.4 | 13.3 |

9: Fenton St & Burlington Ave/Philadelphia Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 2.4 | 1.4 | 0.2 | 0.1 | 1.0 |
| Total Del/Veh (s) | 12.3 | 15.9 | 44.1 | 30.2 | 24.7 |

10: Spring St & Woodland Dr Performance by approach

| Approach | SE | NE | SW | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.3 | 0.3 | 0.3 |
| Total Del/Veh (s) | 4.5 | 0.2 | 0.5 | 0.9 |

11: Grove St & Thayer Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 5.6 | 4.8 | 1.7 | 5.5 | 4.8 |

12: Sligo Ave & Grove St Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.3 | 0.0 | 0.2 |
| Total Del/Veh (s) | 1.2 | 0.5 | 2.5 | 1.0 |

13: Wayne Ave & Cedar St Performance by approach

| Approach | SE | NW | NE | SW | All |
|--------------------|------|------|-----|-----|------|
| Denied Del/Veh (s) | 2.4 | 0.2 | 0.0 | 0.3 | 0.5 |
| Total Del/Veh (s) | 33.5 | 28.2 | 4.6 | 5.9 | 10.2 |

16: Fenton St & Roeder Rd Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.0 |
| Total Del/Veh (s) | 2.0 | 1.1 | 6.2 | 1.7 |

17: Fenton St & Gist Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 12.7 | 9.7 | 1.0 | 1.5 | 1.8 |

18: Fenton St & Richmond Ave Performance by approach

| Approach | EB | NB | SB | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 12.1 | 1.2 | 1.4 | 1.7 |

19: Fenton St & King St Performance by approach

| Approach | NB | SB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.3 | 0.0 | 0.2 |
| Total Del/Veh (s) | 0.8 | 1.3 | 1.1 |

21: Georgia Ave & Sligo Ave Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.5 | 0.2 | 0.0 | 0.1 |
| Total Del/Veh (s) | 50.6 | 6.1 | 3.1 | 9.7 |

22: Georgia Ave & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.0 | 0.1 | 0.1 |
| Total Del/Veh (s) | 49.4 | 55.7 | 4.5 | 1.8 | 5.2 |

23: Georgia Ave & Thayer Ave Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|------|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 44.8 | 12.6 | 2.9 | 9.0 |

24: Georgia Ave & Bonifant Street Performance by approach

| Approach | EB | NB | SB | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 42.8 | 5.2 | 6.1 | 6.6 |

25: Georgia Ave & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 1.9 | 0.1 | 0.1 | 0.0 | 0.2 |
| Total Del/Veh (s) | 38.9 | 43.1 | 51.9 | 16.6 | 33.3 |

26: Georgia Ave & US 29 (Colesville Rd.) Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.0 | 0.2 | 0.1 |
| Total Del/Veh (s) | 49.3 | 25.2 | 16.3 | 30.5 | 27.3 |

28: Georgia Ave & Ellsworth Dr Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 7.7 | 3.7 | 2.8 | 3.2 |

32: Grove St/Grove St. & Easley St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 1.8 | 3.8 | 5.5 | 5.5 | 3.9 |

33: Fenton St & Easley St Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 4.1 | 3.2 | 1.3 | 2.3 |

35: Houston St & Hankin St Performance by approach

| Approach | EB | SB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 0.7 | 1.0 | 0.9 |

36: Cedar St & Bonifant Street & Bonifant St Performance by approach

| Approach | EB | NB | NW | SW | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.2 | 0.1 |
| Total Del/Veh (s) | 4.8 | 3.9 | 4.1 | 3.7 | 4.2 |

37: Houston St & Easley St Performance by approach

| Approach | EB | NB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 1.0 | 0.0 | 0.4 |

38: Thayer Ave & Houston St Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.1 |
| Total Del/Veh (s) | 1.8 | 0.0 | 3.8 | 0.9 |

117: Grove St. & Bonifant Street & Hankin St Performance by approach

| Approach | EB | WB | NB | SW | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 5.1 | 5.6 | 5.2 | 4.2 | 4.7 |

125: Grove St & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.1 | 0.1 |
| Total Del/Veh (s) | 2.8 | 4.1 | 3.6 | 5.5 | 4.4 |

Total Network Performance

| | |
|--------------------|------|
| Denied Del/Veh (s) | 1.6 |
| Total Del/Veh (s) | 61.1 |

Arterial Level of Service: NB Fenton St

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|-----------------------|------|---------------|-----------------|------------|----------------|
| King St | 19 | 0.8 | 5.7 | 0.0 | 24 |
| Philadelphia Ave | 9 | 40.3 | 46.4 | 0.0 | 4 |
| Richmond Ave | 18 | 1.6 | 10.8 | 0.1 | 22 |
| Gist Ave | 17 | 0.9 | 7.9 | 0.0 | 22 |
| Sligo Ave | 8 | 9.1 | 15.4 | 0.0 | 11 |
| Silver Spring Ave | 7 | 7.9 | 22.9 | 0.1 | 16 |
| Thayer Ave | 6 | 8.9 | 21.8 | 0.1 | 15 |
| Easley St | 33 | 3.3 | 12.3 | 0.1 | 19 |
| Bonifant Street | 5 | 6.2 | 10.3 | 0.0 | 10 |
| Wayne Ave | 4 | 15.9 | 26.5 | 0.1 | 11 |
| Ellsworth Dr | 3 | 8.6 | 24.2 | 0.1 | 16 |
| Roeder Rd | 16 | 1.3 | 8.3 | 0.1 | 22 |
| US 29 (Colesville Rd) | 2 | 39.4 | 47.6 | 0.1 | 5 |
| Cameron St | 1 | 16.2 | 28.3 | 0.1 | 12 |
| Total | | 160.4 | 288.6 | 0.9 | 12 |

Arterial Level of Service: SB Fenton St

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|-----------------------|------|---------------|-----------------|------------|----------------|
| Cameron St | 1 | 22.8 | 28.8 | 0.0 | 6 |
| US 29 (Colesville Rd) | 2 | 53.1 | 64.8 | 0.1 | 5 |
| Roeder Rd | 16 | 1.9 | 11.5 | 0.1 | 19 |
| Ellsworth Dr | 3 | 6.2 | 12.9 | 0.1 | 14 |
| Wayne Ave | 4 | 19.4 | 34.6 | 0.1 | 11 |
| Bonifant Street | 5 | 9.1 | 20.6 | 0.1 | 14 |
| Easley St | 33 | 1.3 | 5.7 | 0.0 | 18 |
| Thayer Ave | 6 | 11.4 | 20.3 | 0.1 | 11 |
| Silver Spring Ave | 7 | 11.9 | 24.9 | 0.1 | 13 |
| Sligo Ave | 8 | 16.4 | 30.6 | 0.1 | 12 |
| Gist Ave | 17 | 1.5 | 8.5 | 0.0 | 19 |
| Richmond Ave | 18 | 1.4 | 8.3 | 0.0 | 21 |
| Burlington Ave | 9 | 43.3 | 52.2 | 0.1 | 4 |
| King St | 19 | 1.5 | 8.2 | 0.0 | 20 |
| Total | | 201.1 | 332.1 | 0.9 | 10 |

Intersection: 1: Cameron St & Fenton St

| Movement | EB | WB | WB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|
| Directions Served | LTR | L | TR | TR | L | TR |
| Maximum Queue (ft) | 77 | 130 | 144 | 110 | 37 | 129 |
| Average Queue (ft) | 27 | 68 | 41 | 42 | 7 | 43 |
| 95th Queue (ft) | 62 | 118 | 96 | 89 | 29 | 91 |
| Link Distance (ft) | 209 | | 419 | 423 | | 372 |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (ft) | | 125 | | | 100 | |
| Storage Blk Time (%) | | 1 | 0 | 1 | | 1 |
| Queuing Penalty (veh) | | 0 | 0 | 0 | | 0 |

Intersection: 2: US 29 (Colesville Rd.) & Fenton St

| Movement | EB | WB | WB | NB | NB | B30 | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LTR | L | TR | LT | TR | T | LT | T | T | TR |
| Maximum Queue (ft) | 205 | 149 | 252 | 239 | 220 | 20 | 583 | 562 | 508 | 332 |
| Average Queue (ft) | 91 | 57 | 127 | 73 | 72 | 1 | 453 | 422 | 293 | 159 |
| 95th Queue (ft) | 169 | 138 | 223 | 171 | 160 | 12 | 668 | 640 | 505 | 301 |
| Link Distance (ft) | 419 | | 263 | 271 | 271 | 239 | 547 | 547 | 547 | 547 |
| Upstream Blk Time (%) | | | 0 | 0 | 0 | | 23 | 13 | 0 | |
| Queuing Penalty (veh) | | | 1 | 0 | 0 | | 0 | 0 | 0 | |
| Storage Bay Dist (ft) | | 125 | | | | | | | | |
| Storage Blk Time (%) | | 1 | 14 | | | | | | | |
| Queuing Penalty (veh) | | 1 | 6 | | | | | | | |

Intersection: 3: Fenton St & Ellsworth Dr

| Movement | EB | WB | NB | NB | SB |
|-----------------------|-----|-----|-----|-----|-----|
| Directions Served | LTR | LTR | L | TR | LTR |
| Maximum Queue (ft) | 48 | 97 | 37 | 206 | 148 |
| Average Queue (ft) | 8 | 34 | 9 | 77 | 57 |
| 95th Queue (ft) | 32 | 78 | 30 | 160 | 111 |
| Link Distance (ft) | 713 | 411 | 496 | 496 | 192 |
| Upstream Blk Time (%) | | | | | 0 |
| Queuing Penalty (veh) | | | | | 0 |
| Storage Bay Dist (ft) | | | | | |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

Intersection: 4: Fenton St & Wayne Ave

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | TR | L | T | TR | L | TR | LTR |
| Maximum Queue (ft) | 74 | 148 | 174 | 262 | 310 | 290 | 117 | 303 | 233 |
| Average Queue (ft) | 21 | 72 | 84 | 134 | 167 | 165 | 60 | 140 | 93 |
| 95th Queue (ft) | 57 | 126 | 150 | 237 | 264 | 266 | 118 | 263 | 185 |
| Link Distance (ft) | 667 | 667 | 667 | | 864 | 864 | | 322 | 496 |
| Upstream Blk Time (%) | | | | | | | | 0 | |
| Queuing Penalty (veh) | | | | | | | | 0 | |
| Storage Bay Dist (ft) | | | | 275 | | | 92 | | |
| Storage Blk Time (%) | | | | 0 | 0 | | 5 | 17 | |
| Queuing Penalty (veh) | | | | 1 | 0 | | 15 | 9 | |

Intersection: 5: Fenton St & Bonifant Street

| Movement | EB | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|-----|
| Directions Served | L | TR | LTR | TR | LT |
| Maximum Queue (ft) | 38 | 53 | 37 | 108 | 248 |
| Average Queue (ft) | 7 | 13 | 7 | 65 | 107 |
| 95th Queue (ft) | 26 | 41 | 28 | 116 | 221 |
| Link Distance (ft) | 690 | 690 | 535 | 84 | 322 |
| Upstream Blk Time (%) | | | | 7 | |
| Queuing Penalty (veh) | | | | 24 | |
| Storage Bay Dist (ft) | | | | | |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

Intersection: 6: Fenton St & Thayer Ave

| Movement | EB | WB | NB | NB | SB |
|-----------------------|-----|-----|----|-----|-----|
| Directions Served | LTR | LTR | L | TR | LTR |
| Maximum Queue (ft) | 113 | 107 | 74 | 303 | 283 |
| Average Queue (ft) | 46 | 40 | 35 | 111 | 130 |
| 95th Queue (ft) | 97 | 87 | 74 | 220 | 249 |
| Link Distance (ft) | 628 | 522 | | 430 | 273 |
| Upstream Blk Time (%) | | | | | 0 |
| Queuing Penalty (veh) | | | | | 2 |
| Storage Bay Dist (ft) | | | 50 | | |
| Storage Blk Time (%) | | | 8 | 14 | |
| Queuing Penalty (veh) | | | 30 | 7 | |

Intersection: 7: Fenton St & Silver Spring Ave

| Movement | EB | WB | NB | NB | SB |
|-----------------------|-----|-----|----|-----|-----|
| Directions Served | LTR | LTR | L | TR | LTR |
| Maximum Queue (ft) | 118 | 61 | 64 | 262 | 322 |
| Average Queue (ft) | 38 | 21 | 27 | 102 | 139 |
| 95th Queue (ft) | 86 | 53 | 63 | 202 | 275 |
| Link Distance (ft) | 620 | 533 | | 474 | 430 |
| Upstream Blk Time (%) | | | | | 0 |
| Queuing Penalty (veh) | | | | | 0 |
| Storage Bay Dist (ft) | | | 40 | | |
| Storage Blk Time (%) | | | 5 | 15 | |
| Queuing Penalty (veh) | | | 20 | 5 | |

Intersection: 8: Fenton St & Sligo Ave

| Movement | EB | WB | WB | NB | NB | SB |
|-----------------------|-----|-----|-----|----|-----|-----|
| Directions Served | LTR | L | TR | L | TR | LTR |
| Maximum Queue (ft) | 169 | 118 | 202 | 84 | 186 | 310 |
| Average Queue (ft) | 55 | 55 | 80 | 31 | 114 | 151 |
| 95th Queue (ft) | 113 | 102 | 147 | 73 | 190 | 273 |
| Link Distance (ft) | 177 | 534 | 534 | | 167 | 474 |
| Upstream Blk Time (%) | 0 | | | | 2 | |
| Queuing Penalty (veh) | 0 | | | | 11 | |
| Storage Bay Dist (ft) | | | | 60 | | |
| Storage Blk Time (%) | | | | 1 | 16 | |
| Queuing Penalty (veh) | | | | 4 | 6 | |

Intersection: 9: Fenton St & Burlington Ave/Philadelphia Ave

| Movement | EB | EB | EB | WB | WB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | R | LT | R | L | TR | L | T | R |
| Maximum Queue (ft) | 114 | 134 | 76 | 374 | 185 | 151 | 174 | 174 | 275 | 175 |
| Average Queue (ft) | 51 | 38 | 18 | 167 | 65 | 67 | 108 | 80 | 153 | 88 |
| 95th Queue (ft) | 96 | 91 | 54 | 291 | 169 | 125 | 174 | 170 | 272 | 185 |
| Link Distance (ft) | | 805 | | 662 | | 162 | 162 | | 268 | |
| Upstream Blk Time (%) | | | | | | 0 | 3 | | 3 | |
| Queuing Penalty (veh) | | | | | | 1 | 4 | | 14 | |
| Storage Bay Dist (ft) | 100 | | 100 | | 160 | | | 150 | | 150 |
| Storage Blk Time (%) | 1 | 0 | 0 | 7 | 0 | | | 0 | 14 | 0 |
| Queuing Penalty (veh) | 1 | 1 | 0 | 10 | 0 | | | 1 | 38 | 1 |

Intersection: 10: Spring St & Woodland Dr

| Movement | SE | NE | SW |
|-----------------------|-----|-----|-----|
| Directions Served | R | T | TR |
| Maximum Queue (ft) | 53 | 48 | 54 |
| Average Queue (ft) | 30 | 4 | 4 |
| 95th Queue (ft) | 48 | 26 | 26 |
| Link Distance (ft) | 539 | 240 | 582 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 11: Grove St & Thayer Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 60 | 73 | 31 | 32 |
| Average Queue (ft) | 26 | 35 | 4 | 16 |
| 95th Queue (ft) | 53 | 62 | 19 | 42 |
| Link Distance (ft) | 522 | 477 | 450 | 277 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 12: Sligo Ave & Grove St

| Movement | EB | WB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | LT | TR | LR |
| Maximum Queue (ft) | 51 | 27 | 28 |
| Average Queue (ft) | 5 | 1 | 12 |
| 95th Queue (ft) | 27 | 12 | 34 |
| Link Distance (ft) | 534 | 644 | 516 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 13: Wayne Ave & Cedar St

| Movement | SE | SE | NW | NW | NE | NE | SW | SW |
|-----------------------|-----|-----|-----|----|-----|-----|-----|-----|
| Directions Served | L | R | LT | R | LT | T | T | TR |
| Maximum Queue (ft) | 129 | 127 | 97 | 40 | 70 | 89 | 227 | 218 |
| Average Queue (ft) | 51 | 58 | 37 | 16 | 17 | 21 | 96 | 60 |
| 95th Queue (ft) | 105 | 108 | 78 | 44 | 52 | 59 | 178 | 143 |
| Link Distance (ft) | 632 | | 460 | | 864 | 864 | 663 | 663 |
| Upstream Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |
| Storage Bay Dist (ft) | | 150 | | 15 | | | | |
| Storage Blk Time (%) | 0 | 0 | 32 | 12 | | | | |
| Queuing Penalty (veh) | 0 | 0 | 8 | 7 | | | | |

Intersection: 16: Fenton St & Roeder Rd

| Movement | EB | WB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | LT | TR | LR |
| Maximum Queue (ft) | 80 | 35 | 54 |
| Average Queue (ft) | 15 | 1 | 14 |
| 95th Queue (ft) | 51 | 17 | 42 |
| Link Distance (ft) | 263 | 192 | 498 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 17: Fenton St & Gist Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 55 | 58 | 112 | 104 |
| Average Queue (ft) | 16 | 22 | 11 | 7 |
| 95th Queue (ft) | 40 | 48 | 57 | 46 |
| Link Distance (ft) | 450 | 177 | 188 | 167 |
| Upstream Blk Time (%) | | | | 0 |
| Queuing Penalty (veh) | | | | 0 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 18: Fenton St & Richmond Ave

| Movement | EB | EB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | L | R | LT | TR |
| Maximum Queue (ft) | 41 | 52 | 38 | 166 |
| Average Queue (ft) | 16 | 11 | 2 | 16 |
| 95th Queue (ft) | 41 | 37 | 18 | 87 |
| Link Distance (ft) | 330 | 330 | 268 | 188 |
| Upstream Blk Time (%) | | | | 0 |
| Queuing Penalty (veh) | | | | 2 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 19: Fenton St & King St

| Movement | NB |
|-----------------------|-----|
| Directions Served | LT |
| Maximum Queue (ft) | 100 |
| Average Queue (ft) | 6 |
| 95th Queue (ft) | 45 |
| Link Distance (ft) | 165 |
| Upstream Blk Time (%) | 0 |
| Queuing Penalty (veh) | 0 |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

Intersection: 21: Georgia Ave & Sligo Ave

| Movement | WB | WB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|----|-----|-----|-----|
| Directions Served | L | R | T | T | TR | L | T | T | T |
| Maximum Queue (ft) | 174 | 283 | 220 | 171 | 138 | 68 | 162 | 145 | 110 |
| Average Queue (ft) | 132 | 125 | 99 | 35 | 51 | 46 | 62 | 41 | 35 |
| 95th Queue (ft) | 193 | 230 | 180 | 105 | 110 | 65 | 128 | 95 | 78 |
| Link Distance (ft) | | 412 | 521 | 521 | 521 | | 433 | 433 | 433 |
| Upstream Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |
| Storage Bay Dist (ft) | 150 | | | | | 30 | | | |
| Storage Blk Time (%) | 8 | 3 | | | | 22 | 11 | | |
| Queuing Penalty (veh) | 10 | 4 | | | | 86 | 19 | | |

Intersection: 22: Georgia Ave & Silver Spring Ave

| Movement | EB | WB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LT | T | TR | L | T | T | TR |
| Maximum Queue (ft) | 73 | 167 | 223 | 174 | 110 | 94 | 120 | 91 | 43 |
| Average Queue (ft) | 29 | 81 | 84 | 49 | 31 | 31 | 54 | 29 | 8 |
| 95th Queue (ft) | 66 | 148 | 167 | 129 | 85 | 72 | 108 | 73 | 30 |
| Link Distance (ft) | 669 | 620 | 433 | 433 | 433 | | 455 | 455 | 455 |
| Upstream Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | 180 | | | |
| Storage Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |

Intersection: 23: Georgia Ave & Thayer Ave

| Movement | WB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|----|-----|-----|-----|
| Directions Served | LR | T | T | TR | L | T | T | T |
| Maximum Queue (ft) | 201 | 208 | 177 | 179 | 47 | 99 | 90 | 66 |
| Average Queue (ft) | 83 | 104 | 95 | 85 | 20 | 21 | 6 | 17 |
| 95th Queue (ft) | 158 | 168 | 151 | 148 | 50 | 69 | 37 | 55 |
| Link Distance (ft) | 628 | 455 | 455 | 455 | | 102 | 102 | 102 |
| Upstream Blk Time (%) | | | | | | 0 | 0 | 0 |
| Queuing Penalty (veh) | | | | | | 1 | 0 | 0 |
| Storage Bay Dist (ft) | | | | | 25 | | | |
| Storage Blk Time (%) | | | | | 8 | 5 | | |
| Queuing Penalty (veh) | | | | | 34 | 2 | | |

Intersection: 24: Georgia Ave & Bonifant Street

| Movement | EB | EB | NB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|----|-----|-----|-----|
| Directions Served | L | R | L | T | T | TR | L | T | T | TR |
| Maximum Queue (ft) | 100 | 68 | 52 | 136 | 102 | 95 | 58 | 175 | 176 | 207 |
| Average Queue (ft) | 28 | 16 | 34 | 39 | 17 | 29 | 15 | 41 | 35 | 46 |
| 95th Queue (ft) | 71 | 48 | 59 | 115 | 66 | 69 | 44 | 116 | 114 | 135 |
| Link Distance (ft) | 357 | 357 | | 102 | 102 | 102 | | 335 | 335 | 335 |
| Upstream Blk Time (%) | | | | 4 | 0 | 0 | | | | |
| Queuing Penalty (veh) | | | | 12 | 0 | 0 | | | | |
| Storage Bay Dist (ft) | | | 25 | | | | 50 | | | |
| Storage Blk Time (%) | | | 35 | 1 | | | 1 | 5 | | |
| Queuing Penalty (veh) | | | 109 | 1 | | | 4 | 1 | | |

Intersection: 25: Georgia Ave & Wayne Ave

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | TR | L | T | TR | L | T | T | TR | L | T |
| Maximum Queue (ft) | 108 | 182 | 183 | 174 | 329 | 337 | 199 | 292 | 306 | 342 | 174 | 255 |
| Average Queue (ft) | 37 | 65 | 86 | 120 | 155 | 168 | 82 | 193 | 212 | 241 | 96 | 124 |
| 95th Queue (ft) | 80 | 134 | 152 | 208 | 298 | 292 | 176 | 267 | 286 | 326 | 178 | 216 |
| Link Distance (ft) | 480 | 480 | | | 667 | 667 | | 335 | 335 | 335 | | 260 |
| Upstream Blk Time (%) | | | | | | | | | | | 1 | 1 |
| Queuing Penalty (veh) | | | | | | | | | | | 2 | 4 |
| Storage Bay Dist (ft) | | | 200 | 150 | | | 175 | | | | 150 | |
| Storage Blk Time (%) | | 0 | 0 | 9 | 11 | | 0 | 15 | | | 3 | 3 |
| Queuing Penalty (veh) | | 0 | 0 | 18 | 23 | | 0 | 11 | | | 13 | 5 |

Intersection: 25: Georgia Ave & Wayne Ave

| Movement | SB | SB |
|-----------------------|-----|-----|
| Directions Served | T | TR |
| Maximum Queue (ft) | 230 | 273 |
| Average Queue (ft) | 110 | 150 |
| 95th Queue (ft) | 189 | 246 |
| Link Distance (ft) | 260 | 260 |
| Upstream Blk Time (%) | 0 | 1 |
| Queuing Penalty (veh) | 0 | 7 |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 26: Georgia Ave & US 29 (Colesville Rd.)

| Movement | EB | EB | EB | WB | WB | WB | WB | B30 | B30 | B30 | NB | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | T | T | TR | L | T | T | TR | T | T | T | T | T |
| Maximum Queue (ft) | 326 | 270 | 215 | 332 | 189 | 193 | 187 | 312 | 96 | 5 | 196 | 194 |
| Average Queue (ft) | 211 | 173 | 63 | 293 | 97 | 97 | 83 | 128 | 8 | 0 | 82 | 80 |
| 95th Queue (ft) | 294 | 255 | 164 | 366 | 161 | 158 | 155 | 322 | 75 | 4 | 148 | 157 |
| Link Distance (ft) | 631 | 631 | 631 | 239 | 239 | 239 | 239 | 271 | 271 | 271 | 244 | 244 |
| Upstream Blk Time (%) | | | | 41 | 0 | 0 | 0 | 4 | 0 | | 0 | |
| Queuing Penalty (veh) | | | | 184 | 0 | 1 | 1 | 16 | 0 | | 0 | |
| Storage Bay Dist (ft) | | | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 26: Georgia Ave & US 29 (Colesville Rd.)

| Movement | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|
| Directions Served | T | R | T | T | TR |
| Maximum Queue (ft) | 186 | 134 | 434 | 396 | 329 |
| Average Queue (ft) | 76 | 68 | 267 | 218 | 176 |
| 95th Queue (ft) | 152 | 134 | 374 | 329 | 275 |
| Link Distance (ft) | 244 | 244 | 553 | 553 | 553 |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | | | | | |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

Intersection: 28: Georgia Ave & Ellsworth Dr

| Movement | WB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|
| Directions Served | R | T | TR | T | T | T |
| Maximum Queue (ft) | 56 | 12 | 19 | 67 | 45 | 79 |
| Average Queue (ft) | 21 | 0 | 1 | 4 | 3 | 5 |
| 95th Queue (ft) | 48 | 6 | 13 | 39 | 39 | 47 |
| Link Distance (ft) | 713 | 260 | 260 | 244 | 244 | 244 |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (ft) | | | | | | |
| Storage Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |

Intersection: 32: Grove St/Grove St. & Easley St

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 36 | 40 | 36 | 39 |
| Average Queue (ft) | 14 | 14 | 14 | 20 |
| 95th Queue (ft) | 39 | 39 | 40 | 44 |
| Link Distance (ft) | 483 | | 277 | 400 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 33: Fenton St & Easley St

| Movement | WB | NB | SB |
|-----------------------|-----|-----|----|
| Directions Served | LR | TR | LT |
| Maximum Queue (ft) | 35 | 202 | 64 |
| Average Queue (ft) | 11 | 36 | 5 |
| 95th Queue (ft) | 35 | 121 | 36 |
| Link Distance (ft) | 483 | 273 | 84 |
| Upstream Blk Time (%) | | 0 | 0 |
| Queuing Penalty (veh) | | 0 | 0 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 35: Houston St & Hankin St

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

Intersection: 36: Cedar St & Bonifant Street & Bonifant St

| Movement | EB | NB | NW | SW |
|-----------------------|-----|------|------|------|
| Directions Served | <LR | <LR> | <LTR | <LR> |
| Maximum Queue (ft) | 58 | 51 | 44 | 79 |
| Average Queue (ft) | 29 | 13 | 16 | 35 |
| 95th Queue (ft) | 48 | 40 | 38 | 60 |
| Link Distance (ft) | 485 | | 823 | 106 |
| Upstream Blk Time (%) | | | | 0 |
| Queuing Penalty (veh) | | | | 0 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 37: Houston St & Easley St

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

Intersection: 38: Thayer Ave & Houston St

| Movement | EB | SB |
|-----------------------|-----|----|
| Directions Served | LT | LR |
| Maximum Queue (ft) | 6 | 31 |
| Average Queue (ft) | 0 | 8 |
| 95th Queue (ft) | 4 | 29 |
| Link Distance (ft) | 477 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 117: Grove St. & Bonifant Street & Hankin St

| Movement | EB | WB | NB | SW |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LR> | <LR |
| Maximum Queue (ft) | 62 | 12 | 23 | 56 |
| Average Queue (ft) | 30 | 1 | 10 | 32 |
| 95th Queue (ft) | 51 | 6 | 26 | 48 |
| Link Distance (ft) | 535 | | 400 | 485 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 125: Grove St & Silver Spring Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 52 | 60 | 57 | 66 |
| Average Queue (ft) | 16 | 32 | 20 | 38 |
| 95th Queue (ft) | 44 | 57 | 47 | 59 |
| Link Distance (ft) | 533 | 784 | 516 | 450 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Network Summary

Network wide Queuing Penalty: 803

Summary of All Intervals

| Run Number | 1 | 2 | 3 | 4 | 5 | Avg |
|-------------------------|-------|-------|-------|-------|-------|-------|
| Start Time | 5:20 | 5:20 | 5:20 | 5:20 | 5:20 | 5:20 |
| End Time | 6:30 | 6:30 | 6:30 | 6:30 | 6:30 | 6:30 |
| Total Time (min) | 70 | 70 | 70 | 70 | 70 | 70 |
| Time Recorded (min) | 60 | 60 | 60 | 60 | 60 | 60 |
| # of Intervals | 2 | 2 | 2 | 2 | 2 | 2 |
| # of Recorded Intervals | 1 | 1 | 1 | 1 | 1 | 1 |
| Vehs Entered | 10965 | 10741 | 11037 | 10910 | 10708 | 10874 |
| Vehs Exited | 10922 | 10719 | 11012 | 10846 | 10671 | 10832 |
| Starting Vehs | 410 | 421 | 422 | 380 | 412 | 398 |
| Ending Vehs | 453 | 443 | 447 | 444 | 449 | 433 |
| Travel Distance (mi) | 4989 | 4919 | 5036 | 4988 | 4930 | 4972 |
| Travel Time (hr) | 459.4 | 452.5 | 475.2 | 467.5 | 447.6 | 460.4 |
| Total Delay (hr) | 261.5 | 257.2 | 276.1 | 270.2 | 252.0 | 263.4 |
| Total Stops | 21742 | 21721 | 22643 | 22500 | 21527 | 22029 |
| Fuel Used (gal) | 245.9 | 242.0 | 250.1 | 248.2 | 241.6 | 245.6 |

Interval #0 Information Seeding

| | |
|-------------------------------------|------|
| Start Time | 5:20 |
| End Time | 5:30 |
| Total Time (min) | 10 |
| Volumes adjusted by Growth Factors. | |
| No data recorded this interval. | |

Interval #1 Information Recording

| | |
|-------------------------------------|------|
| Start Time | 5:30 |
| End Time | 6:30 |
| Total Time (min) | 60 |
| Volumes adjusted by Growth Factors. | |

| Run Number | 1 | 2 | 3 | 4 | 5 | Avg |
|----------------------|-------|-------|-------|-------|-------|-------|
| Vehs Entered | 10965 | 10741 | 11037 | 10910 | 10708 | 10874 |
| Vehs Exited | 10922 | 10719 | 11012 | 10846 | 10671 | 10832 |
| Starting Vehs | 410 | 421 | 422 | 380 | 412 | 398 |
| Ending Vehs | 453 | 443 | 447 | 444 | 449 | 433 |
| Travel Distance (mi) | 4989 | 4919 | 5036 | 4988 | 4930 | 4972 |
| Travel Time (hr) | 459.4 | 452.5 | 475.2 | 467.5 | 447.6 | 460.4 |
| Total Delay (hr) | 261.5 | 257.2 | 276.1 | 270.2 | 252.0 | 263.4 |
| Total Stops | 21742 | 21721 | 22643 | 22500 | 21527 | 22029 |
| Fuel Used (gal) | 245.9 | 242.0 | 250.1 | 248.2 | 241.6 | 245.6 |

1: Cameron St & Fenton St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.2 | 0.0 | 0.6 | 0.9 | 0.4 |
| Total Del/Veh (s) | 22.4 | 23.5 | 15.8 | 13.8 | 18.5 |

2: US 29 (Colesville Rd.) & Fenton St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-------|------|-----|------|------|
| Denied Del/Veh (s) | 7.3 | 0.2 | 0.0 | 0.4 | 0.6 |
| Total Del/Veh (s) | 138.6 | 52.9 | 9.4 | 23.3 | 26.4 |

3: Fenton St & Ellsworth Dr Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.2 | 0.1 | 0.3 | 0.1 |
| Total Del/Veh (s) | 16.7 | 18.0 | 13.4 | 14.1 | 14.6 |

4: Fenton St & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.2 | 0.1 | 0.0 | 0.1 |
| Total Del/Veh (s) | 39.4 | 55.1 | 29.2 | 21.5 | 38.0 |

5: Fenton St & Bonifant Street Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|------|------|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 21.8 | 10.1 | 7.2 | 10.3 | 10.1 |

6: Fenton St & Thayer Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.2 | 0.1 |
| Total Del/Veh (s) | 21.8 | 16.8 | 13.9 | 16.6 | 16.0 |

7: Fenton St & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.0 | 0.0 |
| Total Del/Veh (s) | 23.5 | 20.7 | 15.0 | 20.1 | 18.3 |

8: Fenton St & Sligo Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.3 | 0.3 | 0.2 |
| Total Del/Veh (s) | 25.7 | 28.3 | 12.8 | 35.5 | 23.9 |

9: Fenton St & Burlington Ave/Philadelphia Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 2.5 | 1.9 | 0.3 | 0.1 | 1.3 |
| Total Del/Veh (s) | 22.1 | 24.2 | 40.5 | 29.9 | 27.9 |

10: Spring St & Woodland Dr Performance by approach

| Approach | SE | NE | SW | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.4 | 0.3 | 0.4 |
| Total Del/Veh (s) | 4.2 | 0.3 | 0.4 | 0.5 |

11: Grove St. & Thayer Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 5.3 | 5.2 | 6.2 | 5.9 | 5.7 |

12: Sligo Ave & Grove St Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.3 | 0.0 | 0.2 |
| Total Del/Veh (s) | 2.2 | 0.5 | 7.9 | 1.8 |

13: Cedar St & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.2 | 0.0 | 1.6 | 0.3 |
| Total Del/Veh (s) | 8.9 | 6.9 | 20.5 | 32.5 | 13.8 |

14: Grove St/Grove St. & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 4.3 | 4.1 | 4.9 | 5.8 | 4.7 |

16: Fenton St & Roeder Rd Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.1 | 0.0 |
| Total Del/Veh (s) | 2.5 | 1.8 | 9.0 | 2.4 |

17: Fenton St & Gist Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 17.8 | 21.2 | 3.5 | 2.2 | 3.4 |

18: Fenton St & Richmond Ave Performance by approach

| Approach | EB | NB | SB | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.1 |
| Total Del/Veh (s) | 20.7 | 2.1 | 3.2 | 2.8 |

19: Fenton St & King St Performance by approach

| Approach | EB | NB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.7 | 0.1 | 0.3 |
| Total Del/Veh (s) | 9.3 | 3.1 | 1.2 | 2.1 |

21: Georgia Ave & Sligo Ave Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|-----|-----|------|
| Denied Del/Veh (s) | 0.2 | 0.2 | 0.0 | 0.1 |
| Total Del/Veh (s) | 56.7 | 8.3 | 7.2 | 12.0 |

22: Georgia Ave & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.2 | 0.0 | 0.1 |
| Total Del/Veh (s) | 49.0 | 52.3 | 5.9 | 6.1 | 8.6 |

23: Georgia Ave & Thayer Ave Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 40.3 | 8.9 | 6.2 | 9.1 |

24: Georgia Ave & Bonifant St/Bonifant Street Performance by approach

| Approach | EB | NB | SB | All |
|--------------------|------|-----|-----|------|
| Denied Del/Veh (s) | 2.0 | 0.0 | 0.0 | 0.2 |
| Total Del/Veh (s) | 61.1 | 4.8 | 8.1 | 11.4 |

25: Georgia Ave & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 4.9 | 0.3 | 0.0 | 0.0 | 0.9 |
| Total Del/Veh (s) | 68.0 | 47.0 | 31.3 | 25.4 | 38.4 |

26: Georgia Ave & US 29 (Colesville Rd.) Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|-------|------|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.3 | 0.8 | 0.3 |
| Total Del/Veh (s) | 48.5 | 23.9 | 39.1 | 107.1 | 55.6 |

28: Georgia Ave & Ellsworth Dr Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|-----|------|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 39.4 | 5.7 | 11.6 | 9.3 |

33: Houston St & Hankin St Performance by approach

| Approach | EB | SB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 1.1 | 1.1 | 1.1 |

34: Cedar St & Bonifant Street & Bonifant St Performance by approach

| Approach | EB | NB | NW | SW | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.1 | 0.0 |
| Total Del/Veh (s) | 5.5 | 4.0 | 4.4 | 4.1 | 5.1 |

35: Grove St. & Easley St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 3.1 | 4.0 | 6.2 | 5.2 | 5.6 |

36: Fenton St & Easley St Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.2 | 0.0 | 0.1 |
| Total Del/Veh (s) | 10.5 | 7.0 | 1.4 | 4.7 |

38: Houston St & Easley St Performance by approach

| Approach | EB | NB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 0.8 | 0.1 | 0.4 |

39: Thayer Ave & Houston St Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.0 |
| Total Del/Veh (s) | 1.6 | 0.1 | 4.0 | 1.1 |

117: Grove St. & Bonifant Street & Hankin St Performance by approach

| Approach | EB | WB | NB | SW | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.0 | 0.1 |
| Total Del/Veh (s) | 6.8 | 7.4 | 6.5 | 4.7 | 6.3 |

Total Network Performance

| | |
|--------------------|------|
| Denied Del/Veh (s) | 1.2 |
| Total Del/Veh (s) | 83.0 |

Arterial Level of Service: NB Fenton St

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|-----------------------|------|---------------|-----------------|------------|----------------|
| King St | 19 | 3.0 | 8.3 | 0.0 | 17 |
| Philadelphia Ave | 9 | 37.8 | 43.9 | 0.0 | 4 |
| Richmond Ave | 18 | 2.2 | 11.4 | 0.1 | 21 |
| Gist Ave | 17 | 3.5 | 10.5 | 0.0 | 17 |
| Sligo Ave | 8 | 9.7 | 16.2 | 0.0 | 10 |
| Silver Spring Ave | 7 | 13.3 | 28.4 | 0.1 | 13 |
| Thayer Ave | 6 | 11.5 | 24.5 | 0.1 | 14 |
| Easley St | 36 | 7.2 | 16.5 | 0.1 | 14 |
| Bonifant Street | 5 | 7.1 | 11.1 | 0.0 | 9 |
| Wayne Ave | 4 | 21.0 | 31.6 | 0.1 | 9 |
| Ellsworth Dr | 3 | 12.2 | 27.0 | 0.1 | 15 |
| Roeder Rd | 16 | 2.0 | 9.0 | 0.1 | 20 |
| US 29 (Colesville Rd) | 2 | 45.3 | 53.8 | 0.1 | 4 |
| Cameron St | 1 | 14.5 | 27.3 | 0.1 | 13 |
| Total | | 190.3 | 319.5 | 0.9 | 11 |

Arterial Level of Service: SB Fenton St

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|-----------------------|------|---------------|-----------------|------------|----------------|
| Cameron St | 1 | 22.9 | 29.0 | 0.0 | 6 |
| US 29 (Colesville Rd) | 2 | 126.0 | 155.5 | 0.1 | 3 |
| Roeder Rd | 16 | 2.6 | 11.9 | 0.1 | 19 |
| Ellsworth Dr | 3 | 13.3 | 20.2 | 0.1 | 9 |
| Wayne Ave | 4 | 20.2 | 33.5 | 0.1 | 12 |
| Bonifant Street | 5 | 10.4 | 22.0 | 0.1 | 13 |
| Easley St | 36 | 1.3 | 5.4 | 0.0 | 18 |
| Thayer Ave | 6 | 16.4 | 25.6 | 0.1 | 9 |
| Silver Spring Ave | 7 | 19.8 | 32.7 | 0.1 | 10 |
| Sligo Ave | 8 | 34.7 | 49.3 | 0.1 | 8 |
| Gist Ave | 17 | 1.9 | 8.9 | 0.0 | 19 |
| Richmond Ave | 18 | 3.2 | 10.1 | 0.0 | 17 |
| Burlington Ave | 9 | 36.7 | 45.6 | 0.1 | 5 |
| King St | 19 | 1.5 | 8.1 | 0.0 | 20 |
| Total | | 310.9 | 457.9 | 0.9 | 8 |

Intersection: 1: Cameron St & Fenton St

| Movement | EB | WB | WB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|
| Directions Served | LTR | L | TR | TR | L | TR |
| Maximum Queue (ft) | 148 | 136 | 85 | 236 | 56 | 67 |
| Average Queue (ft) | 58 | 58 | 30 | 97 | 11 | 20 |
| 95th Queue (ft) | 110 | 113 | 66 | 240 | 45 | 55 |
| Link Distance (ft) | 210 | | 447 | 423 | | 373 |
| Upstream Blk Time (%) | 0 | | | 1 | | |
| Queuing Penalty (veh) | 0 | | | 0 | | |
| Storage Bay Dist (ft) | | 125 | | | 100 | |
| Storage Blk Time (%) | | 1 | | 8 | 0 | |
| Queuing Penalty (veh) | | 0 | | 0 | 0 | |

Intersection: 2: US 29 (Colesville Rd.) & Fenton St

| Movement | EB | WB | WB | NB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LTR | L | TR | LT | T | T | TR | LT | TR |
| Maximum Queue (ft) | 414 | 150 | 251 | 167 | 161 | 209 | 233 | 271 | 276 |
| Average Queue (ft) | 249 | 70 | 161 | 44 | 57 | 127 | 152 | 152 | 161 |
| 95th Queue (ft) | 441 | 154 | 253 | 123 | 141 | 186 | 211 | 245 | 254 |
| Link Distance (ft) | 447 | | 243 | 271 | 271 | 271 | 271 | 546 | 546 |
| Upstream Blk Time (%) | 5 | | 3 | | | | 0 | | |
| Queuing Penalty (veh) | 8 | | 7 | | | | 0 | | |
| Storage Bay Dist (ft) | | 125 | | | | | | | |
| Storage Blk Time (%) | | 2 | 20 | | | | | | |
| Queuing Penalty (veh) | | 5 | 10 | | | | | | |

Intersection: 3: Fenton St & Ellsworth Dr

| Movement | EB | WB | NB | NB | SB |
|-----------------------|-----|-----|-----|-----|-----|
| Directions Served | LTR | LTR | L | TR | LTR |
| Maximum Queue (ft) | 93 | 104 | 52 | 213 | 181 |
| Average Queue (ft) | 35 | 55 | 18 | 105 | 98 |
| 95th Queue (ft) | 74 | 96 | 47 | 184 | 161 |
| Link Distance (ft) | 712 | 411 | 496 | 496 | 194 |
| Upstream Blk Time (%) | | | | | 0 |
| Queuing Penalty (veh) | | | | | 1 |
| Storage Bay Dist (ft) | | | | | |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

Intersection: 4: Fenton St & Wayne Ave

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | TR | L | T | TR | L | TR | LTR |
| Maximum Queue (ft) | 113 | 297 | 321 | 289 | 312 | 271 | 117 | 348 | 235 |
| Average Queue (ft) | 53 | 189 | 215 | 185 | 115 | 110 | 81 | 228 | 103 |
| 95th Queue (ft) | 106 | 279 | 305 | 304 | 295 | 228 | 134 | 376 | 197 |
| Link Distance (ft) | 670 | 670 | 670 | | 866 | 866 | | 330 | 496 |
| Upstream Blk Time (%) | | | | | | | | 3 | |
| Queuing Penalty (veh) | | | | | | | | 17 | |
| Storage Bay Dist (ft) | | | | 275 | | | 92 | | |
| Storage Blk Time (%) | | | | 10 | 0 | | 14 | 27 | |
| Queuing Penalty (veh) | | | | 15 | 0 | | 70 | 22 | |

Intersection: 5: Fenton St & Bonifant Street

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | TR | LT |
| Maximum Queue (ft) | 164 | 64 | 90 | 236 |
| Average Queue (ft) | 64 | 16 | 76 | 102 |
| 95th Queue (ft) | 126 | 46 | 104 | 183 |
| Link Distance (ft) | 657 | 539 | 79 | 330 |
| Upstream Blk Time (%) | | | 14 | |
| Queuing Penalty (veh) | | | 80 | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 6: Fenton St & Thayer Ave

| Movement | EB | WB | NB | NB | SB |
|-----------------------|-----|-----|----|-----|-----|
| Directions Served | LTR | LTR | L | TR | LTR |
| Maximum Queue (ft) | 178 | 102 | 74 | 370 | 287 |
| Average Queue (ft) | 84 | 34 | 43 | 165 | 167 |
| 95th Queue (ft) | 149 | 78 | 80 | 309 | 266 |
| Link Distance (ft) | 628 | 524 | | 431 | 283 |
| Upstream Blk Time (%) | | | | 0 | 0 |
| Queuing Penalty (veh) | | | | 0 | 2 |
| Storage Bay Dist (ft) | | | 50 | | |
| Storage Blk Time (%) | | | 12 | 23 | |
| Queuing Penalty (veh) | | | 68 | 13 | |

Intersection: 7: Fenton St & Silver Spring Ave

| Movement | EB | WB | NB | NB | SB |
|-----------------------|-----|-----|----|-----|-----|
| Directions Served | LTR | LTR | L | TR | LTR |
| Maximum Queue (ft) | 202 | 94 | 64 | 334 | 410 |
| Average Queue (ft) | 101 | 32 | 33 | 185 | 188 |
| 95th Queue (ft) | 167 | 73 | 67 | 310 | 329 |
| Link Distance (ft) | 620 | 521 | | 476 | 431 |
| Upstream Blk Time (%) | | | | | 0 |
| Queuing Penalty (veh) | | | | | 1 |
| Storage Bay Dist (ft) | | | 40 | | |
| Storage Blk Time (%) | | | 10 | 28 | |
| Queuing Penalty (veh) | | | 61 | 10 | |

Intersection: 8: Fenton St & Sligo Ave

| Movement | EB | B27 | WB | WB | NB | NB | SB |
|-----------------------|-----|-----|-----|-----|----|-----|-----|
| Directions Served | LTR | T | L | TR | L | TR | LTR |
| Maximum Queue (ft) | 261 | 118 | 105 | 227 | 84 | 189 | 487 |
| Average Queue (ft) | 140 | 14 | 44 | 97 | 37 | 148 | 261 |
| 95th Queue (ft) | 250 | 104 | 92 | 187 | 81 | 226 | 447 |
| Link Distance (ft) | 177 | 412 | 533 | 533 | | 170 | 476 |
| Upstream Blk Time (%) | 8 | 0 | | | | 8 | 1 |
| Queuing Penalty (veh) | 26 | 0 | | | | 59 | 7 |
| Storage Bay Dist (ft) | | | | | 60 | | |
| Storage Blk Time (%) | | | | | 6 | 25 | |
| Queuing Penalty (veh) | | | | | 38 | 10 | |

Intersection: 9: Fenton St & Burlington Ave/Philadelphia Ave

| Movement | EB | EB | EB | WB | WB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | R | LT | R | L | TR | L | T | R |
| Maximum Queue (ft) | 124 | 441 | 125 | 293 | 183 | 162 | 178 | 174 | 279 | 175 |
| Average Queue (ft) | 105 | 191 | 38 | 124 | 69 | 71 | 145 | 118 | 182 | 87 |
| 95th Queue (ft) | 149 | 408 | 100 | 234 | 158 | 136 | 198 | 199 | 293 | 196 |
| Link Distance (ft) | | 805 | | 662 | | 162 | 162 | | 268 | |
| Upstream Blk Time (%) | | | | | | 1 | 10 | | 5 | |
| Queuing Penalty (veh) | | | | | | 2 | 17 | | 33 | |
| Storage Bay Dist (ft) | 100 | | 100 | | 160 | | | 150 | | 150 |
| Storage Blk Time (%) | 16 | 9 | 0 | 5 | 0 | | | 2 | 17 | 0 |
| Queuing Penalty (veh) | 66 | 40 | 1 | 8 | 0 | | | 11 | 54 | 0 |

Intersection: 10: Spring St & Woodland Dr

| Movement | SE | NE | SW |
|-----------------------|-----|-----|-----|
| Directions Served | R | T | TR |
| Maximum Queue (ft) | 41 | 58 | 34 |
| Average Queue (ft) | 16 | 6 | 3 |
| 95th Queue (ft) | 40 | 31 | 19 |
| Link Distance (ft) | 542 | 241 | 583 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 11: Grove St. & Thayer Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 77 | 72 | 56 | 44 |
| Average Queue (ft) | 41 | 33 | 35 | 23 |
| 95th Queue (ft) | 65 | 63 | 50 | 47 |
| Link Distance (ft) | 524 | 477 | 450 | 279 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 12: Sligo Ave & Grove St

| Movement | EB | WB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | LT | TR | LR |
| Maximum Queue (ft) | 78 | 11 | 53 |
| Average Queue (ft) | 20 | 1 | 25 |
| 95th Queue (ft) | 58 | 9 | 49 |
| Link Distance (ft) | 533 | 646 | 518 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 13: Cedar St & Wayne Ave

| Movement | EB | EB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|----|-----|-----|
| Directions Served | LT | T | T | TR | LT | R | L | R |
| Maximum Queue (ft) | 203 | 226 | 131 | 97 | 158 | 40 | 232 | 154 |
| Average Queue (ft) | 78 | 82 | 52 | 34 | 67 | 34 | 110 | 62 |
| 95th Queue (ft) | 168 | 184 | 107 | 77 | 133 | 48 | 184 | 122 |
| Link Distance (ft) | 866 | 866 | 665 | 665 | 458 | | 632 | |
| Upstream Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | 15 | | 150 |
| Storage Blk Time (%) | | | | | 24 | 39 | 3 | 0 |
| Queuing Penalty (veh) | | | | | 24 | 22 | 3 | 0 |

Intersection: 14: Grove St/Grove St. & Silver Spring Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 65 | 48 | 67 | 53 |
| Average Queue (ft) | 37 | 21 | 37 | 26 |
| 95th Queue (ft) | 60 | 46 | 59 | 51 |
| Link Distance (ft) | 521 | 778 | 518 | 450 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 16: Fenton St & Roeder Rd

| Movement | EB | WB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | LT | TR | LR |
| Maximum Queue (ft) | 121 | 91 | 50 |
| Average Queue (ft) | 30 | 8 | 14 |
| 95th Queue (ft) | 84 | 49 | 41 |
| Link Distance (ft) | 243 | 194 | 498 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 17: Fenton St & Gist Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 54 | 48 | 200 | 156 |
| Average Queue (ft) | 14 | 17 | 69 | 20 |
| 95th Queue (ft) | 42 | 43 | 190 | 93 |
| Link Distance (ft) | 311 | 177 | 190 | 170 |
| Upstream Blk Time (%) | | | 2 | 0 |
| Queuing Penalty (veh) | | | 13 | 2 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 18: Fenton St & Richmond Ave

| Movement | EB | EB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | L | R | LT | TR |
| Maximum Queue (ft) | 32 | 50 | 206 | 205 |
| Average Queue (ft) | 5 | 13 | 22 | 37 |
| 95th Queue (ft) | 22 | 40 | 107 | 156 |
| Link Distance (ft) | 330 | 330 | 268 | 190 |
| Upstream Blk Time (%) | | | 0 | 2 |
| Queuing Penalty (veh) | | | 1 | 13 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 19: Fenton St & King St

| Movement | EB | NB |
|-----------------------|-----|-----|
| Directions Served | LR | LT |
| Maximum Queue (ft) | 31 | 183 |
| Average Queue (ft) | 8 | 34 |
| 95th Queue (ft) | 31 | 120 |
| Link Distance (ft) | 229 | 165 |
| Upstream Blk Time (%) | | 1 |
| Queuing Penalty (veh) | | 0 |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 21: Georgia Ave & Sligo Ave

| Movement | WB | WB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | R | T | T | TR | L | T | T | T |
| Maximum Queue (ft) | 174 | 223 | 252 | 238 | 309 | 72 | 239 | 151 | 122 |
| Average Queue (ft) | 92 | 93 | 107 | 70 | 124 | 54 | 108 | 35 | 27 |
| 95th Queue (ft) | 167 | 177 | 203 | 177 | 237 | 67 | 216 | 106 | 88 |
| Link Distance (ft) | | 412 | 522 | 522 | 522 | | 432 | 432 | 432 |
| Upstream Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |
| Storage Bay Dist (ft) | 150 | | | | | 30 | | | |
| Storage Blk Time (%) | 2 | 2 | | | | 43 | 4 | | |
| Queuing Penalty (veh) | 2 | 2 | | | | 105 | 10 | | |

Intersection: 22: Georgia Ave & Silver Spring Ave

| Movement | EB | WB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LT | T | TR | L | T | T | TR |
| Maximum Queue (ft) | 113 | 214 | 220 | 212 | 305 | 130 | 162 | 138 | 150 |
| Average Queue (ft) | 41 | 97 | 90 | 65 | 104 | 55 | 60 | 52 | 61 |
| 95th Queue (ft) | 88 | 166 | 173 | 155 | 221 | 100 | 135 | 123 | 136 |
| Link Distance (ft) | 707 | 620 | 432 | 432 | 432 | | 457 | 457 | 457 |
| Upstream Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | 180 | | | |
| Storage Blk Time (%) | | | | | | | 0 | | |
| Queuing Penalty (veh) | | | | | | | 0 | | |

Intersection: 23: Georgia Ave & Thayer Ave

| Movement | WB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|----|-----|-----|-----|
| Directions Served | LR | T | T | TR | L | T | T | T |
| Maximum Queue (ft) | 172 | 228 | 304 | 416 | 54 | 153 | 151 | 135 |
| Average Queue (ft) | 71 | 100 | 96 | 173 | 37 | 88 | 64 | 85 |
| 95th Queue (ft) | 133 | 192 | 215 | 349 | 60 | 161 | 143 | 139 |
| Link Distance (ft) | 628 | 457 | 457 | 457 | | 117 | 117 | 117 |
| Upstream Blk Time (%) | | | | 0 | | 5 | 1 | 2 |
| Queuing Penalty (veh) | | | | 0 | | 19 | 4 | 9 |
| Storage Bay Dist (ft) | | | | | 25 | | | |
| Storage Blk Time (%) | | | | | 27 | 14 | | |
| Queuing Penalty (veh) | | | | | 98 | 11 | | |

Intersection: 24: Georgia Ave & Bonifant St/Bonifant Street

| Movement | EB | EB | NB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|----|-----|-----|-----|----|-----|-----|-----|
| Directions Served | L | R | L | T | T | TR | L | T | T | TR |
| Maximum Queue (ft) | 165 | 316 | 52 | 109 | 118 | 132 | 75 | 207 | 138 | 148 |
| Average Queue (ft) | 103 | 134 | 19 | 32 | 41 | 76 | 29 | 89 | 63 | 76 |
| 95th Queue (ft) | 177 | 245 | 45 | 84 | 105 | 149 | 68 | 160 | 112 | 125 |
| Link Distance (ft) | | 362 | | 117 | 117 | 117 | | 325 | 325 | 325 |
| Upstream Blk Time (%) | | 0 | | 0 | 0 | 4 | | 0 | | |
| Queuing Penalty (veh) | | 0 | | 0 | 0 | 17 | | 0 | | |
| Storage Bay Dist (ft) | 140 | | 25 | | | | 50 | | | |
| Storage Blk Time (%) | 6 | 10 | 10 | 9 | | | 4 | 18 | | |
| Queuing Penalty (veh) | 7 | 11 | 44 | 4 | | | 15 | 9 | | |

Intersection: 25: Georgia Ave & Wayne Ave

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | TR | L | T | TR | L | T | T | TR | L | T |
| Maximum Queue (ft) | 457 | 476 | 225 | 174 | 252 | 299 | 178 | 308 | 335 | 354 | 175 | 262 |
| Average Queue (ft) | 124 | 344 | 214 | 101 | 137 | 186 | 52 | 160 | 193 | 291 | 103 | 168 |
| 95th Queue (ft) | 318 | 548 | 254 | 175 | 223 | 273 | 120 | 272 | 313 | 389 | 196 | 245 |
| Link Distance (ft) | 449 | 449 | | | 670 | 670 | | 325 | 325 | 325 | | 260 |
| Upstream Blk Time (%) | 1 | 11 | | | | | | 0 | 0 | 7 | | 1 |
| Queuing Penalty (veh) | 0 | 0 | | | | | | 1 | 1 | 34 | | 3 |
| Storage Bay Dist (ft) | | | 200 | 150 | | | 175 | | | | 150 | |
| Storage Blk Time (%) | | 6 | 38 | 3 | 4 | | 0 | 4 | | | 4 | 10 |
| Queuing Penalty (veh) | | 19 | 69 | 5 | 5 | | 0 | 2 | | | 11 | 13 |

Intersection: 25: Georgia Ave & Wayne Ave

| Movement | SB | SB |
|-----------------------|-----|-----|
| Directions Served | T | TR |
| Maximum Queue (ft) | 205 | 232 |
| Average Queue (ft) | 128 | 151 |
| 95th Queue (ft) | 190 | 215 |
| Link Distance (ft) | 260 | 260 |
| Upstream Blk Time (%) | 0 | 0 |
| Queuing Penalty (veh) | 0 | 0 |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 26: Georgia Ave & US 29 (Colesville Rd.)

| Movement | EB | EB | EB | EB | WB | WB | WB | B30 | NB | NB | NB | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LT | T | T | TR | L | T | TR | T | T | T | T | R |
| Maximum Queue (ft) | 496 | 446 | 338 | 242 | 303 | 129 | 134 | 11 | 247 | 262 | 264 | 184 |
| Average Queue (ft) | 374 | 332 | 228 | 142 | 181 | 57 | 59 | 0 | 179 | 194 | 194 | 82 |
| 95th Queue (ft) | 474 | 427 | 311 | 222 | 277 | 104 | 114 | 6 | 247 | 267 | 274 | 160 |
| Link Distance (ft) | 611 | 611 | 611 | 611 | 244 | 244 | 244 | 271 | 242 | 242 | 242 | 242 |
| Upstream Blk Time (%) | | | | | 3 | | | | 2 | 3 | 4 | 0 |
| Queuing Penalty (veh) | | | | | 7 | | | | 8 | 12 | 14 | 0 |
| Storage Bay Dist (ft) | | | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 26: Georgia Ave & US 29 (Colesville Rd.)

| Movement | SB | SB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | T | T | TR |
| Maximum Queue (ft) | 600 | 574 | 500 |
| Average Queue (ft) | 514 | 449 | 308 |
| 95th Queue (ft) | 642 | 595 | 471 |
| Link Distance (ft) | 565 | 565 | 565 |
| Upstream Blk Time (%) | 12 | 1 | 0 |
| Queuing Penalty (veh) | 0 | 0 | 0 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 28: Georgia Ave & Ellsworth Dr

| Movement | WB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | R | T | T | TR | T | T | T |
| Maximum Queue (ft) | 132 | 84 | 112 | 178 | 170 | 137 | 143 |
| Average Queue (ft) | 52 | 41 | 48 | 77 | 117 | 67 | 76 |
| 95th Queue (ft) | 110 | 73 | 90 | 139 | 162 | 119 | 134 |
| Link Distance (ft) | 712 | 260 | 260 | 260 | 242 | 242 | 242 |
| Upstream Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |
| Storage Bay Dist (ft) | | | | | | | |
| Storage Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |

Intersection: 33: Houston St & Hankin St

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

Intersection: 34: Cedar St & Bonifant Street & Bonifant St

| Movement | EB | NB | NW | SW |
|-----------------------|------|------|------|------|
| Directions Served | <LR> | <LR> | <LTR | <LR> |
| Maximum Queue (ft) | 83 | 46 | 47 | 75 |
| Average Queue (ft) | 49 | 15 | 12 | 33 |
| 95th Queue (ft) | 71 | 43 | 35 | 61 |
| Link Distance (ft) | 485 | | 823 | 114 |
| Upstream Blk Time (%) | | | | 0 |
| Queuing Penalty (veh) | | | | 0 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 35: Grove St. & Easley St

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 65 | 35 | 84 | 39 |
| Average Queue (ft) | 20 | 12 | 37 | 18 |
| 95th Queue (ft) | 52 | 37 | 59 | 44 |
| Link Distance (ft) | 499 | | 279 | 396 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 36: Fenton St & Easley St

| Movement | WB | NB | SB |
|-----------------------|-----|-----|----|
| Directions Served | LR | TR | LT |
| Maximum Queue (ft) | 36 | 290 | 75 |
| Average Queue (ft) | 10 | 113 | 8 |
| 95th Queue (ft) | 34 | 254 | 47 |
| Link Distance (ft) | 499 | 283 | 79 |
| Upstream Blk Time (%) | | 1 | 1 |
| Queuing Penalty (veh) | | 4 | 3 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 38: Houston St & Easley St

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

Intersection: 39: Thayer Ave & Houston St

| Movement | EB | SB |
|-----------------------|-----|----|
| Directions Served | LT | LR |
| Maximum Queue (ft) | 12 | 31 |
| Average Queue (ft) | 1 | 8 |
| 95th Queue (ft) | 7 | 29 |
| Link Distance (ft) | 477 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 117: Grove St. & Bonifant Street & Hankin St

| Movement | EB | WB | NB | SW |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LR | <LR |
| Maximum Queue (ft) | 105 | 20 | 72 | 60 |
| Average Queue (ft) | 54 | 1 | 33 | 32 |
| 95th Queue (ft) | 84 | 8 | 60 | 52 |
| Link Distance (ft) | 539 | | 396 | 485 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Network Summary

Network wide Queuing Penalty: 1420

Summary of All Intervals

| Run Number | 1 | 2 | 3 | 4 | 5 | Avg |
|-------------------------|-------|-------|-------|-------|-------|-------|
| Start Time | 12:50 | 12:50 | 12:50 | 12:50 | 12:50 | 12:50 |
| End Time | 2:00 | 2:00 | 2:00 | 2:00 | 2:00 | 2:00 |
| Total Time (min) | 70 | 70 | 70 | 70 | 70 | 70 |
| Time Recorded (min) | 60 | 60 | 60 | 60 | 60 | 60 |
| # of Intervals | 2 | 2 | 2 | 2 | 2 | 2 |
| # of Recorded Intervals | 1 | 1 | 1 | 1 | 1 | 1 |
| Vehs Entered | 7091 | 6960 | 7077 | 6963 | 7014 | 7020 |
| Vehs Exited | 7054 | 6949 | 7038 | 6990 | 6936 | 6992 |
| Starting Vehs | 187 | 193 | 204 | 199 | 207 | 194 |
| Ending Vehs | 224 | 204 | 243 | 172 | 285 | 219 |
| Travel Distance (mi) | 2483 | 2443 | 2494 | 2454 | 2459 | 2467 |
| Travel Time (hr) | 204.8 | 191.8 | 201.5 | 190.0 | 213.7 | 200.4 |
| Total Delay (hr) | 105.8 | 94.7 | 102.6 | 92.6 | 115.8 | 102.3 |
| Total Stops | 11144 | 10380 | 10748 | 10480 | 10990 | 10750 |
| Fuel Used (gal) | 116.5 | 112.0 | 115.7 | 111.7 | 117.6 | 114.7 |

Interval #0 Information Seeding

| | |
|-------------------------------------|-------|
| Start Time | 12:50 |
| End Time | 1:00 |
| Total Time (min) | 10 |
| Volumes adjusted by Growth Factors. | |
| No data recorded this interval. | |

Interval #1 Information Recording

| | |
|-------------------------------------|------|
| Start Time | 1:00 |
| End Time | 2:00 |
| Total Time (min) | 60 |
| Volumes adjusted by Growth Factors. | |

| Run Number | 1 | 2 | 3 | 4 | 5 | Avg |
|----------------------|-------|-------|-------|-------|-------|-------|
| Vehs Entered | 7091 | 6960 | 7077 | 6963 | 7014 | 7020 |
| Vehs Exited | 7054 | 6949 | 7038 | 6990 | 6936 | 6992 |
| Starting Vehs | 187 | 193 | 204 | 199 | 207 | 194 |
| Ending Vehs | 224 | 204 | 243 | 172 | 285 | 219 |
| Travel Distance (mi) | 2483 | 2443 | 2494 | 2454 | 2459 | 2467 |
| Travel Time (hr) | 204.8 | 191.8 | 201.5 | 190.0 | 213.7 | 200.4 |
| Total Delay (hr) | 105.8 | 94.7 | 102.6 | 92.6 | 115.8 | 102.3 |
| Total Stops | 11144 | 10380 | 10748 | 10480 | 10990 | 10750 |
| Fuel Used (gal) | 116.5 | 112.0 | 115.7 | 111.7 | 117.6 | 114.7 |

1: Cameron St & Fenton St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|-----|------|
| Denied Del/Veh (s) | 0.2 | 0.0 | 0.2 | 1.2 | 0.3 |
| Total Del/Veh (s) | 28.7 | 31.4 | 12.0 | 9.7 | 20.6 |

2: US 29 (Colesville Rd.) & Fenton St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.2 | 0.2 |
| Total Del/Veh (s) | 46.8 | 49.5 | 19.9 | 40.7 | 35.1 |

3: Fenton St & Ellsworth Dr Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.2 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 22.3 | 8.5 | 5.7 | 9.5 |

4: Fenton St & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.2 | 0.3 | 0.2 | 2.3 | 0.6 |
| Total Del/Veh (s) | 44.8 | 29.4 | 37.2 | 55.1 | 40.1 |

5: Fenton St & Bonifant Street Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|------|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.3 | 0.0 | 0.1 |
| Total Del/Veh (s) | 25.0 | 22.9 | 8.7 | 9.9 | 11.2 |

6: Fenton St & Thayer Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.2 | 0.0 | 0.3 | 0.1 | 0.2 |
| Total Del/Veh (s) | 31.0 | 23.3 | 20.8 | 16.7 | 20.7 |

7: Fenton St & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.2 | 0.1 | 1.0 | 0.0 | 0.5 |
| Total Del/Veh (s) | 26.7 | 22.7 | 16.7 | 14.2 | 16.9 |

8: Fenton St & Sligo Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 26.4 | 23.2 | 11.2 | 19.1 | 17.6 |

9: Fenton St & Burlington Ave/Philadelphia Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 2.1 | 2.0 | 0.4 | 0.0 | 1.2 |
| Total Del/Veh (s) | 13.7 | 13.8 | 44.1 | 27.9 | 23.0 |

10: Spring St & Woodland Dr Performance by approach

| Approach | SE | NE | SW | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.2 | 0.3 | 0.2 |
| Total Del/Veh (s) | 3.8 | 0.2 | 0.4 | 0.4 |

11: Grove St. & Thayer Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 3.8 | 4.4 | 4.8 | 5.7 | 4.5 |

12: Sligo Ave & Grove St Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.2 | 0.0 | 0.1 |
| Total Del/Veh (s) | 1.9 | 0.4 | 6.9 | 1.7 |

13: Cedar St & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.2 | 0.0 | 1.8 | 0.5 |
| Total Del/Veh (s) | 7.1 | 6.8 | 22.3 | 27.5 | 12.7 |

16: Fenton St & Roeder Rd Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|------|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.1 | 0.0 |
| Total Del/Veh (s) | 4.1 | 2.5 | 12.5 | 3.6 |

17: Fenton St & Gist Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 13.4 | 12.7 | 1.7 | 1.6 | 2.2 |

18: Fenton St & Richmond Ave Performance by approach

| Approach | EB | NB | SB | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.1 |
| Total Del/Veh (s) | 14.3 | 1.5 | 1.2 | 1.5 |

19: Fenton St & King St Performance by approach

| Approach | NB | SB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.2 | 0.0 | 0.1 |
| Total Del/Veh (s) | 1.3 | 1.3 | 1.3 |

21: Grove St. & Easley St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 3.3 | 3.7 | 6.2 | 5.2 | 5.2 |

22: Fenton St & Easley St Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.2 | 0.1 | 0.1 |
| Total Del/Veh (s) | 30.2 | 9.9 | 1.4 | 6.2 |

24: Houston St & Hankin St Performance by approach

| Approach | EB | SB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 1.5 | 0.9 | 1.0 |

25: Cedar St & Bonifant Street Performance by approach

| Approach | EB | NB | NW | SW | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.1 | 0.0 |
| Total Del/Veh (s) | 4.9 | 3.5 | 3.7 | 3.8 | 4.5 |

27: Easley St & Houston St Performance by approach

| Approach | EB | NB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 0.8 | 0.1 | 0.5 |

28: Thayer Ave Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.1 | 0.1 |
| Total Del/Veh (s) | 1.4 | 0.0 | 3.5 | 0.9 |

117: Grove St. & Bonifant Street & Hankin St Performance by approach

| Approach | EB | WB | NB | SW | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 5.8 | 4.8 | 5.5 | 4.3 | 5.4 |

122: Grove St/Grove St. & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 3.4 | 3.9 | 4.5 | 4.7 | 4.1 |

Total Network Performance

| | |
|--------------------|------|
| Denied Del/Veh (s) | 0.8 |
| Total Del/Veh (s) | 50.2 |

Arterial Level of Service: NB Fenton St

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|-----------------------|------|---------------|-----------------|------------|----------------|
| King St | 19 | 1.3 | 6.1 | 0.0 | 22 |
| Philadelphia Ave | 9 | 41.6 | 47.7 | 0.0 | 3 |
| Richmond Ave | 18 | 1.7 | 10.7 | 0.1 | 22 |
| Gist Ave | 17 | 1.7 | 8.5 | 0.0 | 21 |
| Sligo Ave | 8 | 9.0 | 15.4 | 0.0 | 11 |
| Silver Spring Ave | 7 | 15.0 | 30.2 | 0.1 | 13 |
| Thayer Ave | 6 | 17.9 | 31.4 | 0.1 | 11 |
| Easley St | 22 | 10.5 | 19.7 | 0.1 | 12 |
| Bonifant Street | 5 | 8.6 | 12.6 | 0.0 | 8 |
| Wayne Ave | 4 | 25.4 | 36.8 | 0.1 | 8 |
| Ellsworth Dr | 3 | 8.1 | 23.3 | 0.1 | 17 |
| Roeder Rd | 16 | 2.7 | 9.7 | 0.1 | 19 |
| US 29 (Colesville Rd) | 2 | 39.4 | 47.7 | 0.1 | 5 |
| Cameron St | 1 | 18.7 | 32.9 | 0.1 | 11 |
| Total | | 201.3 | 332.8 | 0.9 | 10 |

Arterial Level of Service: SB Fenton St

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|-----------------------|------|---------------|-----------------|------------|----------------|
| Cameron St | 1 | 28.1 | 34.1 | 0.0 | 5 |
| US 29 (Colesville Rd) | 2 | 37.3 | 48.5 | 0.1 | 7 |
| Roeder Rd | 16 | 2.4 | 11.7 | 0.1 | 20 |
| Ellsworth Dr | 3 | 5.7 | 12.7 | 0.1 | 14 |
| Wayne Ave | 4 | 54.6 | 70.6 | 0.1 | 6 |
| Bonifant Street | 5 | 8.9 | 19.8 | 0.1 | 15 |
| Easley St | 22 | 1.4 | 5.5 | 0.0 | 18 |
| Thayer Ave | 6 | 16.5 | 25.6 | 0.1 | 9 |
| Silver Spring Ave | 7 | 14.0 | 27.1 | 0.1 | 12 |
| Sligo Ave | 8 | 18.2 | 32.2 | 0.1 | 12 |
| Gist Ave | 17 | 1.6 | 8.2 | 0.0 | 20 |
| Richmond Ave | 18 | 1.2 | 8.1 | 0.0 | 22 |
| Burlington Ave | 9 | 38.6 | 47.4 | 0.1 | 5 |
| King St | 19 | 1.5 | 8.1 | 0.0 | 20 |
| Total | | 229.8 | 359.5 | 0.9 | 10 |

Intersection: 1: Cameron St & Fenton St

| Movement | EB | WB | WB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|
| Directions Served | LTR | L | TR | TR | L | TR |
| Maximum Queue (ft) | 130 | 124 | 69 | 141 | 38 | 68 |
| Average Queue (ft) | 54 | 65 | 24 | 54 | 11 | 17 |
| 95th Queue (ft) | 99 | 111 | 58 | 112 | 35 | 50 |
| Link Distance (ft) | 209 | | 430 | 423 | | 372 |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (ft) | | 125 | | | 100 | |
| Storage Blk Time (%) | | 0 | | 1 | | 0 |
| Queuing Penalty (veh) | | 0 | | 0 | | 0 |

Intersection: 2: US 29 (Colesville Rd.) & Fenton St

| Movement | EB | WB | WB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LTR | L | TR | LT | T | TR | LT | T | TR |
| Maximum Queue (ft) | 214 | 150 | 266 | 314 | 260 | 169 | 529 | 454 | 263 |
| Average Queue (ft) | 102 | 95 | 163 | 187 | 133 | 81 | 352 | 289 | 113 |
| 95th Queue (ft) | 178 | 176 | 274 | 284 | 246 | 148 | 491 | 422 | 231 |
| Link Distance (ft) | 430 | | 251 | 446 | 446 | 446 | 546 | 546 | 546 |
| Upstream Blk Time (%) | | | 4 | | | | 1 | | |
| Queuing Penalty (veh) | | | 14 | | | | 0 | | |
| Storage Bay Dist (ft) | | 125 | | | | | | | |
| Storage Blk Time (%) | | 8 | 20 | | | | | | |
| Queuing Penalty (veh) | | 18 | 21 | | | | | | |

Intersection: 3: Fenton St & Ellsworth Dr

| Movement | WB | NB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | LTR | TR | LTR |
| Maximum Queue (ft) | 136 | 250 | 155 |
| Average Queue (ft) | 63 | 92 | 60 |
| 95th Queue (ft) | 111 | 198 | 129 |
| Link Distance (ft) | 411 | 493 | 199 |
| Upstream Blk Time (%) | | | 0 |
| Queuing Penalty (veh) | | | 0 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 4: Fenton St & Wayne Ave

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | TR | L | T | TR | L | TR | LTR |
| Maximum Queue (ft) | 136 | 239 | 252 | 258 | 208 | 215 | 117 | 342 | 422 |
| Average Queue (ft) | 56 | 145 | 136 | 134 | 77 | 91 | 96 | 265 | 272 |
| 95th Queue (ft) | 112 | 223 | 225 | 222 | 163 | 168 | 138 | 393 | 422 |
| Link Distance (ft) | 432 | 432 | 432 | | 866 | 866 | | 325 | 493 |
| Upstream Blk Time (%) | | | | | | | | 8 | 1 |
| Queuing Penalty (veh) | | | | | | | | 50 | 2 |
| Storage Bay Dist (ft) | | | | 275 | | | 92 | | |
| Storage Blk Time (%) | | | | 1 | | | 30 | 24 | |
| Queuing Penalty (veh) | | | | 1 | | | 143 | 32 | |

Intersection: 5: Fenton St & Bonifant Street

| Movement | EB | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|-----|
| Directions Served | L | TR | LTR | TR | LT |
| Maximum Queue (ft) | 76 | 112 | 63 | 97 | 278 |
| Average Queue (ft) | 28 | 39 | 23 | 77 | 119 |
| 95th Queue (ft) | 62 | 83 | 56 | 101 | 222 |
| Link Distance (ft) | 357 | 357 | 549 | 71 | 325 |
| Upstream Blk Time (%) | | | | 20 | |
| Queuing Penalty (veh) | | | | 110 | |
| Storage Bay Dist (ft) | | | | | |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

Intersection: 6: Fenton St & Thayer Ave

| Movement | EB | WB | NB | NB | SB |
|-----------------------|-----|-----|----|-----|-----|
| Directions Served | LTR | LTR | L | TR | LTR |
| Maximum Queue (ft) | 244 | 109 | 74 | 412 | 290 |
| Average Queue (ft) | 95 | 48 | 45 | 193 | 181 |
| 95th Queue (ft) | 205 | 93 | 81 | 388 | 293 |
| Link Distance (ft) | 537 | 524 | | 430 | 283 |
| Upstream Blk Time (%) | | | | 3 | 1 |
| Queuing Penalty (veh) | | | | 16 | 5 |
| Storage Bay Dist (ft) | | | 50 | | |
| Storage Blk Time (%) | | | 18 | 25 | |
| Queuing Penalty (veh) | | | 96 | 16 | |

Intersection: 7: Fenton St & Silver Spring Ave

| Movement | EB | WB | NB | NB | SB |
|-----------------------|-----|-----|----|-----|-----|
| Directions Served | LTR | LTR | L | TR | LTR |
| Maximum Queue (ft) | 151 | 98 | 64 | 391 | 362 |
| Average Queue (ft) | 66 | 34 | 35 | 173 | 159 |
| 95th Queue (ft) | 122 | 78 | 69 | 343 | 290 |
| Link Distance (ft) | 694 | 534 | | 490 | 430 |
| Upstream Blk Time (%) | | | | 1 | 0 |
| Queuing Penalty (veh) | | | | 5 | 0 |
| Storage Bay Dist (ft) | | | 40 | | |
| Storage Blk Time (%) | | | 11 | 26 | |
| Queuing Penalty (veh) | | | 62 | 10 | |

Intersection: 8: Fenton St & Sligo Ave

| Movement | EB | WB | WB | NB | NB | SB |
|-----------------------|-----|-----|-----|----|-----|-----|
| Directions Served | LTR | L | TR | L | TR | LTR |
| Maximum Queue (ft) | 234 | 87 | 170 | 84 | 192 | 379 |
| Average Queue (ft) | 90 | 39 | 70 | 30 | 130 | 189 |
| 95th Queue (ft) | 176 | 74 | 138 | 74 | 209 | 335 |
| Link Distance (ft) | 711 | 535 | 535 | | 169 | 490 |
| Upstream Blk Time (%) | | | | | 4 | |
| Queuing Penalty (veh) | | | | | 22 | |
| Storage Bay Dist (ft) | | | | 60 | | |
| Storage Blk Time (%) | | | | 2 | 19 | |
| Queuing Penalty (veh) | | | | 8 | 6 | |

Intersection: 9: Fenton St & Burlington Ave/Philadelphia Ave

| Movement | EB | EB | EB | WB | WB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | R | LT | R | L | TR | L | T | R |
| Maximum Queue (ft) | 124 | 292 | 63 | 199 | 135 | 127 | 177 | 174 | 272 | 175 |
| Average Queue (ft) | 66 | 74 | 12 | 85 | 42 | 44 | 126 | 89 | 165 | 71 |
| 95th Queue (ft) | 120 | 176 | 43 | 165 | 88 | 94 | 185 | 166 | 275 | 161 |
| Link Distance (ft) | | 805 | | 662 | | 162 | 162 | | 268 | |
| Upstream Blk Time (%) | | | | | | 0 | 4 | | 2 | |
| Queuing Penalty (veh) | | | | | | 0 | 5 | | 11 | |
| Storage Bay Dist (ft) | 100 | | 100 | | 160 | | | 150 | | 150 |
| Storage Blk Time (%) | 2 | 4 | 0 | 1 | 0 | | | 1 | 10 | 0 |
| Queuing Penalty (veh) | 5 | 8 | 0 | 2 | 0 | | | 3 | 28 | 0 |

Intersection: 10: Spring St & Woodland Dr

| Movement | SE | NE | SW |
|-----------------------|-----|-----|-----|
| Directions Served | R | T | TR |
| Maximum Queue (ft) | 26 | 25 | 34 |
| Average Queue (ft) | 12 | 2 | 3 |
| 95th Queue (ft) | 32 | 13 | 19 |
| Link Distance (ft) | 539 | 240 | 582 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 11: Grove St. & Thayer Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 68 | 63 | 40 | 45 |
| Average Queue (ft) | 32 | 26 | 28 | 27 |
| 95th Queue (ft) | 58 | 52 | 44 | 47 |
| Link Distance (ft) | 524 | 465 | 430 | 288 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 12: Sligo Ave & Grove St

| Movement | EB | SB |
|-----------------------|-----|-----|
| Directions Served | LT | LR |
| Maximum Queue (ft) | 61 | 37 |
| Average Queue (ft) | 12 | 23 |
| 95th Queue (ft) | 42 | 42 |
| Link Distance (ft) | 535 | 528 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 13: Cedar St & Wayne Ave

| Movement | EB | EB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|----|-----|-----|
| Directions Served | LT | T | T | TR | LT | R | L | R |
| Maximum Queue (ft) | 125 | 121 | 150 | 88 | 97 | 51 | 234 | 170 |
| Average Queue (ft) | 51 | 48 | 59 | 26 | 44 | 26 | 100 | 70 |
| 95th Queue (ft) | 106 | 101 | 120 | 68 | 90 | 52 | 180 | 130 |
| Link Distance (ft) | 866 | 866 | 666 | 666 | 441 | | 632 | |
| Upstream Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | 15 | | 150 |
| Storage Blk Time (%) | | | | | 24 | 21 | 2 | 0 |
| Queuing Penalty (veh) | | | | | 12 | 12 | 3 | 1 |

Intersection: 16: Fenton St & Roeder Rd

| Movement | EB | WB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | LT | TR | LR |
| Maximum Queue (ft) | 175 | 140 | 59 |
| Average Queue (ft) | 57 | 17 | 18 |
| 95th Queue (ft) | 122 | 93 | 49 |
| Link Distance (ft) | 251 | 199 | 498 |
| Upstream Blk Time (%) | | 0 | |
| Queuing Penalty (veh) | | 1 | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 17: Fenton St & Gist Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 59 | 67 | 183 | 105 |
| Average Queue (ft) | 16 | 22 | 32 | 15 |
| 95th Queue (ft) | 44 | 51 | 122 | 67 |
| Link Distance (ft) | 450 | 177 | 188 | 169 |
| Upstream Blk Time (%) | | | 0 | 0 |
| Queuing Penalty (veh) | | | 2 | 0 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 18: Fenton St & Richmond Ave

| Movement | EB | EB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | L | R | LT | TR |
| Maximum Queue (ft) | 52 | 27 | 159 | 150 |
| Average Queue (ft) | 10 | 5 | 8 | 16 |
| 95th Queue (ft) | 36 | 20 | 63 | 89 |
| Link Distance (ft) | 330 | 330 | 268 | 188 |
| Upstream Blk Time (%) | | | 0 | 0 |
| Queuing Penalty (veh) | | | 0 | 1 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 19: Fenton St & King St

| Movement | NB |
|-----------------------|-----|
| Directions Served | LT |
| Maximum Queue (ft) | 114 |
| Average Queue (ft) | 13 |
| 95th Queue (ft) | 61 |
| Link Distance (ft) | 165 |
| Upstream Blk Time (%) | 0 |
| Queuing Penalty (veh) | 0 |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

Intersection: 21: Grove St. & Easley St

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 52 | 31 | 70 | 35 |
| Average Queue (ft) | 22 | 7 | 32 | 21 |
| 95th Queue (ft) | 50 | 28 | 53 | 44 |
| Link Distance (ft) | 493 | | 288 | 393 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 22: Fenton St & Easley St

| Movement | WB | NB | SB |
|-----------------------|-----|-----|----|
| Directions Served | LR | TR | LT |
| Maximum Queue (ft) | 56 | 262 | 83 |
| Average Queue (ft) | 12 | 114 | 10 |
| 95th Queue (ft) | 40 | 267 | 51 |
| Link Distance (ft) | 493 | 283 | 71 |
| Upstream Blk Time (%) | | 3 | 1 |
| Queuing Penalty (veh) | | 18 | 4 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 24: Houston St & Hankin St

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

Intersection: 25: Cedar St & Bonifant Street

| Movement | EB | NB | NW | SW |
|-----------------------|-----|------|------|------|
| Directions Served | <LR | <LR> | <LTR | <LR> |
| Maximum Queue (ft) | 65 | 28 | 29 | 62 |
| Average Queue (ft) | 38 | 11 | 10 | 25 |
| 95th Queue (ft) | 59 | 33 | 30 | 52 |
| Link Distance (ft) | 467 | | 843 | 256 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 27: Easley St & Houston St

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

Intersection: 28: Thayer Ave

| Movement | EB | SB |
|-----------------------|-----|----|
| Directions Served | LT | LR |
| Maximum Queue (ft) | 12 | 31 |
| Average Queue (ft) | 1 | 7 |
| 95th Queue (ft) | 8 | 29 |
| Link Distance (ft) | 465 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 117: Grove St. & Bonifant Street & Hankin St

| Movement | EB | WB | NB | SW |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LR | <LR |
| Maximum Queue (ft) | 68 | 20 | 50 | 59 |
| Average Queue (ft) | 35 | 3 | 22 | 23 |
| 95th Queue (ft) | 60 | 13 | 40 | 50 |
| Link Distance (ft) | 549 | | 393 | 467 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 122: Grove St/Grove St. & Silver Spring Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 54 | 42 | 78 | 55 |
| Average Queue (ft) | 28 | 19 | 35 | 26 |
| 95th Queue (ft) | 51 | 45 | 60 | 49 |
| Link Distance (ft) | 534 | 879 | 528 | 430 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Network Summary

Network wide Queuing Penalty: 753

FENTON STREET CYCLE TRACK

Appendix J Scenario 7 Synchro Analysis
November 3, 2020

Appendix J SCENARIO 7 SYNCHRO ANALYSIS

Summary of All Intervals

| Run Number | 1 | 2 | 3 | 4 | 5 | Avg |
|-------------------------|-------|-------|-------|-------|-------|-------|
| Start Time | 6:50 | 6:50 | 6:50 | 6:50 | 6:50 | 6:50 |
| End Time | 8:00 | 8:00 | 8:00 | 8:00 | 8:00 | 8:00 |
| Total Time (min) | 70 | 70 | 70 | 70 | 70 | 70 |
| Time Recorded (min) | 60 | 60 | 60 | 60 | 60 | 60 |
| # of Intervals | 2 | 2 | 2 | 2 | 2 | 2 |
| # of Recorded Intervals | 1 | 1 | 1 | 1 | 1 | 1 |
| Vehs Entered | 10063 | 10262 | 10135 | 10108 | 9836 | 10079 |
| Vehs Exited | 10062 | 10226 | 10096 | 10059 | 9824 | 10051 |
| Starting Vehs | 325 | 323 | 342 | 353 | 370 | 328 |
| Ending Vehs | 326 | 359 | 381 | 402 | 382 | 355 |
| Travel Distance (mi) | 4415 | 4532 | 4490 | 4412 | 4325 | 4435 |
| Travel Time (hr) | 362.7 | 371.9 | 371.3 | 362.5 | 390.0 | 371.7 |
| Total Delay (hr) | 191.1 | 195.3 | 196.5 | 190.5 | 221.3 | 198.9 |
| Total Stops | 15976 | 16524 | 16624 | 16095 | 15880 | 16219 |
| Fuel Used (gal) | 206.3 | 211.3 | 210.6 | 206.2 | 210.1 | 208.9 |

Interval #0 Information Seeding

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

Interval #1 Information Recording

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

| Run Number | 1 | 2 | 3 | 4 | 5 | Avg |
|----------------------|-------|-------|-------|-------|-------|-------|
| Vehs Entered | 10063 | 10262 | 10135 | 10108 | 9836 | 10079 |
| Vehs Exited | 10062 | 10226 | 10096 | 10059 | 9824 | 10051 |
| Starting Vehs | 325 | 323 | 342 | 353 | 370 | 328 |
| Ending Vehs | 326 | 359 | 381 | 402 | 382 | 355 |
| Travel Distance (mi) | 4415 | 4532 | 4490 | 4412 | 4325 | 4435 |
| Travel Time (hr) | 362.7 | 371.9 | 371.3 | 362.5 | 390.0 | 371.7 |
| Total Delay (hr) | 191.1 | 195.3 | 196.5 | 190.5 | 221.3 | 198.9 |
| Total Stops | 15976 | 16524 | 16624 | 16095 | 15880 | 16219 |
| Fuel Used (gal) | 206.3 | 211.3 | 210.6 | 206.2 | 210.1 | 208.9 |

1: Cameron St & Fenton St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|------|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.2 | 0.2 | 0.1 |
| Total Del/Veh (s) | 22.7 | 25.5 | 6.8 | 7.1 | 14.5 |

2: US 29 (Colesville Rd.) & Fenton St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.2 | 0.3 | 2.2 | 8.5 | 6.1 |
| Total Del/Veh (s) | 56.9 | 67.6 | 59.8 | 29.2 | 40.3 |

3: Fenton St & Ellsworth Dr Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 19.8 | 25.7 | 8.4 | 6.2 | 9.4 |

4: Fenton St & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 |
| Total Del/Veh (s) | 24.1 | 32.2 | 22.6 | 19.6 | 27.1 |

5: Fenton St & Bonifant Street Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.1 | 0.0 | 0.1 |
| Total Del/Veh (s) | 10.2 | 3.9 | 7.3 | 9.2 | 8.2 |

6: Fenton St & Thayer Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 11.7 | 11.1 | 8.7 | 8.8 | 9.1 |

7: Fenton St & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 12.8 | 10.7 | 12.4 | 13.2 | 12.7 |

8: Fenton St & Sligo Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 |
| Total Del/Veh (s) | 9.7 | 13.7 | 12.6 | 13.8 | 12.9 |

9: Fenton St & Burlington Ave/Philadelphia Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 1.8 | 1.5 | 0.0 | 0.1 | 0.8 |
| Total Del/Veh (s) | 14.6 | 17.0 | 41.3 | 30.0 | 25.0 |

10: Spring St & Woodland Dr Performance by approach

| Approach | SE | NE | SW | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.2 | 0.3 | 0.3 |
| Total Del/Veh (s) | 4.1 | 0.3 | 0.5 | 0.8 |

11: Grove St & Thayer Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 5.3 | 4.9 | 1.4 | 5.2 | 4.7 |

12: Sligo Ave & Grove St Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.3 | 0.0 | 0.2 |
| Total Del/Veh (s) | 1.3 | 0.5 | 2.7 | 1.0 |

13: Wayne Ave & Cedar St Performance by approach

| Approach | SE | NW | NE | SW | All |
|--------------------|------|------|-----|-----|------|
| Denied Del/Veh (s) | 2.5 | 0.2 | 0.0 | 0.3 | 0.5 |
| Total Del/Veh (s) | 33.2 | 29.8 | 5.2 | 5.9 | 10.4 |

16: Fenton St & Roeder Rd Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.6 | 0.1 | 0.3 |
| Total Del/Veh (s) | 2.2 | 2.3 | 5.1 | 2.3 |

17: Fenton St & Gist Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 13.8 | 11.5 | 1.1 | 1.5 | 1.9 |

18: Fenton St & Richmond Ave Performance by approach

| Approach | EB | NB | SB | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 11.8 | 1.3 | 1.8 | 1.9 |

19: Fenton St & King St Performance by approach

| Approach | NB | SB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.3 | 0.0 | 0.1 |
| Total Del/Veh (s) | 0.7 | 1.3 | 1.0 |

21: Georgia Ave & Sligo Ave Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.5 | 0.2 | 0.0 | 0.1 |
| Total Del/Veh (s) | 50.8 | 6.1 | 2.8 | 9.6 |

22: Georgia Ave & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.0 | 0.1 | 0.1 |
| Total Del/Veh (s) | 62.7 | 42.3 | 3.6 | 1.7 | 5.1 |

23: Georgia Ave & Thayer Ave Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|------|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 41.3 | 12.3 | 3.0 | 8.8 |

24: Georgia Ave & Bonifant Street Performance by approach

| Approach | EB | NB | SB | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 36.9 | 4.6 | 5.9 | 6.1 |

25: Georgia Ave & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 1.8 | 0.1 | 0.1 | 0.0 | 0.2 |
| Total Del/Veh (s) | 41.6 | 43.4 | 51.5 | 15.9 | 33.0 |

26: Georgia Ave & US 29 (Colesville Rd.) Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.0 | 0.2 | 0.1 |
| Total Del/Veh (s) | 49.8 | 42.1 | 15.9 | 30.9 | 33.9 |

28: Georgia Ave & Ellsworth Dr Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 8.8 | 3.5 | 2.6 | 3.0 |

32: Grove St/Grove St. & Easley St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 1.4 | 3.8 | 5.7 | 5.3 | 3.7 |

33: Fenton St & Easley St Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 4.1 | 2.7 | 1.1 | 1.9 |

35: Houston St & Hankin St Performance by approach

| Approach | EB | SB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 0.4 | 1.0 | 0.9 |

36: Cedar St & Bonifant Street & Bonifant St Performance by approach

| Approach | EB | NB | NW | SW | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.2 | 0.1 |
| Total Del/Veh (s) | 4.7 | 3.8 | 4.0 | 3.7 | 4.1 |

37: Houston St & Easley St Performance by approach

| Approach | EB | NB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 1.0 | 0.0 | 0.3 |

38: Thayer Ave & Houston St Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.1 |
| Total Del/Veh (s) | 1.8 | 0.0 | 3.8 | 0.9 |

117: Grove St. & Bonifant Street & Hankin St Performance by approach

| Approach | EB | WB | NB | SW | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 5.1 | 2.6 | 4.7 | 4.1 | 4.6 |

125: Grove St & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.2 | 0.1 |
| Total Del/Veh (s) | 3.3 | 3.9 | 3.6 | 5.4 | 4.4 |

Total Network Performance

| | |
|--------------------|------|
| Denied Del/Veh (s) | 2.2 |
| Total Del/Veh (s) | 66.6 |

Arterial Level of Service: NB Fenton St

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|-----------------------|------|---------------|-----------------|------------|----------------|
| King St | 19 | 0.7 | 5.6 | 0.0 | 24 |
| Philadelphia Ave | 9 | 36.7 | 42.7 | 0.0 | 4 |
| Richmond Ave | 18 | 1.6 | 10.7 | 0.1 | 22 |
| Gist Ave | 17 | 1.1 | 8.0 | 0.0 | 22 |
| Sligo Ave | 8 | 10.7 | 17.0 | 0.0 | 10 |
| Silver Spring Ave | 7 | 8.8 | 24.0 | 0.1 | 16 |
| Thayer Ave | 6 | 8.9 | 22.0 | 0.1 | 15 |
| Easley St | 33 | 2.8 | 11.8 | 0.1 | 19 |
| Bonifant Street | 5 | 7.3 | 11.6 | 0.0 | 9 |
| Wayne Ave | 4 | 14.6 | 25.0 | 0.1 | 12 |
| Ellsworth Dr | 3 | 8.8 | 24.8 | 0.1 | 16 |
| Roeder Rd | 16 | 2.3 | 9.3 | 0.1 | 19 |
| US 29 (Colesville Rd) | 2 | 57.9 | 66.2 | 0.1 | 3 |
| Cameron St | 1 | 20.6 | 33.1 | 0.1 | 11 |
| Total | | 182.9 | 311.8 | 0.9 | 11 |

Arterial Level of Service: SB Fenton St

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|-----------------------|------|---------------|-----------------|------------|----------------|
| Cameron St | 1 | 21.7 | 27.9 | 0.0 | 6 |
| US 29 (Colesville Rd) | 2 | 52.8 | 64.7 | 0.1 | 6 |
| Roeder Rd | 16 | 2.1 | 11.6 | 0.1 | 19 |
| Ellsworth Dr | 3 | 6.2 | 12.8 | 0.1 | 14 |
| Wayne Ave | 4 | 19.3 | 34.4 | 0.1 | 12 |
| Bonifant Street | 5 | 7.5 | 19.6 | 0.1 | 15 |
| Easley St | 33 | 1.1 | 5.4 | 0.0 | 19 |
| Thayer Ave | 6 | 8.7 | 17.7 | 0.1 | 13 |
| Silver Spring Ave | 7 | 13.2 | 26.1 | 0.1 | 13 |
| Sligo Ave | 8 | 13.8 | 27.8 | 0.1 | 14 |
| Gist Ave | 17 | 1.6 | 8.6 | 0.0 | 19 |
| Richmond Ave | 18 | 1.7 | 8.7 | 0.0 | 20 |
| Burlington Ave | 9 | 42.0 | 51.0 | 0.1 | 5 |
| King St | 19 | 1.5 | 8.2 | 0.0 | 20 |
| Total | | 193.1 | 324.5 | 0.9 | 11 |

Intersection: 1: Cameron St & Fenton St

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 82 | 200 | 108 | 106 |
| Average Queue (ft) | 24 | 98 | 40 | 42 |
| 95th Queue (ft) | 61 | 180 | 84 | 85 |
| Link Distance (ft) | 215 | 424 | 424 | 372 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 2: US 29 (Colesville Rd.) & Fenton St

| Movement | EB | EB | WB | WB | NB | NB | B30 | B30 | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | TR | L | TR | LT | TR | T | T | LT | T | T | TR |
| Maximum Queue (ft) | 86 | 175 | 160 | 248 | 340 | 344 | 39 | 57 | 574 | 560 | 474 | 336 |
| Average Queue (ft) | 19 | 80 | 63 | 139 | 259 | 279 | 3 | 8 | 373 | 337 | 242 | 128 |
| 95th Queue (ft) | 58 | 163 | 140 | 236 | 347 | 364 | 24 | 41 | 575 | 529 | 408 | 252 |
| Link Distance (ft) | | 424 | 263 | 263 | 271 | 271 | 239 | 239 | 546 | 546 | 546 | 546 |
| Upstream Blk Time (%) | | | 0 | 2 | 17 | 22 | | | 9 | 6 | 0 | |
| Queuing Penalty (veh) | | | 0 | 2 | 56 | 74 | | | 0 | 0 | 0 | |
| Storage Bay Dist (ft) | 100 | | | | | | | | | | | |
| Storage Blk Time (%) | 0 | 10 | | | | | | | | | | |
| Queuing Penalty (veh) | 0 | 2 | | | | | | | | | | |

Intersection: 3: Fenton St & Ellsworth Dr

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | TR | T |
| Maximum Queue (ft) | 49 | 98 | 188 | 154 |
| Average Queue (ft) | 9 | 38 | 74 | 63 |
| 95th Queue (ft) | 36 | 78 | 153 | 129 |
| Link Distance (ft) | 718 | 411 | 498 | 198 |
| Upstream Blk Time (%) | | | | 0 |
| Queuing Penalty (veh) | | | | 0 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | 2 |
| Queuing Penalty (veh) | | | | 0 |

Intersection: 4: Fenton St & Wayne Ave

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | TR | L | T | TR | L | TR | L | TR |
| Maximum Queue (ft) | 73 | 126 | 149 | 263 | 296 | 279 | 116 | 284 | 105 | 214 |
| Average Queue (ft) | 23 | 59 | 73 | 150 | 172 | 171 | 56 | 117 | 12 | 97 |
| 95th Queue (ft) | 57 | 107 | 125 | 240 | 258 | 248 | 112 | 235 | 58 | 190 |
| Link Distance (ft) | 667 | 667 | 667 | | 876 | 876 | | 327 | | 498 |
| Upstream Blk Time (%) | | | | | | | | 0 | | |
| Queuing Penalty (veh) | | | | | | | | 1 | | |
| Storage Bay Dist (ft) | | | | 275 | | | 92 | | 100 | |
| Storage Blk Time (%) | | | | 0 | 0 | | 5 | 15 | | 9 |
| Queuing Penalty (veh) | | | | 1 | 1 | | 14 | 8 | | 1 |

Intersection: 5: Fenton St & Bonifant Street

| Movement | EB | WB | NB | SB | SB |
|-----------------------|-----|-----|-----|----|-----|
| Directions Served | LTR | LTR | TR | L | T |
| Maximum Queue (ft) | 57 | 39 | 122 | 41 | 255 |
| Average Queue (ft) | 21 | 7 | 72 | 4 | 96 |
| 95th Queue (ft) | 50 | 28 | 129 | 22 | 203 |
| Link Distance (ft) | 691 | 536 | 90 | | 327 |
| Upstream Blk Time (%) | | | 5 | | 0 |
| Queuing Penalty (veh) | | | 19 | | 0 |
| Storage Bay Dist (ft) | | | | 75 | |
| Storage Blk Time (%) | | | | | 8 |
| Queuing Penalty (veh) | | | | | 1 |

Intersection: 6: Fenton St & Thayer Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | TR | LTR |
| Maximum Queue (ft) | 80 | 102 | 237 | 252 |
| Average Queue (ft) | 35 | 35 | 101 | 113 |
| 95th Queue (ft) | 72 | 77 | 186 | 222 |
| Link Distance (ft) | 633 | 526 | 430 | 273 |
| Upstream Blk Time (%) | | | | 0 |
| Queuing Penalty (veh) | | | | 0 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 7: Fenton St & Silver Spring Ave

| Movement | EB | WB | NB | NB | SB |
|-----------------------|-----|-----|----|-----|-----|
| Directions Served | LTR | LTR | L | TR | LTR |
| Maximum Queue (ft) | 119 | 72 | 65 | 250 | 325 |
| Average Queue (ft) | 41 | 25 | 47 | 100 | 150 |
| 95th Queue (ft) | 92 | 57 | 73 | 209 | 279 |
| Link Distance (ft) | 620 | 532 | | 474 | 430 |
| Upstream Blk Time (%) | | | | | 0 |
| Queuing Penalty (veh) | | | | | 0 |
| Storage Bay Dist (ft) | | | 40 | | |
| Storage Blk Time (%) | | | 17 | 14 | |
| Queuing Penalty (veh) | | | 58 | 11 | |

Intersection: 8: Fenton St & Sligo Ave

| Movement | EB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|----|-----|----|-----|
| Directions Served | LTR | L | TR | L | TR | L | TR |
| Maximum Queue (ft) | 146 | 107 | 158 | 84 | 185 | 74 | 303 |
| Average Queue (ft) | 52 | 49 | 75 | 34 | 129 | 22 | 131 |
| 95th Queue (ft) | 111 | 88 | 135 | 75 | 201 | 62 | 250 |
| Link Distance (ft) | 177 | 534 | 534 | | 167 | | 474 |
| Upstream Blk Time (%) | 0 | | | | 3 | | |
| Queuing Penalty (veh) | 0 | | | | 15 | | |
| Storage Bay Dist (ft) | | | | 60 | | 50 | |
| Storage Blk Time (%) | | | | 1 | 19 | 1 | 22 |
| Queuing Penalty (veh) | | | | 5 | 7 | 2 | 7 |

Intersection: 9: Fenton St & Burlington Ave/Philadelphia Ave

| Movement | EB | EB | WB | WB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | TR | LT | R | L | TR | L | T | R |
| Maximum Queue (ft) | 124 | 184 | 348 | 185 | 171 | 178 | 174 | 274 | 175 |
| Average Queue (ft) | 56 | 62 | 166 | 57 | 72 | 107 | 79 | 173 | 93 |
| 95th Queue (ft) | 112 | 139 | 285 | 150 | 137 | 175 | 173 | 288 | 193 |
| Link Distance (ft) | | 805 | 662 | | 169 | 169 | | 268 | |
| Upstream Blk Time (%) | | | | | 1 | 3 | | 4 | |
| Queuing Penalty (veh) | | | | | 1 | 4 | | 20 | |
| Storage Bay Dist (ft) | 100 | | | 160 | | | 150 | | 150 |
| Storage Blk Time (%) | 1 | 2 | 9 | 0 | | | 0 | 15 | 0 |
| Queuing Penalty (veh) | 2 | 2 | 12 | 0 | | | 1 | 42 | 0 |

Intersection: 10: Spring St & Woodland Dr

| Movement | SE | NE | SW |
|-----------------------|-----|-----|-----|
| Directions Served | R | T | TR |
| Maximum Queue (ft) | 50 | 58 | 30 |
| Average Queue (ft) | 27 | 6 | 2 |
| 95th Queue (ft) | 46 | 31 | 14 |
| Link Distance (ft) | 539 | 240 | 582 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 11: Grove St & Thayer Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 64 | 77 | 24 | 32 |
| Average Queue (ft) | 27 | 32 | 2 | 17 |
| 95th Queue (ft) | 53 | 62 | 16 | 42 |
| Link Distance (ft) | 526 | 477 | 450 | 277 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 12: Sligo Ave & Grove St

| Movement | EB | WB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | LT | TR | LR |
| Maximum Queue (ft) | 56 | 12 | 32 |
| Average Queue (ft) | 5 | 0 | 15 |
| 95th Queue (ft) | 29 | 6 | 38 |
| Link Distance (ft) | 534 | 644 | 516 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 13: Wayne Ave & Cedar St

| Movement | SE | SE | NW | NW | NE | NE | SW | SW |
|-----------------------|-----|-----|-----|----|-----|-----|-----|-----|
| Directions Served | L | R | LT | R | LT | T | T | TR |
| Maximum Queue (ft) | 128 | 136 | 92 | 38 | 83 | 100 | 199 | 173 |
| Average Queue (ft) | 46 | 62 | 39 | 18 | 18 | 23 | 97 | 59 |
| 95th Queue (ft) | 95 | 120 | 79 | 45 | 56 | 67 | 176 | 137 |
| Link Distance (ft) | 632 | | 460 | | 876 | 876 | 663 | 663 |
| Upstream Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |
| Storage Bay Dist (ft) | | 150 | | 15 | | | | |
| Storage Blk Time (%) | 0 | 1 | 30 | 17 | | | | |
| Queuing Penalty (veh) | 0 | 0 | 7 | 11 | | | | |

Intersection: 16: Fenton St & Roeder Rd

| Movement | EB | WB | WB | SB |
|-----------------------|-----|-----|----|-----|
| Directions Served | LT | T | TR | LR |
| Maximum Queue (ft) | 92 | 70 | 26 | 58 |
| Average Queue (ft) | 20 | 3 | 2 | 17 |
| 95th Queue (ft) | 67 | 38 | 20 | 45 |
| Link Distance (ft) | 263 | 198 | | 488 |
| Upstream Blk Time (%) | | 0 | | |
| Queuing Penalty (veh) | | 0 | | |
| Storage Bay Dist (ft) | | | 50 | |
| Storage Blk Time (%) | | | 1 | |
| Queuing Penalty (veh) | | | 1 | |

Intersection: 17: Fenton St & Gist Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 38 | 60 | 121 | 82 |
| Average Queue (ft) | 17 | 21 | 17 | 5 |
| 95th Queue (ft) | 40 | 47 | 80 | 41 |
| Link Distance (ft) | 450 | 177 | 188 | 167 |
| Upstream Blk Time (%) | | | 0 | 0 |
| Queuing Penalty (veh) | | | 0 | 1 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 18: Fenton St & Richmond Ave

| Movement | EB | EB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | L | R | LT | TR |
| Maximum Queue (ft) | 52 | 45 | 55 | 182 |
| Average Queue (ft) | 15 | 10 | 4 | 20 |
| 95th Queue (ft) | 41 | 35 | 29 | 95 |
| Link Distance (ft) | 330 | 330 | 268 | 188 |
| Upstream Blk Time (%) | | | | 1 |
| Queuing Penalty (veh) | | | | 3 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 19: Fenton St & King St

| Movement | NB |
|-----------------------|-----|
| Directions Served | LT |
| Maximum Queue (ft) | 100 |
| Average Queue (ft) | 7 |
| 95th Queue (ft) | 45 |
| Link Distance (ft) | 165 |
| Upstream Blk Time (%) | 0 |
| Queuing Penalty (veh) | 0 |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

Intersection: 21: Georgia Ave & Sligo Ave

| Movement | WB | WB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|----|-----|-----|-----|
| Directions Served | L | R | T | T | TR | L | T | T | T |
| Maximum Queue (ft) | 174 | 322 | 220 | 182 | 116 | 68 | 163 | 122 | 80 |
| Average Queue (ft) | 130 | 132 | 104 | 42 | 45 | 44 | 60 | 34 | 27 |
| 95th Queue (ft) | 197 | 247 | 190 | 123 | 100 | 67 | 123 | 88 | 66 |
| Link Distance (ft) | | 412 | 521 | 521 | 521 | | 433 | 433 | 433 |
| Upstream Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |
| Storage Bay Dist (ft) | 150 | | | | | 30 | | | |
| Storage Blk Time (%) | 7 | 4 | | | | 20 | 11 | | |
| Queuing Penalty (veh) | 9 | 7 | | | | 80 | 19 | | |

Intersection: 22: Georgia Ave & Silver Spring Ave

| Movement | EB | WB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LT | T | TR | L | T | T | TR |
| Maximum Queue (ft) | 82 | 172 | 175 | 138 | 128 | 101 | 157 | 118 | 89 |
| Average Queue (ft) | 30 | 80 | 72 | 37 | 27 | 31 | 59 | 27 | 7 |
| 95th Queue (ft) | 72 | 143 | 139 | 102 | 76 | 72 | 124 | 82 | 47 |
| Link Distance (ft) | 669 | 620 | 433 | 433 | 433 | | 455 | 455 | 455 |
| Upstream Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | 180 | | | |
| Storage Blk Time (%) | | | | | | | 0 | | |
| Queuing Penalty (veh) | | | | | | | 0 | | |

Intersection: 23: Georgia Ave & Thayer Ave

| Movement | WB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|----|-----|-----|-----|
| Directions Served | LR | T | T | TR | L | T | T | T |
| Maximum Queue (ft) | 171 | 164 | 159 | 171 | 47 | 102 | 54 | 79 |
| Average Queue (ft) | 84 | 96 | 89 | 93 | 20 | 20 | 4 | 23 |
| 95th Queue (ft) | 147 | 151 | 145 | 152 | 48 | 69 | 26 | 62 |
| Link Distance (ft) | 633 | 455 | 455 | 455 | | 102 | 102 | 102 |
| Upstream Blk Time (%) | | | | | | 0 | 0 | 0 |
| Queuing Penalty (veh) | | | | | | 1 | 0 | 0 |
| Storage Bay Dist (ft) | | | | | 25 | | | |
| Storage Blk Time (%) | | | | | 9 | 5 | | |
| Queuing Penalty (veh) | | | | | 35 | 2 | | |

Intersection: 24: Georgia Ave & Bonifant Street

| Movement | EB | EB | NB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|----|-----|-----|-----|----|-----|-----|-----|
| Directions Served | L | R | L | T | T | TR | L | T | T | TR |
| Maximum Queue (ft) | 71 | 77 | 49 | 117 | 98 | 94 | 47 | 189 | 167 | 179 |
| Average Queue (ft) | 23 | 21 | 26 | 24 | 15 | 29 | 15 | 45 | 38 | 45 |
| 95th Queue (ft) | 60 | 56 | 55 | 86 | 58 | 71 | 41 | 124 | 113 | 130 |
| Link Distance (ft) | 357 | 357 | | 102 | 102 | 102 | | 335 | 335 | 335 |
| Upstream Blk Time (%) | | | | 2 | 0 | 0 | | | | |
| Queuing Penalty (veh) | | | | 7 | 0 | 0 | | | | |
| Storage Bay Dist (ft) | | | 25 | | | | 50 | | | |
| Storage Blk Time (%) | | | 16 | 0 | | | 1 | 5 | | |
| Queuing Penalty (veh) | | | 49 | 0 | | | 4 | 1 | | |

Intersection: 25: Georgia Ave & Wayne Ave

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | TR | L | T | TR | L | T | T | TR | L | T |
| Maximum Queue (ft) | 91 | 154 | 178 | 174 | 326 | 317 | 199 | 277 | 290 | 342 | 174 | 245 |
| Average Queue (ft) | 40 | 70 | 89 | 125 | 171 | 185 | 72 | 190 | 207 | 238 | 92 | 123 |
| 95th Queue (ft) | 81 | 133 | 155 | 201 | 303 | 296 | 157 | 265 | 278 | 323 | 173 | 212 |
| Link Distance (ft) | 480 | 480 | | | 667 | 667 | | 335 | 335 | 335 | | 260 |
| Upstream Blk Time (%) | | | | | | | | | 0 | 1 | | 0 |
| Queuing Penalty (veh) | | | | | | | | | 0 | 2 | | 0 |
| Storage Bay Dist (ft) | | | 200 | 150 | | | 175 | | | | 150 | |
| Storage Blk Time (%) | | | 0 | 6 | 13 | | 0 | 16 | | | 3 | 3 |
| Queuing Penalty (veh) | | | 0 | 13 | 26 | | 0 | 12 | | | 11 | 4 |

Intersection: 25: Georgia Ave & Wayne Ave

| Movement | SB | SB |
|-----------------------|-----|-----|
| Directions Served | T | TR |
| Maximum Queue (ft) | 227 | 253 |
| Average Queue (ft) | 109 | 155 |
| 95th Queue (ft) | 183 | 244 |
| Link Distance (ft) | 260 | 260 |
| Upstream Blk Time (%) | 0 | 0 |
| Queuing Penalty (veh) | 0 | 1 |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 26: Georgia Ave & US 29 (Colesville Rd.)

| Movement | EB | EB | EB | WB | WB | WB | WB | B30 | B30 | B30 | B30 | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | T | T | TR | L | T | T | TR | T | T | T | T | T |
| Maximum Queue (ft) | 290 | 251 | 190 | 333 | 344 | 325 | 325 | 343 | 283 | 239 | 131 | 154 |
| Average Queue (ft) | 204 | 167 | 62 | 308 | 293 | 285 | 257 | 177 | 88 | 60 | 14 | 78 |
| 95th Queue (ft) | 274 | 239 | 160 | 347 | 377 | 354 | 323 | 354 | 222 | 179 | 73 | 137 |
| Link Distance (ft) | 631 | 631 | 631 | 239 | 239 | 239 | 239 | 271 | 271 | 271 | 271 | 244 |
| Upstream Blk Time (%) | | | | 51 | 22 | 19 | 13 | 8 | 0 | 0 | | |
| Queuing Penalty (veh) | | | | 229 | 99 | 87 | 58 | 38 | 2 | 0 | | |
| Storage Bay Dist (ft) | | | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 26: Georgia Ave & US 29 (Colesville Rd.)

| Movement | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|
| Directions Served | T | T | R | T | T | TR |
| Maximum Queue (ft) | 163 | 152 | 164 | 446 | 377 | 337 |
| Average Queue (ft) | 69 | 75 | 70 | 272 | 221 | 180 |
| 95th Queue (ft) | 140 | 145 | 140 | 375 | 323 | 276 |
| Link Distance (ft) | 244 | 244 | 244 | 553 | 553 | 553 |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (ft) | | | | | | |
| Storage Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |

Intersection: 28: Georgia Ave & Ellsworth Dr

| Movement | WB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|
| Directions Served | R | T | TR | T | T | T |
| Maximum Queue (ft) | 55 | 11 | 25 | 27 | 11 | 17 |
| Average Queue (ft) | 22 | 0 | 1 | 1 | 1 | 1 |
| 95th Queue (ft) | 48 | 8 | 11 | 13 | 12 | 10 |
| Link Distance (ft) | 718 | 260 | 260 | 244 | 244 | 244 |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (ft) | | | | | | |
| Storage Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |

Intersection: 32: Grove St/Grove St. & Easley St

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 35 | 39 | 35 | 34 |
| Average Queue (ft) | 12 | 15 | 14 | 17 |
| 95th Queue (ft) | 37 | 40 | 39 | 42 |
| Link Distance (ft) | 483 | | 277 | 401 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 33: Fenton St & Easley St

| Movement | WB | NB | SB |
|-----------------------|-----|-----|----|
| Directions Served | LR | TR | LT |
| Maximum Queue (ft) | 32 | 128 | 54 |
| Average Queue (ft) | 8 | 25 | 4 |
| 95th Queue (ft) | 30 | 92 | 26 |
| Link Distance (ft) | 483 | 273 | 90 |
| Upstream Blk Time (%) | | | 0 |
| Queuing Penalty (veh) | | | 0 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 35: Houston St & Hankin St

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

Intersection: 36: Cedar St & Bonifant Street & Bonifant St

| Movement | EB | NB | NW | SW |
|-----------------------|-----|------|------|------|
| Directions Served | <LR | <LR> | <LTR | <LR> |
| Maximum Queue (ft) | 64 | 46 | 56 | 77 |
| Average Queue (ft) | 31 | 15 | 16 | 34 |
| 95th Queue (ft) | 48 | 42 | 39 | 59 |
| Link Distance (ft) | 485 | | 823 | 106 |
| Upstream Blk Time (%) | | | | 0 |
| Queuing Penalty (veh) | | | | 0 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 37: Houston St & Easley St

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

Intersection: 38: Thayer Ave & Houston St

| Movement | EB | SB |
|-----------------------|-----|----|
| Directions Served | LT | LR |
| Maximum Queue (ft) | 18 | 35 |
| Average Queue (ft) | 1 | 7 |
| 95th Queue (ft) | 8 | 29 |
| Link Distance (ft) | 477 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 117: Grove St. & Bonifant Street & Hankin St

| Movement | EB | WB | NB | SW |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LR> | <LR |
| Maximum Queue (ft) | 72 | 8 | 31 | 64 |
| Average Queue (ft) | 32 | 1 | 10 | 31 |
| 95th Queue (ft) | 57 | 6 | 26 | 53 |
| Link Distance (ft) | 536 | | 401 | 485 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 125: Grove St & Silver Spring Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 53 | 62 | 44 | 77 |
| Average Queue (ft) | 20 | 29 | 20 | 39 |
| 95th Queue (ft) | 47 | 53 | 45 | 64 |
| Link Distance (ft) | 532 | 784 | 516 | 450 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Network Summary

| |
|------------------------------------|
| Network wide Queuing Penalty: 1192 |
|------------------------------------|

Summary of All Intervals

| Run Number | 1 | 2 | 3 | 4 | 5 | Avg |
|-------------------------|-------|-------|-------|-------|-------|-------|
| Start Time | 5:20 | 5:20 | 5:20 | 5:20 | 5:20 | 5:20 |
| End Time | 6:30 | 6:30 | 6:30 | 6:30 | 6:30 | 6:30 |
| Total Time (min) | 70 | 70 | 70 | 70 | 70 | 70 |
| Time Recorded (min) | 60 | 60 | 60 | 60 | 60 | 60 |
| # of Intervals | 2 | 2 | 2 | 2 | 2 | 2 |
| # of Recorded Intervals | 1 | 1 | 1 | 1 | 1 | 1 |
| Vehs Entered | 10890 | 11002 | 10797 | 10782 | 11028 | 10899 |
| Vehs Exited | 10849 | 10934 | 10730 | 10708 | 10949 | 10833 |
| Starting Vehs | 442 | 413 | 418 | 416 | 438 | 413 |
| Ending Vehs | 483 | 481 | 485 | 490 | 517 | 477 |
| Travel Distance (mi) | 5013 | 5014 | 4943 | 4960 | 5056 | 4997 |
| Travel Time (hr) | 462.6 | 469.8 | 448.2 | 461.1 | 496.5 | 467.7 |
| Total Delay (hr) | 263.5 | 271.3 | 252.5 | 264.2 | 296.1 | 269.5 |
| Total Stops | 22487 | 22332 | 21559 | 22034 | 22714 | 22225 |
| Fuel Used (gal) | 246.7 | 249.2 | 241.3 | 245.2 | 255.8 | 247.7 |

Interval #0 Information Seeding

| | |
|-------------------------------------|------|
| Start Time | 5:20 |
| End Time | 5:30 |
| Total Time (min) | 10 |
| Volumes adjusted by Growth Factors. | |
| No data recorded this interval. | |

Interval #1 Information Recording

| | |
|-------------------------------------|------|
| Start Time | 5:30 |
| End Time | 6:30 |
| Total Time (min) | 60 |
| Volumes adjusted by Growth Factors. | |

| Run Number | 1 | 2 | 3 | 4 | 5 | Avg |
|----------------------|-------|-------|-------|-------|-------|-------|
| Vehs Entered | 10890 | 11002 | 10797 | 10782 | 11028 | 10899 |
| Vehs Exited | 10849 | 10934 | 10730 | 10708 | 10949 | 10833 |
| Starting Vehs | 442 | 413 | 418 | 416 | 438 | 413 |
| Ending Vehs | 483 | 481 | 485 | 490 | 517 | 477 |
| Travel Distance (mi) | 5013 | 5014 | 4943 | 4960 | 5056 | 4997 |
| Travel Time (hr) | 462.6 | 469.8 | 448.2 | 461.1 | 496.5 | 467.7 |
| Total Delay (hr) | 263.5 | 271.3 | 252.5 | 264.2 | 296.1 | 269.5 |
| Total Stops | 22487 | 22332 | 21559 | 22034 | 22714 | 22225 |
| Fuel Used (gal) | 246.7 | 249.2 | 241.3 | 245.2 | 255.8 | 247.7 |

1: Cameron St & Fenton St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|------|
| Denied Del/Veh (s) | 0.2 | 0.0 | 0.3 | 0.1 | 0.2 |
| Total Del/Veh (s) | 25.2 | 28.0 | 9.1 | 7.9 | 16.1 |

2: US 29 (Colesville Rd.) & Fenton St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|------|------|
| Denied Del/Veh (s) | 0.1 | 0.3 | 0.0 | 0.4 | 0.1 |
| Total Del/Veh (s) | 52.8 | 59.3 | 8.9 | 23.7 | 20.8 |

3: Fenton St & Ellsworth Dr Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|-----|------|
| Denied Del/Veh (s) | 0.0 | 0.2 | 0.0 | 0.0 | 0.1 |
| Total Del/Veh (s) | 16.9 | 16.9 | 15.6 | 9.3 | 13.9 |

4: Fenton St & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 14.0 | 0.2 | 0.0 | 3.6 |
| Total Del/Veh (s) | 41.0 | 79.0 | 31.3 | 19.3 | 45.0 |

5: Fenton St & Bonifant Street Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|-----|-----|------|------|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 21.1 | 9.4 | 7.8 | 10.1 | 10.3 |

6: Fenton St & Thayer Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 |
| Total Del/Veh (s) | 20.1 | 15.0 | 11.3 | 12.8 | 13.3 |

7: Fenton St & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.1 | 0.1 |
| Total Del/Veh (s) | 25.7 | 25.9 | 20.0 | 21.5 | 21.6 |

8: Fenton St & Sligo Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.3 | 0.0 | 0.1 |
| Total Del/Veh (s) | 17.6 | 20.9 | 15.0 | 20.0 | 17.8 |

9: Fenton St & Burlington Ave/Philadelphia Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 2.5 | 1.9 | 0.3 | 0.1 | 1.3 |
| Total Del/Veh (s) | 22.0 | 23.7 | 40.8 | 28.4 | 27.4 |

10: Spring St & Woodland Dr Performance by approach

| Approach | SE | NE | SW | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.4 | 0.3 | 0.4 |
| Total Del/Veh (s) | 4.0 | 0.3 | 0.4 | 0.5 |

11: Grove St. & Thayer Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 5.4 | 5.1 | 6.4 | 6.0 | 5.8 |

12: Sligo Ave & Grove St Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.3 | 0.0 | 0.1 |
| Total Del/Veh (s) | 2.1 | 0.5 | 7.8 | 1.8 |

13: Cedar St & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.2 | 0.0 | 1.5 | 0.3 |
| Total Del/Veh (s) | 8.8 | 7.9 | 19.8 | 33.0 | 14.2 |

14: Grove St/Grove St. & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 4.6 | 4.1 | 4.6 | 5.7 | 4.7 |

16: Fenton St & Roeder Rd Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.0 |
| Total Del/Veh (s) | 2.7 | 2.9 | 9.1 | 3.0 |

17: Fenton St & Gist Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.1 | 0.0 |
| Total Del/Veh (s) | 22.3 | 22.0 | 5.5 | 1.9 | 4.5 |

18: Fenton St & Richmond Ave Performance by approach

| Approach | EB | NB | SB | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.2 | 0.0 | 0.1 |
| Total Del/Veh (s) | 14.9 | 2.8 | 2.1 | 2.6 |

19: Fenton St & King St Performance by approach

| Approach | EB | NB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.4 | 0.0 | 0.2 |
| Total Del/Veh (s) | 8.9 | 3.4 | 1.2 | 2.3 |

21: Georgia Ave & Sligo Ave Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|-----|-----|------|
| Denied Del/Veh (s) | 0.3 | 0.2 | 0.0 | 0.1 |
| Total Del/Veh (s) | 58.9 | 8.8 | 7.3 | 12.3 |

22: Georgia Ave & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.2 | 0.0 | 0.2 | 0.0 | 0.1 |
| Total Del/Veh (s) | 47.6 | 39.9 | 6.1 | 5.5 | 8.4 |

23: Georgia Ave & Thayer Ave Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 53.8 | 9.5 | 6.2 | 9.6 |

24: Georgia Ave & Bonifant St/Bonifant Street Performance by approach

| Approach | EB | NB | SB | All |
|--------------------|------|-----|-----|------|
| Denied Del/Veh (s) | 2.2 | 0.0 | 0.0 | 0.2 |
| Total Del/Veh (s) | 59.6 | 4.9 | 7.9 | 10.8 |

25: Georgia Ave & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 4.3 | 0.3 | 0.0 | 0.0 | 0.8 |
| Total Del/Veh (s) | 62.0 | 47.0 | 31.6 | 25.7 | 37.3 |

26: Georgia Ave & US 29 (Colesville Rd.) Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|-------|------|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.5 | 1.8 | 0.6 |
| Total Del/Veh (s) | 48.7 | 25.5 | 46.4 | 114.0 | 59.7 |

28: Georgia Ave & Ellsworth Dr Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|-----|------|------|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.0 |
| Total Del/Veh (s) | 71.5 | 8.7 | 11.2 | 11.5 |

33: Houston St & Hankin St Performance by approach

| Approach | EB | SB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 1.1 | 1.0 | 1.0 |

34: Cedar St & Bonifant Street & Bonifant St Performance by approach

| Approach | EB | NB | NW | SW | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.2 | 0.0 |
| Total Del/Veh (s) | 5.5 | 3.6 | 4.3 | 4.0 | 5.1 |

35: Grove St. & Easley St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 2.8 | 3.7 | 6.3 | 5.6 | 5.5 |

36: Fenton St & Easley St Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.3 | 0.0 | 0.1 |
| Total Del/Veh (s) | 9.3 | 9.2 | 1.4 | 5.9 |

38: Houston St & Easley St Performance by approach

| Approach | EB | NB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 0.8 | 0.1 | 0.4 |

39: Thayer Ave & Houston St Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.1 |
| Total Del/Veh (s) | 1.8 | 0.0 | 4.9 | 1.3 |

117: Grove St. & Bonifant Street & Hankin St Performance by approach

| Approach | EB | WB | NB | SW | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.2 | 0.1 | 0.0 | 0.0 | 0.1 |
| Total Del/Veh (s) | 7.1 | 6.2 | 6.6 | 4.8 | 6.5 |

Total Network Performance

| | |
|--------------------|------|
| Denied Del/Veh (s) | 1.8 |
| Total Del/Veh (s) | 84.0 |

Arterial Level of Service: NB Fenton St

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|-----------------------|------|---------------|-----------------|------------|----------------|
| King St | 19 | 3.3 | 8.3 | 0.0 | 16 |
| Philadelphia Ave | 9 | 37.1 | 43.4 | 0.0 | 4 |
| Richmond Ave | 18 | 2.5 | 11.9 | 0.1 | 21 |
| Gist Ave | 17 | 5.5 | 12.5 | 0.0 | 14 |
| Sligo Ave | 8 | 13.1 | 19.6 | 0.0 | 9 |
| Silver Spring Ave | 7 | 15.1 | 30.3 | 0.1 | 12 |
| Thayer Ave | 6 | 11.4 | 24.3 | 0.1 | 14 |
| Easley St | 36 | 9.5 | 18.7 | 0.1 | 13 |
| Bonifant Street | 5 | 7.7 | 11.7 | 0.0 | 8 |
| Wayne Ave | 4 | 21.9 | 32.5 | 0.1 | 9 |
| Ellsworth Dr | 3 | 15.3 | 30.9 | 0.1 | 13 |
| Roeder Rd | 16 | 3.1 | 10.2 | 0.1 | 18 |
| US 29 (Colesville Rd) | 2 | 53.3 | 61.7 | 0.1 | 4 |
| Cameron St | 1 | 21.5 | 34.3 | 0.1 | 10 |
| Total | | 220.3 | 350.3 | 0.9 | 10 |

Arterial Level of Service: SB Fenton St

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|-----------------------|------|---------------|-----------------|------------|----------------|
| Cameron St | 1 | 24.4 | 30.6 | 0.0 | 6 |
| US 29 (Colesville Rd) | 2 | 44.5 | 57.0 | 0.1 | 6 |
| Roeder Rd | 16 | 2.6 | 12.1 | 0.1 | 19 |
| Ellsworth Dr | 3 | 9.0 | 16.0 | 0.1 | 11 |
| Wayne Ave | 4 | 17.8 | 31.0 | 0.1 | 13 |
| Bonifant Street | 5 | 9.6 | 21.3 | 0.1 | 14 |
| Easley St | 36 | 1.4 | 5.4 | 0.0 | 18 |
| Thayer Ave | 6 | 12.3 | 21.5 | 0.1 | 11 |
| Silver Spring Ave | 7 | 21.9 | 34.9 | 0.1 | 10 |
| Sligo Ave | 8 | 18.9 | 33.4 | 0.1 | 11 |
| Gist Ave | 17 | 2.0 | 9.0 | 0.0 | 19 |
| Richmond Ave | 18 | 2.0 | 9.0 | 0.0 | 20 |
| Burlington Ave | 9 | 34.3 | 43.2 | 0.1 | 5 |
| King St | 19 | 1.4 | 8.0 | 0.0 | 20 |
| Total | | 202.1 | 332.5 | 0.9 | 10 |

Intersection: 1: Cameron St & Fenton St

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 138 | 181 | 200 | 74 |
| Average Queue (ft) | 66 | 82 | 87 | 25 |
| 95th Queue (ft) | 119 | 150 | 163 | 61 |
| Link Distance (ft) | 216 | 452 | 425 | 373 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 2: US 29 (Colesville Rd.) & Fenton St

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | B30 | B30 | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | TR | L | TR | LT | T | T | TR | T | T | LT | TR |
| Maximum Queue (ft) | 125 | 247 | 126 | 250 | 149 | 153 | 215 | 219 | 8 | 6 | 305 | 304 |
| Average Queue (ft) | 51 | 115 | 52 | 159 | 41 | 52 | 121 | 148 | 0 | 0 | 155 | 165 |
| 95th Queue (ft) | 111 | 203 | 106 | 259 | 112 | 137 | 194 | 205 | 6 | 4 | 264 | 262 |
| Link Distance (ft) | | 452 | 243 | 243 | 271 | 271 | 271 | 271 | 244 | 244 | 544 | 544 |
| Upstream Blk Time (%) | | | | | | | | | | | | 4 |
| Queuing Penalty (veh) | | | | | | | | | | | | 6 |
| Storage Bay Dist (ft) | 100 | | | | | | | | | | | |
| Storage Blk Time (%) | 1 | 19 | | | | | | | | | | |
| Queuing Penalty (veh) | 1 | 9 | | | | | | | | | | |

Intersection: 3: Fenton St & Ellsworth Dr

| Movement | EB | WB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|
| Directions Served | LTR | LTR | TR | L | T |
| Maximum Queue (ft) | 93 | 118 | 228 | 86 | 151 |
| Average Queue (ft) | 36 | 54 | 109 | 25 | 63 |
| 95th Queue (ft) | 73 | 97 | 188 | 62 | 124 |
| Link Distance (ft) | 717 | 411 | 498 | | 200 |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | | | | 100 | |
| Storage Blk Time (%) | | | | 0 | 2 |
| Queuing Penalty (veh) | | | | 0 | 1 |

Intersection: 4: Fenton St & Wayne Ave

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | TR | L | T | TR | L | TR | L | TR |
| Maximum Queue (ft) | 119 | 310 | 336 | 288 | 425 | 396 | 117 | 346 | 77 | 226 |
| Average Queue (ft) | 51 | 194 | 215 | 212 | 219 | 162 | 82 | 231 | 14 | 96 |
| 95th Queue (ft) | 98 | 291 | 309 | 338 | 605 | 464 | 136 | 396 | 47 | 188 |
| Link Distance (ft) | 670 | 670 | 670 | | 877 | 877 | | 330 | | 498 |
| Upstream Blk Time (%) | | | | | 0 | 0 | | 5 | | |
| Queuing Penalty (veh) | | | | | 0 | 0 | | 32 | | |
| Storage Bay Dist (ft) | | | | 275 | | | 92 | | 100 | |
| Storage Blk Time (%) | | | | 28 | 0 | | 16 | 28 | 0 | 10 |
| Queuing Penalty (veh) | | | | 43 | 1 | | 78 | 24 | 0 | 3 |

Intersection: 5: Fenton St & Bonifant Street

| Movement | EB | WB | NB | SB | SB |
|-----------------------|-----|-----|-----|----|-----|
| Directions Served | LTR | LTR | TR | L | T |
| Maximum Queue (ft) | 139 | 57 | 93 | 52 | 253 |
| Average Queue (ft) | 63 | 15 | 77 | 6 | 104 |
| 95th Queue (ft) | 118 | 43 | 105 | 28 | 188 |
| Link Distance (ft) | 657 | 539 | 79 | | 330 |
| Upstream Blk Time (%) | | | 16 | | |
| Queuing Penalty (veh) | | | 97 | | |
| Storage Bay Dist (ft) | | | | 75 | |
| Storage Blk Time (%) | | | | | 12 |
| Queuing Penalty (veh) | | | | | 1 |

Intersection: 6: Fenton St & Thayer Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | TR | LTR |
| Maximum Queue (ft) | 193 | 107 | 317 | 292 |
| Average Queue (ft) | 88 | 30 | 168 | 149 |
| 95th Queue (ft) | 158 | 74 | 294 | 263 |
| Link Distance (ft) | 632 | 529 | 431 | 283 |
| Upstream Blk Time (%) | | | | 1 |
| Queuing Penalty (veh) | | | | 3 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 7: Fenton St & Silver Spring Ave

| Movement | EB | WB | NB | NB | SB |
|-----------------------|-----|-----|-----|-----|-----|
| Directions Served | LTR | LTR | L | TR | LTR |
| Maximum Queue (ft) | 204 | 70 | 65 | 448 | 389 |
| Average Queue (ft) | 105 | 31 | 54 | 207 | 205 |
| 95th Queue (ft) | 174 | 66 | 73 | 380 | 338 |
| Link Distance (ft) | 620 | 521 | | 477 | 431 |
| Upstream Blk Time (%) | | | | 0 | 0 |
| Queuing Penalty (veh) | | | | 1 | 0 |
| Storage Bay Dist (ft) | | | 40 | | |
| Storage Blk Time (%) | | | 33 | 24 | |
| Queuing Penalty (veh) | | | 188 | 22 | |

Intersection: 8: Fenton St & Sligo Ave

| Movement | EB | B27 | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|----|-----|----|-----|
| Directions Served | LTR | T | L | TR | L | TR | L | TR |
| Maximum Queue (ft) | 253 | 50 | 100 | 185 | 84 | 192 | 74 | 378 |
| Average Queue (ft) | 110 | 2 | 44 | 81 | 34 | 167 | 40 | 188 |
| 95th Queue (ft) | 209 | 24 | 86 | 151 | 75 | 216 | 80 | 335 |
| Link Distance (ft) | 177 | 412 | 533 | 533 | | 170 | | 477 |
| Upstream Blk Time (%) | 3 | | | | | 14 | | 0 |
| Queuing Penalty (veh) | 10 | | | | | 102 | | 0 |
| Storage Bay Dist (ft) | | | | | 60 | | 50 | |
| Storage Blk Time (%) | | | | | 3 | 33 | 6 | 32 |
| Queuing Penalty (veh) | | | | | 17 | 13 | 29 | 20 |

Intersection: 9: Fenton St & Burlington Ave/Philadelphia Ave

| Movement | EB | EB | EB | WB | WB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | R | LT | R | L | TR | L | T | R |
| Maximum Queue (ft) | 124 | 471 | 125 | 287 | 185 | 142 | 178 | 174 | 278 | 175 |
| Average Queue (ft) | 109 | 183 | 36 | 125 | 68 | 69 | 142 | 120 | 176 | 77 |
| 95th Queue (ft) | 146 | 381 | 97 | 235 | 160 | 123 | 202 | 194 | 289 | 176 |
| Link Distance (ft) | | 805 | | 662 | | 162 | 162 | | 268 | |
| Upstream Blk Time (%) | | | | | | 0 | 11 | | 4 | |
| Queuing Penalty (veh) | | | | | | 0 | 19 | | 25 | |
| Storage Bay Dist (ft) | 100 | | 100 | | 160 | | | 150 | | 150 |
| Storage Blk Time (%) | 16 | 8 | 0 | 5 | 0 | | | 3 | 14 | 0 |
| Queuing Penalty (veh) | 68 | 35 | 0 | 8 | 0 | | | 11 | 45 | 0 |

Intersection: 10: Spring St & Woodland Dr

| Movement | SE | NE | SW |
|-----------------------|-----|-----|-----|
| Directions Served | R | T | TR |
| Maximum Queue (ft) | 26 | 49 | 41 |
| Average Queue (ft) | 17 | 5 | 2 |
| 95th Queue (ft) | 37 | 26 | 17 |
| Link Distance (ft) | 542 | 241 | 583 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 11: Grove St. & Thayer Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 71 | 60 | 62 | 47 |
| Average Queue (ft) | 42 | 29 | 35 | 25 |
| 95th Queue (ft) | 67 | 55 | 51 | 47 |
| Link Distance (ft) | 529 | 477 | 450 | 279 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 12: Sligo Ave & Grove St

| Movement | EB | SB |
|-----------------------|-----|-----|
| Directions Served | LT | LR |
| Maximum Queue (ft) | 75 | 61 |
| Average Queue (ft) | 18 | 27 |
| 95th Queue (ft) | 56 | 50 |
| Link Distance (ft) | 533 | 518 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 13: Cedar St & Wayne Ave

| Movement | EB | EB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|----|-----|-----|
| Directions Served | LT | T | T | TR | LT | R | L | R |
| Maximum Queue (ft) | 193 | 194 | 140 | 115 | 132 | 40 | 264 | 175 |
| Average Queue (ft) | 75 | 80 | 59 | 37 | 65 | 35 | 123 | 65 |
| 95th Queue (ft) | 163 | 174 | 117 | 90 | 121 | 46 | 216 | 138 |
| Link Distance (ft) | 877 | 877 | 665 | 665 | 458 | | 632 | |
| Upstream Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | 15 | | 150 |
| Storage Blk Time (%) | | | | | 23 | 43 | 5 | 0 |
| Queuing Penalty (veh) | | | | | 22 | 25 | 5 | 0 |

Intersection: 14: Grove St/Grove St. & Silver Spring Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 77 | 48 | 78 | 63 |
| Average Queue (ft) | 38 | 22 | 37 | 29 |
| 95th Queue (ft) | 63 | 49 | 61 | 54 |
| Link Distance (ft) | 521 | 778 | 518 | 450 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 16: Fenton St & Roeder Rd

| Movement | EB | WB | WB | SB |
|-----------------------|-----|-----|----|-----|
| Directions Served | LT | T | TR | LR |
| Maximum Queue (ft) | 116 | 85 | 68 | 62 |
| Average Queue (ft) | 27 | 6 | 8 | 17 |
| 95th Queue (ft) | 78 | 53 | 44 | 49 |
| Link Distance (ft) | 243 | 200 | | 488 |
| Upstream Blk Time (%) | | 0 | | |
| Queuing Penalty (veh) | | 0 | | |
| Storage Bay Dist (ft) | | | 50 | |
| Storage Blk Time (%) | | | 2 | |
| Queuing Penalty (veh) | | | 3 | |

Intersection: 17: Fenton St & Gist Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 63 | 56 | 205 | 130 |
| Average Queue (ft) | 16 | 17 | 114 | 19 |
| 95th Queue (ft) | 45 | 46 | 235 | 93 |
| Link Distance (ft) | 311 | 177 | 190 | 170 |
| Upstream Blk Time (%) | | | 3 | 0 |
| Queuing Penalty (veh) | | | 24 | 3 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 18: Fenton St & Richmond Ave

| Movement | EB | EB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | L | R | LT | TR |
| Maximum Queue (ft) | 29 | 51 | 232 | 194 |
| Average Queue (ft) | 4 | 13 | 43 | 28 |
| 95th Queue (ft) | 20 | 38 | 164 | 126 |
| Link Distance (ft) | 330 | 330 | 268 | 190 |
| Upstream Blk Time (%) | | | 0 | 1 |
| Queuing Penalty (veh) | | | 1 | 4 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 19: Fenton St & King St

| Movement | EB | NB |
|-----------------------|-----|-----|
| Directions Served | LR | LT |
| Maximum Queue (ft) | 40 | 174 |
| Average Queue (ft) | 10 | 36 |
| 95th Queue (ft) | 35 | 127 |
| Link Distance (ft) | 229 | 165 |
| Upstream Blk Time (%) | | 1 |
| Queuing Penalty (veh) | | 0 |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 21: Georgia Ave & Sligo Ave

| Movement | WB | WB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | R | T | T | TR | L | T | T | T |
| Maximum Queue (ft) | 173 | 247 | 252 | 226 | 282 | 75 | 228 | 179 | 125 |
| Average Queue (ft) | 99 | 94 | 121 | 81 | 128 | 53 | 111 | 39 | 29 |
| 95th Queue (ft) | 177 | 196 | 217 | 186 | 242 | 65 | 203 | 111 | 89 |
| Link Distance (ft) | | 412 | 522 | 522 | 522 | | 432 | 432 | 432 |
| Upstream Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |
| Storage Bay Dist (ft) | 150 | | | | | 30 | | | |
| Storage Blk Time (%) | 5 | 2 | | | | 45 | 6 | | |
| Queuing Penalty (veh) | 4 | 2 | | | | 111 | 15 | | |

Intersection: 22: Georgia Ave & Silver Spring Ave

| Movement | EB | WB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LT | T | TR | L | T | T | TR |
| Maximum Queue (ft) | 112 | 185 | 227 | 245 | 291 | 111 | 179 | 147 | 160 |
| Average Queue (ft) | 43 | 98 | 94 | 76 | 112 | 55 | 51 | 44 | 49 |
| 95th Queue (ft) | 89 | 161 | 187 | 181 | 241 | 101 | 130 | 114 | 127 |
| Link Distance (ft) | 707 | 620 | 432 | 432 | 432 | | 457 | 457 | 457 |
| Upstream Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | 180 | | | |
| Storage Blk Time (%) | | | | | | | 0 | | |
| Queuing Penalty (veh) | | | | | | | 0 | | |

Intersection: 23: Georgia Ave & Thayer Ave

| Movement | WB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LR | T | T | TR | L | T | T | T |
| Maximum Queue (ft) | 173 | 236 | 293 | 378 | 55 | 144 | 146 | 131 |
| Average Queue (ft) | 74 | 105 | 113 | 183 | 37 | 86 | 65 | 83 |
| 95th Queue (ft) | 139 | 210 | 235 | 333 | 59 | 159 | 141 | 144 |
| Link Distance (ft) | 632 | 457 | 457 | 457 | | 117 | 117 | 117 |
| Upstream Blk Time (%) | | | | 0 | | 5 | 1 | 2 |
| Queuing Penalty (veh) | | | | 0 | | 20 | 3 | 9 |
| Storage Bay Dist (ft) | | | | | 25 | | | |
| Storage Blk Time (%) | | | | | 29 | 14 | | |
| Queuing Penalty (veh) | | | | | 105 | 11 | | |

Intersection: 24: Georgia Ave & Bonifant St/Bonifant Street

| Movement | EB | EB | NB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|----|-----|-----|-----|----|-----|-----|-----|
| Directions Served | L | R | L | T | T | TR | L | T | T | TR |
| Maximum Queue (ft) | 162 | 285 | 47 | 113 | 124 | 130 | 74 | 234 | 127 | 135 |
| Average Queue (ft) | 92 | 116 | 16 | 33 | 49 | 83 | 29 | 84 | 64 | 72 |
| 95th Queue (ft) | 166 | 231 | 42 | 87 | 117 | 153 | 66 | 163 | 106 | 119 |
| Link Distance (ft) | | 362 | | 117 | 117 | 117 | | 325 | 325 | 325 |
| Upstream Blk Time (%) | | 1 | | 0 | 0 | 4 | | 0 | | |
| Queuing Penalty (veh) | | 0 | | 1 | 1 | 18 | | 1 | | |
| Storage Bay Dist (ft) | 140 | | 25 | | | | 50 | | | |
| Storage Blk Time (%) | 5 | 6 | 7 | 10 | | | 4 | 17 | | |
| Queuing Penalty (veh) | 7 | 7 | 30 | 4 | | | 13 | 9 | | |

Intersection: 25: Georgia Ave & Wayne Ave

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | TR | L | T | TR | L | T | T | TR | L | T |
| Maximum Queue (ft) | 443 | 472 | 225 | 174 | 266 | 312 | 186 | 332 | 348 | 361 | 175 | 269 |
| Average Queue (ft) | 106 | 323 | 215 | 101 | 135 | 192 | 52 | 168 | 203 | 289 | 98 | 168 |
| 95th Queue (ft) | 260 | 526 | 241 | 173 | 233 | 294 | 128 | 293 | 337 | 400 | 190 | 253 |
| Link Distance (ft) | 449 | 449 | | | 670 | 670 | | 325 | 325 | 325 | | 260 |
| Upstream Blk Time (%) | 0 | 8 | | | | | | 0 | 1 | 9 | | 1 |
| Queuing Penalty (veh) | 0 | 0 | | | | | | 1 | 3 | 41 | | 3 |
| Storage Bay Dist (ft) | | | 200 | 150 | | | 175 | | | | 150 | |
| Storage Blk Time (%) | | 6 | 34 | 2 | 5 | | 0 | 4 | | | 2 | 10 |
| Queuing Penalty (veh) | | 20 | 62 | 3 | 7 | | 0 | 2 | | | 6 | 14 |

Intersection: 25: Georgia Ave & Wayne Ave

| Movement | SB | SB |
|-----------------------|-----|-----|
| Directions Served | T | TR |
| Maximum Queue (ft) | 213 | 232 |
| Average Queue (ft) | 132 | 153 |
| 95th Queue (ft) | 196 | 221 |
| Link Distance (ft) | 260 | 260 |
| Upstream Blk Time (%) | | 0 |
| Queuing Penalty (veh) | | 0 |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 26: Georgia Ave & US 29 (Colesville Rd.)

| Movement | EB | EB | EB | EB | WB | WB | WB | B30 | NB | NB | NB | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LT | T | T | TR | L | T | TR | T | T | T | T | R |
| Maximum Queue (ft) | 517 | 460 | 325 | 223 | 304 | 125 | 133 | 21 | 257 | 266 | 265 | 184 |
| Average Queue (ft) | 373 | 330 | 229 | 137 | 189 | 65 | 60 | 1 | 192 | 207 | 210 | 79 |
| 95th Queue (ft) | 468 | 421 | 308 | 210 | 292 | 110 | 111 | 15 | 271 | 282 | 290 | 158 |
| Link Distance (ft) | 611 | 611 | 611 | 611 | 244 | 244 | 244 | 271 | 242 | 242 | 242 | 242 |
| Upstream Blk Time (%) | | | | | 4 | | | | 11 | 12 | 14 | 0 |
| Queuing Penalty (veh) | | | | | 10 | | | | 39 | 40 | 48 | 1 |
| Storage Bay Dist (ft) | | | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 26: Georgia Ave & US 29 (Colesville Rd.)

| Movement | SB | SB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | T | T | TR |
| Maximum Queue (ft) | 603 | 574 | 480 |
| Average Queue (ft) | 514 | 457 | 328 |
| 95th Queue (ft) | 647 | 612 | 526 |
| Link Distance (ft) | 565 | 565 | 565 |
| Upstream Blk Time (%) | 19 | 3 | 1 |
| Queuing Penalty (veh) | 0 | 0 | 0 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 28: Georgia Ave & Ellsworth Dr

| Movement | WB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | R | T | T | TR | T | T | T |
| Maximum Queue (ft) | 165 | 181 | 190 | 221 | 179 | 131 | 149 |
| Average Queue (ft) | 64 | 55 | 67 | 98 | 113 | 65 | 75 |
| 95th Queue (ft) | 142 | 143 | 163 | 200 | 159 | 116 | 136 |
| Link Distance (ft) | 717 | 260 | 260 | 260 | 242 | 242 | 242 |
| Upstream Blk Time (%) | | 0 | 0 | 1 | | | |
| Queuing Penalty (veh) | | 1 | 1 | 2 | | | |
| Storage Bay Dist (ft) | | | | | | | |
| Storage Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |

Intersection: 33: Houston St & Hankin St

Movement

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

Intersection: 34: Cedar St & Bonifant Street & Bonifant St

| Movement | EB | NB | NW | SW |
|-----------------------|------|------|------|------|
| Directions Served | <LR> | <LR> | <LTR | <LR> |
| Maximum Queue (ft) | 91 | 34 | 36 | 82 |
| Average Queue (ft) | 50 | 15 | 11 | 34 |
| 95th Queue (ft) | 78 | 41 | 32 | 62 |
| Link Distance (ft) | 485 | | 823 | 114 |
| Upstream Blk Time (%) | | | | 0 |
| Queuing Penalty (veh) | | | | 0 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 35: Grove St. & Easley St

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 54 | 31 | 77 | 44 |
| Average Queue (ft) | 21 | 12 | 37 | 23 |
| 95th Queue (ft) | 49 | 37 | 61 | 46 |
| Link Distance (ft) | 499 | | 279 | 396 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 36: Fenton St & Easley St

| Movement | WB | NB | SB |
|-----------------------|-----|-----|----|
| Directions Served | LR | TR | LT |
| Maximum Queue (ft) | 44 | 290 | 80 |
| Average Queue (ft) | 10 | 129 | 7 |
| 95th Queue (ft) | 35 | 287 | 43 |
| Link Distance (ft) | 499 | 283 | 79 |
| Upstream Blk Time (%) | | 2 | 1 |
| Queuing Penalty (veh) | | 10 | 3 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 38: Houston St & Easley St

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

Intersection: 39: Thayer Ave & Houston St

| Movement | EB | SB |
|-----------------------|-----|----|
| Directions Served | LT | LR |
| Maximum Queue (ft) | 18 | 31 |
| Average Queue (ft) | 1 | 7 |
| 95th Queue (ft) | 9 | 28 |
| Link Distance (ft) | 477 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 117: Grove St. & Bonifant Street & Hankin St

| Movement | EB | WB | NB | SW |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LR | <LR |
| Maximum Queue (ft) | 118 | 16 | 68 | 70 |
| Average Queue (ft) | 56 | 1 | 34 | 31 |
| 95th Queue (ft) | 94 | 7 | 59 | 56 |
| Link Distance (ft) | 539 | | 396 | 485 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Network Summary

Network wide Queuing Penalty: 1691

Summary of All Intervals

| Run Number | 1 | 2 | 3 | 4 | 5 | Avg |
|-------------------------|-------|-------|-------|-------|-------|-------|
| Start Time | 12:50 | 12:50 | 12:50 | 12:50 | 12:50 | 12:50 |
| End Time | 2:00 | 2:00 | 2:00 | 2:00 | 2:00 | 2:00 |
| Total Time (min) | 70 | 70 | 70 | 70 | 70 | 70 |
| Time Recorded (min) | 60 | 60 | 60 | 60 | 60 | 60 |
| # of Intervals | 2 | 2 | 2 | 2 | 2 | 2 |
| # of Recorded Intervals | 1 | 1 | 1 | 1 | 1 | 1 |
| Vehs Entered | 7164 | 7122 | 6942 | 7105 | 6932 | 7049 |
| Vehs Exited | 7121 | 7003 | 6864 | 7070 | 6848 | 6984 |
| Starting Vehs | 184 | 198 | 200 | 198 | 198 | 184 |
| Ending Vehs | 227 | 317 | 278 | 233 | 282 | 257 |
| Travel Distance (mi) | 2532 | 2491 | 2422 | 2444 | 2403 | 2459 |
| Travel Time (hr) | 220.2 | 219.9 | 218.4 | 205.7 | 208.9 | 214.6 |
| Total Delay (hr) | 119.7 | 120.8 | 122.2 | 108.5 | 113.3 | 116.9 |
| Total Stops | 11548 | 11223 | 10914 | 10980 | 10681 | 11070 |
| Fuel Used (gal) | 121.0 | 119.7 | 117.4 | 115.6 | 114.6 | 117.7 |

Interval #0 Information Seeding

| | |
|-------------------------------------|-------|
| Start Time | 12:50 |
| End Time | 1:00 |
| Total Time (min) | 10 |
| Volumes adjusted by Growth Factors. | |
| No data recorded this interval. | |

Interval #1 Information Recording

| | |
|-------------------------------------|------|
| Start Time | 1:00 |
| End Time | 2:00 |
| Total Time (min) | 60 |
| Volumes adjusted by Growth Factors. | |

| Run Number | 1 | 2 | 3 | 4 | 5 | Avg |
|----------------------|-------|-------|-------|-------|-------|-------|
| Vehs Entered | 7164 | 7122 | 6942 | 7105 | 6932 | 7049 |
| Vehs Exited | 7121 | 7003 | 6864 | 7070 | 6848 | 6984 |
| Starting Vehs | 184 | 198 | 200 | 198 | 198 | 184 |
| Ending Vehs | 227 | 317 | 278 | 233 | 282 | 257 |
| Travel Distance (mi) | 2532 | 2491 | 2422 | 2444 | 2403 | 2459 |
| Travel Time (hr) | 220.2 | 219.9 | 218.4 | 205.7 | 208.9 | 214.6 |
| Total Delay (hr) | 119.7 | 120.8 | 122.2 | 108.5 | 113.3 | 116.9 |
| Total Stops | 11548 | 11223 | 10914 | 10980 | 10681 | 11070 |
| Fuel Used (gal) | 121.0 | 119.7 | 117.4 | 115.6 | 114.6 | 117.7 |

1: Cameron St & Fenton St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|------|
| Denied Del/Veh (s) | 0.2 | 0.0 | 0.2 | 0.1 | 0.1 |
| Total Del/Veh (s) | 25.9 | 28.8 | 7.6 | 7.1 | 17.3 |

2: US 29 (Colesville Rd.) & Fenton St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|-------|------|------|------|
| Denied Del/Veh (s) | 0.1 | 5.6 | 0.2 | 0.2 | 0.9 |
| Total Del/Veh (s) | 43.2 | 139.8 | 27.5 | 37.0 | 48.0 |

3: Fenton St & Ellsworth Dr Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|------|-----|------|
| Denied Del/Veh (s) | 0.2 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 57.3 | 33.4 | 6.5 | 28.2 |

4: Fenton St & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.2 | 0.3 | 0.4 | 0.7 | 0.4 |
| Total Del/Veh (s) | 42.8 | 26.2 | 49.1 | 38.5 | 39.1 |

5: Fenton St & Bonifant Street Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|-----|------|
| Denied Del/Veh (s) | 0.2 | 0.0 | 0.3 | 0.0 | 0.1 |
| Total Del/Veh (s) | 32.1 | 31.8 | 11.6 | 7.8 | 12.7 |

6: Fenton St & Thayer Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|-----|------|
| Denied Del/Veh (s) | 0.2 | 0.0 | 0.0 | 0.0 | 0.1 |
| Total Del/Veh (s) | 25.6 | 22.6 | 20.6 | 9.5 | 17.0 |

7: Fenton St & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.2 | 0.1 | 0.5 | 0.0 | 0.3 |
| Total Del/Veh (s) | 25.8 | 22.1 | 19.4 | 18.0 | 19.5 |

8: Fenton St & Sligo Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.2 | 0.0 | 0.0 | 0.1 | 0.0 |
| Total Del/Veh (s) | 20.3 | 17.0 | 13.5 | 13.9 | 15.1 |

9: Fenton St & Burlington Ave/Philadelphia Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 1.9 | 1.8 | 0.6 | 0.1 | 1.1 |
| Total Del/Veh (s) | 14.4 | 14.2 | 42.2 | 28.7 | 23.6 |

10: Spring St & Woodland Dr Performance by approach

| Approach | SE | NE | SW | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.2 | 0.3 | 0.2 |
| Total Del/Veh (s) | 4.0 | 0.2 | 0.4 | 0.4 |

11: Grove St. & Thayer Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 3.8 | 4.0 | 4.6 | 5.9 | 4.4 |

12: Sligo Ave & Grove St Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.2 | 0.0 | 0.1 |
| Total Del/Veh (s) | 2.0 | 0.3 | 6.9 | 1.7 |

13: Cedar St & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.2 | 0.0 | 1.9 | 0.5 |
| Total Del/Veh (s) | 6.6 | 6.7 | 22.8 | 27.0 | 12.6 |

16: Fenton St & Roeder Rd Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|------|------|------|
| Denied Del/Veh (s) | 0.0 | 1.1 | 0.1 | 0.5 |
| Total Del/Veh (s) | 3.8 | 26.4 | 57.2 | 14.6 |

17: Fenton St & Gist Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.1 | 0.0 | 0.0 |
| Total Del/Veh (s) | 13.0 | 12.5 | 2.4 | 1.5 | 2.5 |

18: Fenton St & Richmond Ave Performance by approach

| Approach | EB | NB | SB | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.0 |
| Total Del/Veh (s) | 11.0 | 1.6 | 0.9 | 1.4 |

19: Fenton St & King St Performance by approach

| Approach | NB | SB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.2 | 0.1 | 0.2 |
| Total Del/Veh (s) | 0.8 | 1.3 | 1.0 |

21: Grove St. & Easley St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 3.6 | 4.1 | 6.0 | 5.4 | 5.2 |

22: Fenton St & Easley St Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|------|-----|------|
| Denied Del/Veh (s) | 0.0 | 0.7 | 0.0 | 0.4 |
| Total Del/Veh (s) | 18.0 | 17.9 | 1.2 | 10.0 |

24: Houston St & Hankin St Performance by approach

| Approach | EB | SB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 0.8 | 1.0 | 0.9 |

25: Cedar St & Bonifant Street Performance by approach

| Approach | EB | NB | NW | SW | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.1 | 0.0 |
| Total Del/Veh (s) | 4.9 | 3.5 | 4.1 | 3.8 | 4.6 |

27: Easley St & Houston St Performance by approach

| Approach | EB | NB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 0.8 | 0.1 | 0.5 |

28: Thayer Ave Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.1 |
| Total Del/Veh (s) | 1.3 | 0.0 | 3.3 | 0.9 |

117: Grove St. & Bonifant Street & Hankin St Performance by approach

| Approach | EB | WB | NB | SW | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 5.6 | 4.1 | 5.5 | 4.2 | 5.3 |

122: Grove St/Grove St. & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 3.2 | 4.0 | 4.5 | 5.0 | 4.1 |

Total Network Performance

| | |
|--------------------|------|
| Denied Del/Veh (s) | 1.0 |
| Total Del/Veh (s) | 57.1 |

Arterial Level of Service: NB Fenton St

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|-----------------------|------|---------------|-----------------|------------|----------------|
| King St | 19 | 0.8 | 5.6 | 0.0 | 24 |
| Philadelphia Ave | 9 | 39.8 | 46.2 | 0.0 | 4 |
| Richmond Ave | 18 | 2.0 | 10.9 | 0.1 | 22 |
| Gist Ave | 17 | 2.3 | 9.2 | 0.0 | 19 |
| Sligo Ave | 8 | 12.2 | 18.6 | 0.0 | 9 |
| Silver Spring Ave | 7 | 14.3 | 28.9 | 0.1 | 13 |
| Thayer Ave | 6 | 21.0 | 34.2 | 0.1 | 10 |
| Easley St | 22 | 18.2 | 27.9 | 0.1 | 9 |
| Bonifant Street | 5 | 11.5 | 15.6 | 0.0 | 6 |
| Wayne Ave | 4 | 38.3 | 50.0 | 0.1 | 6 |
| Ellsworth Dr | 3 | 31.7 | 46.6 | 0.1 | 9 |
| Roeder Rd | 16 | 26.2 | 33.2 | 0.1 | 5 |
| US 29 (Colesville Rd) | 2 | 66.1 | 75.4 | 0.1 | 3 |
| Cameron St | 1 | 26.0 | 38.7 | 0.1 | 9 |
| Total | | 310.4 | 441.2 | 0.9 | 8 |

Arterial Level of Service: SB Fenton St

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|-----------------------|------|---------------|-----------------|------------|----------------|
| Cameron St | 1 | 25.2 | 31.3 | 0.0 | 6 |
| US 29 (Colesville Rd) | 2 | 41.0 | 52.3 | 0.1 | 7 |
| Roeder Rd | 16 | 3.0 | 12.2 | 0.1 | 19 |
| Ellsworth Dr | 3 | 6.4 | 13.4 | 0.1 | 14 |
| Wayne Ave | 4 | 39.8 | 54.1 | 0.1 | 7 |
| Bonifant Street | 5 | 8.4 | 19.6 | 0.1 | 15 |
| Easley St | 22 | 1.1 | 5.3 | 0.0 | 18 |
| Thayer Ave | 6 | 9.1 | 18.2 | 0.1 | 13 |
| Silver Spring Ave | 7 | 17.9 | 30.8 | 0.1 | 11 |
| Sligo Ave | 8 | 13.0 | 27.1 | 0.1 | 14 |
| Gist Ave | 17 | 1.5 | 8.1 | 0.0 | 21 |
| Richmond Ave | 18 | 0.8 | 7.7 | 0.0 | 23 |
| Burlington Ave | 9 | 38.1 | 46.8 | 0.1 | 5 |
| King St | 19 | 1.5 | 8.1 | 0.0 | 20 |
| Total | | 206.6 | 334.9 | 0.9 | 10 |

Intersection: 1: Cameron St & Fenton St

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 137 | 164 | 110 | 73 |
| Average Queue (ft) | 55 | 80 | 48 | 21 |
| 95th Queue (ft) | 106 | 138 | 96 | 58 |
| Link Distance (ft) | 215 | 436 | 424 | 372 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 2: US 29 (Colesville Rd.) & Fenton St

| Movement | EB | EB | WB | WB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | TR | L | TR | LT | T | TR | LT | T | TR |
| Maximum Queue (ft) | 121 | 201 | 266 | 271 | 339 | 284 | 199 | 438 | 381 | 224 |
| Average Queue (ft) | 29 | 76 | 230 | 172 | 231 | 176 | 118 | 320 | 259 | 106 |
| 95th Queue (ft) | 80 | 151 | 309 | 283 | 316 | 264 | 188 | 422 | 366 | 217 |
| Link Distance (ft) | | 436 | 251 | 251 | 446 | 446 | 446 | 544 | 544 | 544 |
| Upstream Blk Time (%) | | | 41 | 9 | | | | | | |
| Queuing Penalty (veh) | | | 70 | 15 | | | | | | |
| Storage Bay Dist (ft) | 100 | | | | | | | | | |
| Storage Blk Time (%) | 0 | 7 | | | | | | | | |
| Queuing Penalty (veh) | 0 | 2 | | | | | | | | |

Intersection: 3: Fenton St & Ellsworth Dr

| Movement | WB | NB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | LTR | TR | T |
| Maximum Queue (ft) | 265 | 497 | 182 |
| Average Queue (ft) | 100 | 167 | 69 |
| 95th Queue (ft) | 213 | 431 | 145 |
| Link Distance (ft) | 411 | 495 | 200 |
| Upstream Blk Time (%) | 0 | 4 | 0 |
| Queuing Penalty (veh) | 0 | 20 | 0 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | 3 |
| Queuing Penalty (veh) | | | 0 |

Intersection: 4: Fenton St & Wayne Ave

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | TR | L | T | TR | L | TR | L | TR |
| Maximum Queue (ft) | 189 | 265 | 232 | 270 | 202 | 219 | 117 | 345 | 124 | 374 |
| Average Queue (ft) | 66 | 141 | 132 | 132 | 71 | 92 | 97 | 288 | 66 | 206 |
| 95th Queue (ft) | 135 | 224 | 215 | 220 | 142 | 162 | 143 | 394 | 145 | 347 |
| Link Distance (ft) | 432 | 432 | 432 | | 878 | 878 | | 325 | | 495 |
| Upstream Blk Time (%) | | | | | | | | 17 | | |
| Queuing Penalty (veh) | | | | | | | | 100 | | |
| Storage Bay Dist (ft) | | | | 275 | | | 92 | | 100 | |
| Storage Blk Time (%) | | | | 0 | | | 33 | 34 | 1 | 33 |
| Queuing Penalty (veh) | | | | 0 | | | 153 | 47 | 2 | 27 |

Intersection: 5: Fenton St & Bonifant Street

| Movement | EB | EB | WB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|----|-----|
| Directions Served | L | TR | LTR | TR | L | T |
| Maximum Queue (ft) | 109 | 127 | 70 | 97 | 52 | 245 |
| Average Queue (ft) | 38 | 41 | 26 | 76 | 4 | 96 |
| 95th Queue (ft) | 92 | 93 | 60 | 101 | 29 | 194 |
| Link Distance (ft) | 354 | 354 | 549 | 70 | | 325 |
| Upstream Blk Time (%) | | | | 30 | | 0 |
| Queuing Penalty (veh) | | | | 164 | | 0 |
| Storage Bay Dist (ft) | | | | | 75 | |
| Storage Blk Time (%) | | | | | | 10 |
| Queuing Penalty (veh) | | | | | | 1 |

Intersection: 6: Fenton St & Thayer Ave

| Movement | EB | WB | NB | SB | SB |
|-----------------------|-----|-----|-----|----|-----|
| Directions Served | LTR | LTR | TR | L | TR |
| Maximum Queue (ft) | 226 | 115 | 418 | 66 | 289 |
| Average Queue (ft) | 93 | 44 | 187 | 15 | 125 |
| 95th Queue (ft) | 181 | 93 | 366 | 46 | 239 |
| Link Distance (ft) | 537 | 523 | 430 | | 284 |
| Upstream Blk Time (%) | | | 1 | | 0 |
| Queuing Penalty (veh) | | | 8 | | 2 |
| Storage Bay Dist (ft) | | | | 50 | |
| Storage Blk Time (%) | | | | 0 | 19 |
| Queuing Penalty (veh) | | | | 2 | 5 |

Intersection: 7: Fenton St & Silver Spring Ave

| Movement | EB | WB | NB | NB | SB |
|-----------------------|-----|-----|-----|-----|-----|
| Directions Served | LTR | LTR | L | TR | LTR |
| Maximum Queue (ft) | 151 | 95 | 64 | 401 | 336 |
| Average Queue (ft) | 67 | 33 | 54 | 192 | 184 |
| 95th Queue (ft) | 119 | 74 | 74 | 354 | 295 |
| Link Distance (ft) | 694 | 534 | | 490 | 430 |
| Upstream Blk Time (%) | | | | 0 | |
| Queuing Penalty (veh) | | | | 0 | |
| Storage Bay Dist (ft) | | | 40 | | |
| Storage Blk Time (%) | | | 34 | 20 | |
| Queuing Penalty (veh) | | | 174 | 20 | |

Intersection: 8: Fenton St & Sligo Ave

| Movement | EB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|----|-----|----|-----|
| Directions Served | LTR | L | TR | L | TR | L | TR |
| Maximum Queue (ft) | 194 | 80 | 140 | 84 | 195 | 74 | 356 |
| Average Queue (ft) | 85 | 34 | 60 | 28 | 150 | 41 | 150 |
| 95th Queue (ft) | 154 | 72 | 111 | 70 | 212 | 80 | 287 |
| Link Distance (ft) | 711 | 535 | 535 | | 169 | | 490 |
| Upstream Blk Time (%) | | | | | 6 | | 0 |
| Queuing Penalty (veh) | | | | | 34 | | 0 |
| Storage Bay Dist (ft) | | | | 60 | | 50 | |
| Storage Blk Time (%) | | | | 1 | 26 | 5 | 24 |
| Queuing Penalty (veh) | | | | 4 | 9 | 19 | 17 |

Intersection: 9: Fenton St & Burlington Ave/Philadelphia Ave

| Movement | EB | EB | WB | WB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | TR | LT | R | L | TR | L | T | R |
| Maximum Queue (ft) | 124 | 229 | 239 | 184 | 111 | 182 | 174 | 271 | 175 |
| Average Queue (ft) | 68 | 82 | 87 | 45 | 46 | 138 | 104 | 167 | 74 |
| 95th Queue (ft) | 124 | 177 | 172 | 105 | 92 | 196 | 195 | 272 | 165 |
| Link Distance (ft) | | 805 | 662 | | 169 | 169 | | 268 | |
| Upstream Blk Time (%) | | | | | | 4 | | 1 | |
| Queuing Penalty (veh) | | | | | | 5 | | 6 | |
| Storage Bay Dist (ft) | 100 | | | 160 | | | 150 | | 150 |
| Storage Blk Time (%) | 2 | 5 | 2 | 0 | | | 2 | 9 | 0 |
| Queuing Penalty (veh) | 5 | 10 | 3 | 0 | | | 6 | 27 | 0 |

Intersection: 10: Spring St & Woodland Dr

| Movement | SE | NE | SW |
|-----------------------|-----|-----|-----|
| Directions Served | R | T | TR |
| Maximum Queue (ft) | 31 | 53 | 34 |
| Average Queue (ft) | 12 | 4 | 2 |
| 95th Queue (ft) | 34 | 25 | 16 |
| Link Distance (ft) | 539 | 240 | 582 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 11: Grove St. & Thayer Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 60 | 50 | 43 | 46 |
| Average Queue (ft) | 33 | 26 | 29 | 26 |
| 95th Queue (ft) | 55 | 50 | 44 | 47 |
| Link Distance (ft) | 523 | 465 | 430 | 288 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 12: Sligo Ave & Grove St

| Movement | EB | SB |
|-----------------------|-----|-----|
| Directions Served | LT | LR |
| Maximum Queue (ft) | 54 | 45 |
| Average Queue (ft) | 12 | 23 |
| 95th Queue (ft) | 41 | 43 |
| Link Distance (ft) | 535 | 528 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 13: Cedar St & Wayne Ave

| Movement | EB | EB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|----|-----|-----|
| Directions Served | LT | T | T | TR | LT | R | L | R |
| Maximum Queue (ft) | 122 | 128 | 155 | 102 | 110 | 58 | 214 | 175 |
| Average Queue (ft) | 49 | 46 | 60 | 22 | 46 | 29 | 101 | 78 |
| 95th Queue (ft) | 99 | 103 | 123 | 65 | 98 | 54 | 171 | 148 |
| Link Distance (ft) | 878 | 878 | 666 | 666 | 441 | | 632 | |
| Upstream Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | 15 | | 150 |
| Storage Blk Time (%) | | | | | 23 | 21 | 2 | 0 |
| Queuing Penalty (veh) | | | | | 11 | 11 | 2 | 1 |

Intersection: 16: Fenton St & Roeder Rd

| Movement | EB | WB | WB | SB |
|-----------------------|-----|-----|----|-----|
| Directions Served | LT | T | TR | LR |
| Maximum Queue (ft) | 184 | 216 | 76 | 75 |
| Average Queue (ft) | 51 | 86 | 36 | 20 |
| 95th Queue (ft) | 128 | 240 | 96 | 59 |
| Link Distance (ft) | 251 | 200 | | 488 |
| Upstream Blk Time (%) | | 18 | | |
| Queuing Penalty (veh) | | 64 | | |
| Storage Bay Dist (ft) | | | 50 | |
| Storage Blk Time (%) | | 27 | 8 | |
| Queuing Penalty (veh) | | 52 | 14 | |

Intersection: 17: Fenton St & Gist Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 62 | 73 | 198 | 105 |
| Average Queue (ft) | 15 | 23 | 42 | 12 |
| 95th Queue (ft) | 43 | 53 | 141 | 57 |
| Link Distance (ft) | 450 | 177 | 188 | 169 |
| Upstream Blk Time (%) | | | 0 | 0 |
| Queuing Penalty (veh) | | | 2 | 0 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 18: Fenton St & Richmond Ave

| Movement | EB | EB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | L | R | LT | TR |
| Maximum Queue (ft) | 46 | 27 | 163 | 120 |
| Average Queue (ft) | 8 | 4 | 11 | 9 |
| 95th Queue (ft) | 34 | 18 | 71 | 59 |
| Link Distance (ft) | 330 | 330 | 268 | 188 |
| Upstream Blk Time (%) | | | 0 | 0 |
| Queuing Penalty (veh) | | | 0 | 0 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 19: Fenton St & King St

| Movement | NB |
|-----------------------|-----|
| Directions Served | LT |
| Maximum Queue (ft) | 81 |
| Average Queue (ft) | 9 |
| 95th Queue (ft) | 46 |
| Link Distance (ft) | 165 |
| Upstream Blk Time (%) | |
| Queuing Penalty (veh) | |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

Intersection: 21: Grove St. & Easley St

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 64 | 31 | 65 | 48 |
| Average Queue (ft) | 25 | 5 | 33 | 20 |
| 95th Queue (ft) | 55 | 24 | 51 | 45 |
| Link Distance (ft) | 489 | | 288 | 393 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 22: Fenton St & Easley St

| Movement | WB | NB | SB |
|-----------------------|-----|-----|----|
| Directions Served | LR | TR | LT |
| Maximum Queue (ft) | 40 | 298 | 78 |
| Average Queue (ft) | 10 | 149 | 8 |
| 95th Queue (ft) | 34 | 322 | 44 |
| Link Distance (ft) | 489 | 284 | 70 |
| Upstream Blk Time (%) | | 8 | 1 |
| Queuing Penalty (veh) | | 46 | 3 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 24: Houston St & Hankin St

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

Intersection: 25: Cedar St & Bonifant Street

| Movement | EB | NB | NW | SW |
|-----------------------|-----|------|------|------|
| Directions Served | <LR | <LR> | <LTR | <LR> |
| Maximum Queue (ft) | 76 | 28 | 48 | 53 |
| Average Queue (ft) | 39 | 11 | 12 | 23 |
| 95th Queue (ft) | 62 | 32 | 35 | 50 |
| Link Distance (ft) | 467 | | 843 | 256 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 27: Easley St & Houston St

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

Intersection: 28: Thayer Ave

| Movement | EB | SB |
|-----------------------|-----|----|
| Directions Served | LT | LR |
| Maximum Queue (ft) | 6 | 36 |
| Average Queue (ft) | 0 | 7 |
| 95th Queue (ft) | 6 | 28 |
| Link Distance (ft) | 465 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 117: Grove St. & Bonifant Street & Hankin St

| Movement | EB | WB | NB | SW |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LR | <LR |
| Maximum Queue (ft) | 69 | 20 | 50 | 61 |
| Average Queue (ft) | 36 | 2 | 23 | 22 |
| 95th Queue (ft) | 62 | 13 | 40 | 52 |
| Link Distance (ft) | 549 | | 393 | 467 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 122: Grove St/Grove St. & Silver Spring Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 62 | 43 | 73 | 54 |
| Average Queue (ft) | 30 | 20 | 36 | 27 |
| 95th Queue (ft) | 56 | 45 | 57 | 51 |
| Link Distance (ft) | 534 | 879 | 528 | 430 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Network Summary

Network wide Queuing Penalty: 1165

FENTON STREET CYCLE TRACK

Appendix K Scenario 8 Synchro Analysis
November 3, 2020

Appendix K SCENARIO 8 SYNCHRO ANALYSIS

Summary of All Intervals

| Run Number | 1 | 2 | 3 | 4 | 5 | Avg |
|-------------------------|-------|-------|-------|-------|-------|-------|
| Start Time | 6:50 | 6:50 | 6:50 | 6:50 | 6:50 | 6:50 |
| End Time | 8:00 | 8:00 | 8:00 | 8:00 | 8:00 | 8:00 |
| Total Time (min) | 70 | 70 | 70 | 70 | 70 | 70 |
| Time Recorded (min) | 60 | 60 | 60 | 60 | 60 | 60 |
| # of Intervals | 2 | 2 | 2 | 2 | 2 | 2 |
| # of Recorded Intervals | 1 | 1 | 1 | 1 | 1 | 1 |
| Vehs Entered | 10033 | 9983 | 10228 | 10226 | 10128 | 10120 |
| Vehs Exited | 10023 | 9952 | 10166 | 10205 | 10059 | 10085 |
| Starting Vehs | 359 | 335 | 302 | 345 | 307 | 315 |
| Ending Vehs | 369 | 366 | 364 | 366 | 376 | 351 |
| Travel Distance (mi) | 4378 | 4381 | 4526 | 4479 | 4443 | 4442 |
| Travel Time (hr) | 356.0 | 356.3 | 379.3 | 368.3 | 365.1 | 365.0 |
| Total Delay (hr) | 185.3 | 185.8 | 203.1 | 193.9 | 192.3 | 192.1 |
| Total Stops | 15659 | 15756 | 16754 | 16335 | 16220 | 16148 |
| Fuel Used (gal) | 203.8 | 203.3 | 213.8 | 209.6 | 208.2 | 207.7 |

Interval #0 Information Seeding

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

Interval #1 Information Recording

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

| Run Number | 1 | 2 | 3 | 4 | 5 | Avg |
|----------------------|-------|-------|-------|-------|-------|-------|
| Vehs Entered | 10033 | 9983 | 10228 | 10226 | 10128 | 10120 |
| Vehs Exited | 10023 | 9952 | 10166 | 10205 | 10059 | 10085 |
| Starting Vehs | 359 | 335 | 302 | 345 | 307 | 315 |
| Ending Vehs | 369 | 366 | 364 | 366 | 376 | 351 |
| Travel Distance (mi) | 4378 | 4381 | 4526 | 4479 | 4443 | 4442 |
| Travel Time (hr) | 356.0 | 356.3 | 379.3 | 368.3 | 365.1 | 365.0 |
| Total Delay (hr) | 185.3 | 185.8 | 203.1 | 193.9 | 192.3 | 192.1 |
| Total Stops | 15659 | 15756 | 16754 | 16335 | 16220 | 16148 |
| Fuel Used (gal) | 203.8 | 203.3 | 213.8 | 209.6 | 208.2 | 207.7 |

1: Cameron St & Fenton St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|------|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.2 | 0.2 | 0.1 |
| Total Del/Veh (s) | 22.4 | 27.8 | 6.3 | 6.6 | 15.0 |

2: US 29 (Colesville Rd.) & Fenton St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.1 | 0.1 | 2.1 | 0.9 | 1.1 |
| Total Del/Veh (s) | 46.7 | 51.4 | 58.7 | 27.1 | 37.1 |

3: Fenton St & Ellsworth Dr Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 16.6 | 24.9 | 7.9 | 5.6 | 8.7 |

4: Fenton St & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 26.5 | 32.4 | 24.0 | 18.8 | 27.9 |

5: Fenton St & Bonifant Street Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 9.7 | 4.9 | 6.7 | 9.4 | 8.1 |

6: Fenton St & Thayer Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.4 | 0.0 | 0.2 |
| Total Del/Veh (s) | 21.7 | 19.1 | 19.5 | 12.9 | 16.8 |

7: Fenton St & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 |
| Total Del/Veh (s) | 10.9 | 7.2 | 9.3 | 8.9 | 9.1 |

8: Fenton St & Sligo Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 9.3 | 13.2 | 11.6 | 14.7 | 12.6 |

9: Fenton St & Burlington Ave/Philadelphia Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 1.7 | 1.4 | 0.1 | 0.0 | 0.8 |
| Total Del/Veh (s) | 14.7 | 18.3 | 43.4 | 30.1 | 25.8 |

10: Spring St & Woodland Dr Performance by approach

| Approach | SE | NE | SW | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.3 | 0.3 | 0.3 |
| Total Del/Veh (s) | 4.3 | 0.2 | 0.5 | 0.8 |

11: Grove St & Thayer Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 5.2 | 5.0 | 1.6 | 5.5 | 4.8 |

12: Sligo Ave & Grove St Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.3 | 0.0 | 0.2 |
| Total Del/Veh (s) | 1.1 | 0.5 | 2.6 | 1.0 |

13: Wayne Ave & Cedar St Performance by approach

| Approach | SE | NW | NE | SW | All |
|--------------------|------|------|-----|-----|------|
| Denied Del/Veh (s) | 2.5 | 0.3 | 0.0 | 0.3 | 0.5 |
| Total Del/Veh (s) | 31.7 | 29.7 | 5.1 | 5.9 | 10.4 |

16: Fenton St & Roeder Rd Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.6 | 0.1 | 0.3 |
| Total Del/Veh (s) | 2.0 | 1.3 | 4.9 | 1.8 |

17: Fenton St & Gist Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 11.4 | 11.9 | 1.0 | 1.5 | 1.9 |

18: Fenton St & Richmond Ave Performance by approach

| Approach | EB | NB | SB | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 12.4 | 1.5 | 2.1 | 2.2 |

19: Fenton St & King St Performance by approach

| Approach | NB | SB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.3 | 0.0 | 0.1 |
| Total Del/Veh (s) | 1.0 | 1.3 | 1.1 |

21: Georgia Ave & Sligo Ave Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|-----|-----|------|
| Denied Del/Veh (s) | 0.8 | 0.2 | 0.0 | 0.1 |
| Total Del/Veh (s) | 52.1 | 6.4 | 3.0 | 10.0 |

22: Georgia Ave & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.1 | 0.1 |
| Total Del/Veh (s) | 57.9 | 56.8 | 3.6 | 1.6 | 4.8 |

23: Georgia Ave & Thayer Ave Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|------|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 34.6 | 12.0 | 2.9 | 8.5 |

24: Georgia Ave & Bonifant Street Performance by approach

| Approach | EB | NB | SB | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 42.3 | 4.8 | 5.6 | 6.1 |

25: Georgia Ave & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 1.8 | 0.1 | 0.1 | 0.0 | 0.2 |
| Total Del/Veh (s) | 41.7 | 43.6 | 51.4 | 16.2 | 33.1 |

26: Georgia Ave & US 29 (Colesville Rd.) Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.0 | 0.2 | 0.1 |
| Total Del/Veh (s) | 49.6 | 41.6 | 15.7 | 31.1 | 33.8 |

28: Georgia Ave & Ellsworth Dr Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 7.0 | 3.6 | 2.7 | 3.0 |

32: Grove St/Grove St. & Easley St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 1.7 | 3.7 | 5.4 | 5.5 | 3.9 |

33: Fenton St & Easley St Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 4.7 | 3.1 | 1.3 | 2.2 |

35: Houston St & Hankin St Performance by approach

| Approach | EB | SB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 0.7 | 1.0 | 1.0 |

36: Cedar St & Bonifant Street & Bonifant St Performance by approach

| Approach | EB | NB | NW | SW | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.1 | 0.1 |
| Total Del/Veh (s) | 4.8 | 3.8 | 4.1 | 3.7 | 4.2 |

37: Houston St & Easley St Performance by approach

| Approach | EB | NB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 0.9 | 0.1 | 0.3 |

38: Thayer Ave & Houston St Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.1 |
| Total Del/Veh (s) | 1.7 | 0.1 | 3.8 | 0.9 |

117: Grove St. & Bonifant Street & Hankin St Performance by approach

| Approach | EB | WB | NB | SW | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 5.0 | 4.5 | 5.3 | 4.3 | 4.7 |

125: Grove St & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.2 | 0.1 |
| Total Del/Veh (s) | 3.0 | 4.2 | 3.5 | 5.5 | 4.4 |

Total Network Performance

| | |
|--------------------|------|
| Denied Del/Veh (s) | 0.8 |
| Total Del/Veh (s) | 65.5 |

Arterial Level of Service: NB Fenton St

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|-----------------------|------|---------------|-----------------|------------|----------------|
| King St | 19 | 1.0 | 5.8 | 0.0 | 23 |
| Philadelphia Ave | 9 | 38.1 | 44.3 | 0.0 | 4 |
| Richmond Ave | 18 | 1.7 | 10.9 | 0.1 | 21 |
| Gist Ave | 17 | 1.0 | 8.0 | 0.0 | 22 |
| Sligo Ave | 8 | 9.3 | 15.7 | 0.0 | 11 |
| Silver Spring Ave | 7 | 9.6 | 24.7 | 0.1 | 15 |
| Thayer Ave | 6 | 14.2 | 27.4 | 0.1 | 12 |
| Easley St | 33 | 3.2 | 12.3 | 0.1 | 19 |
| Bonifant Street | 5 | 6.6 | 10.9 | 0.0 | 10 |
| Wayne Ave | 4 | 16.3 | 26.7 | 0.1 | 11 |
| Ellsworth Dr | 3 | 8.0 | 23.9 | 0.1 | 17 |
| Roeder Rd | 16 | 1.4 | 8.5 | 0.1 | 21 |
| US 29 (Colesville Rd) | 2 | 43.0 | 51.5 | 0.1 | 4 |
| Cameron St | 1 | 20.7 | 33.7 | 0.1 | 10 |
| Total | | 174.2 | 304.3 | 0.9 | 11 |

Arterial Level of Service: SB Fenton St

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|-----------------------|------|---------------|-----------------|------------|----------------|
| Cameron St | 1 | 21.5 | 27.7 | 0.0 | 6 |
| US 29 (Colesville Rd) | 2 | 43.2 | 54.0 | 0.1 | 7 |
| Roeder Rd | 16 | 1.9 | 11.5 | 0.1 | 20 |
| Ellsworth Dr | 3 | 5.6 | 12.2 | 0.1 | 15 |
| Wayne Ave | 4 | 18.7 | 33.8 | 0.1 | 12 |
| Bonifant Street | 5 | 8.1 | 20.2 | 0.1 | 14 |
| Easley St | 33 | 1.3 | 5.6 | 0.0 | 19 |
| Thayer Ave | 6 | 13.0 | 21.9 | 0.1 | 10 |
| Silver Spring Ave | 7 | 8.9 | 21.9 | 0.1 | 15 |
| Sligo Ave | 8 | 14.6 | 28.6 | 0.1 | 13 |
| Gist Ave | 17 | 1.6 | 8.6 | 0.0 | 19 |
| Richmond Ave | 18 | 2.1 | 9.0 | 0.0 | 20 |
| Burlington Ave | 9 | 41.6 | 50.5 | 0.1 | 5 |
| King St | 19 | 1.5 | 8.2 | 0.0 | 20 |
| Total | | 183.4 | 313.8 | 0.9 | 11 |

Intersection: 1: Cameron St & Fenton St

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 64 | 200 | 100 | 101 |
| Average Queue (ft) | 25 | 101 | 38 | 42 |
| 95th Queue (ft) | 57 | 177 | 83 | 84 |
| Link Distance (ft) | 215 | 424 | 424 | 372 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 2: US 29 (Colesville Rd.) & Fenton St

| Movement | EB | EB | WB | WB | NB | NB | B30 | B30 | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | TR | L | TR | LT | TR | T | T | LT | T | T | TR |
| Maximum Queue (ft) | 124 | 168 | 125 | 245 | 340 | 345 | 25 | 60 | 562 | 535 | 456 | 290 |
| Average Queue (ft) | 24 | 65 | 48 | 122 | 253 | 274 | 2 | 6 | 359 | 326 | 239 | 129 |
| 95th Queue (ft) | 73 | 130 | 109 | 213 | 340 | 362 | 17 | 34 | 557 | 521 | 401 | 229 |
| Link Distance (ft) | | 424 | 263 | 263 | 271 | 271 | 239 | 239 | 546 | 546 | 546 | 546 |
| Upstream Blk Time (%) | | | | 0 | 15 | 21 | | | 7 | 3 | 0 | |
| Queuing Penalty (veh) | | | | 0 | 50 | 72 | | | 0 | 0 | 0 | |
| Storage Bay Dist (ft) | 100 | | | | | | | | | | | |
| Storage Blk Time (%) | 0 | 5 | | | | | | | | | | |
| Queuing Penalty (veh) | 0 | 1 | | | | | | | | | | |

Intersection: 3: Fenton St & Ellsworth Dr

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | TR | T |
| Maximum Queue (ft) | 40 | 99 | 183 | 152 |
| Average Queue (ft) | 7 | 37 | 70 | 55 |
| 95th Queue (ft) | 28 | 81 | 148 | 115 |
| Link Distance (ft) | 718 | 411 | 498 | 198 |
| Upstream Blk Time (%) | | | | 0 |
| Queuing Penalty (veh) | | | | 0 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | 1 |
| Queuing Penalty (veh) | | | | 0 |

Intersection: 4: Fenton St & Wayne Ave

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | TR | L | T | TR | L | TR | L | TR |
| Maximum Queue (ft) | 60 | 134 | 161 | 279 | 259 | 292 | 116 | 320 | 105 | 193 |
| Average Queue (ft) | 18 | 70 | 84 | 154 | 170 | 167 | 54 | 128 | 7 | 89 |
| 95th Queue (ft) | 50 | 122 | 143 | 240 | 243 | 247 | 115 | 277 | 49 | 175 |
| Link Distance (ft) | 667 | 667 | 667 | | 876 | 876 | | 327 | | 498 |
| Upstream Blk Time (%) | | | | | | | | 1 | | |
| Queuing Penalty (veh) | | | | | | | | 2 | | |
| Storage Bay Dist (ft) | | | | 275 | | | 92 | | 100 | |
| Storage Blk Time (%) | | | | 0 | 0 | | 5 | 15 | 0 | 10 |
| Queuing Penalty (veh) | | | | 1 | 0 | | 16 | 8 | 0 | 1 |

Intersection: 5: Fenton St & Bonifant Street

| Movement | EB | WB | NB | SB | SB |
|-----------------------|-----|-----|-----|----|-----|
| Directions Served | LTR | LTR | TR | L | T |
| Maximum Queue (ft) | 76 | 39 | 111 | 52 | 276 |
| Average Queue (ft) | 20 | 9 | 71 | 3 | 97 |
| 95th Queue (ft) | 55 | 32 | 131 | 24 | 207 |
| Link Distance (ft) | 688 | 536 | 89 | | 327 |
| Upstream Blk Time (%) | | | 6 | | 0 |
| Queuing Penalty (veh) | | | 20 | | 0 |
| Storage Bay Dist (ft) | | | | 75 | |
| Storage Blk Time (%) | | | | | 9 |
| Queuing Penalty (veh) | | | | | 1 |

Intersection: 6: Fenton St & Thayer Ave

| Movement | EB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|----|-----|----|-----|
| Directions Served | LTR | LTR | L | TR | L | TR |
| Maximum Queue (ft) | 110 | 122 | 75 | 380 | 64 | 283 |
| Average Queue (ft) | 45 | 44 | 49 | 152 | 8 | 142 |
| 95th Queue (ft) | 95 | 98 | 84 | 326 | 38 | 264 |
| Link Distance (ft) | 628 | 522 | | 430 | | 273 |
| Upstream Blk Time (%) | | | | 1 | | 1 |
| Queuing Penalty (veh) | | | | 5 | | 3 |
| Storage Bay Dist (ft) | | | 50 | | 50 | |
| Storage Blk Time (%) | | | 19 | 14 | | 23 |
| Queuing Penalty (veh) | | | 71 | 11 | | 2 |

Intersection: 7: Fenton St & Silver Spring Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | TR | LTR |
| Maximum Queue (ft) | 115 | 52 | 252 | 292 |
| Average Queue (ft) | 40 | 19 | 107 | 119 |
| 95th Queue (ft) | 87 | 46 | 196 | 247 |
| Link Distance (ft) | 620 | 533 | 474 | 430 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 8: Fenton St & Sligo Ave

| Movement | EB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|----|-----|----|-----|
| Directions Served | LTR | L | TR | L | TR | L | TR |
| Maximum Queue (ft) | 125 | 92 | 172 | 80 | 183 | 70 | 335 |
| Average Queue (ft) | 50 | 47 | 72 | 32 | 109 | 23 | 143 |
| 95th Queue (ft) | 97 | 83 | 136 | 71 | 189 | 64 | 269 |
| Link Distance (ft) | 177 | 534 | 534 | | 167 | | 474 |
| Upstream Blk Time (%) | 0 | | | | 2 | | 0 |
| Queuing Penalty (veh) | 0 | | | | 8 | | 0 |
| Storage Bay Dist (ft) | | | | 60 | | 50 | |
| Storage Blk Time (%) | | | | 1 | 17 | 1 | 25 |
| Queuing Penalty (veh) | | | | 4 | 6 | 3 | 8 |

Intersection: 9: Fenton St & Burlington Ave/Philadelphia Ave

| Movement | EB | EB | WB | WB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | TR | LT | R | L | TR | L | T | R |
| Maximum Queue (ft) | 122 | 202 | 351 | 185 | 169 | 183 | 174 | 284 | 175 |
| Average Queue (ft) | 54 | 62 | 176 | 68 | 74 | 103 | 84 | 162 | 80 |
| 95th Queue (ft) | 106 | 145 | 294 | 179 | 136 | 180 | 173 | 283 | 173 |
| Link Distance (ft) | | 805 | 662 | | 169 | 169 | | 268 | |
| Upstream Blk Time (%) | | | | | 1 | 4 | | 4 | |
| Queuing Penalty (veh) | | | | | 1 | 5 | | 20 | |
| Storage Bay Dist (ft) | 100 | | | 160 | | | 150 | | 150 |
| Storage Blk Time (%) | 2 | 2 | 10 | 0 | | | 1 | 15 | 0 |
| Queuing Penalty (veh) | 3 | 2 | 14 | 0 | | | 4 | 41 | 0 |

Intersection: 10: Spring St & Woodland Dr

| Movement | SE | NE | SW |
|-----------------------|-----|-----|-----|
| Directions Served | R | T | TR |
| Maximum Queue (ft) | 58 | 38 | 44 |
| Average Queue (ft) | 28 | 4 | 3 |
| 95th Queue (ft) | 47 | 23 | 21 |
| Link Distance (ft) | 539 | 240 | 582 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 11: Grove St & Thayer Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 58 | 69 | 31 | 32 |
| Average Queue (ft) | 23 | 32 | 3 | 21 |
| 95th Queue (ft) | 50 | 60 | 19 | 44 |
| Link Distance (ft) | 522 | 477 | 450 | 277 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 12: Sligo Ave & Grove St

| Movement | EB | WB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | LT | TR | LR |
| Maximum Queue (ft) | 30 | 10 | 32 |
| Average Queue (ft) | 4 | 0 | 13 |
| 95th Queue (ft) | 20 | 7 | 36 |
| Link Distance (ft) | 534 | 644 | 516 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 13: Wayne Ave & Cedar St

| Movement | SE | SE | NW | NW | NE | NE | SW | SW |
|-----------------------|-----|-----|-----|----|-----|-----|-----|-----|
| Directions Served | L | R | LT | R | LT | T | T | TR |
| Maximum Queue (ft) | 140 | 151 | 122 | 40 | 122 | 99 | 205 | 149 |
| Average Queue (ft) | 49 | 61 | 45 | 19 | 21 | 24 | 97 | 52 |
| 95th Queue (ft) | 107 | 118 | 98 | 47 | 69 | 68 | 175 | 123 |
| Link Distance (ft) | 632 | | 460 | | 876 | 876 | 663 | 663 |
| Upstream Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |
| Storage Bay Dist (ft) | | 150 | | 15 | | | | |
| Storage Blk Time (%) | 0 | 0 | 34 | 13 | | | | |
| Queuing Penalty (veh) | 0 | 0 | 8 | 8 | | | | |

Intersection: 16: Fenton St & Roeder Rd

| Movement | EB | WB | SB |
|-----------------------|-----|----|-----|
| Directions Served | LT | TR | LR |
| Maximum Queue (ft) | 87 | 10 | 62 |
| Average Queue (ft) | 17 | 0 | 16 |
| 95th Queue (ft) | 57 | 5 | 48 |
| Link Distance (ft) | 263 | | 488 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | 50 | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 17: Fenton St & Gist Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 53 | 60 | 114 | 113 |
| Average Queue (ft) | 18 | 22 | 12 | 9 |
| 95th Queue (ft) | 45 | 50 | 66 | 55 |
| Link Distance (ft) | 450 | 177 | 188 | 167 |
| Upstream Blk Time (%) | | | | 0 |
| Queuing Penalty (veh) | | | | 0 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 18: Fenton St & Richmond Ave

| Movement | EB | EB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | L | R | LT | TR |
| Maximum Queue (ft) | 50 | 44 | 86 | 180 |
| Average Queue (ft) | 17 | 9 | 6 | 21 |
| 95th Queue (ft) | 43 | 33 | 43 | 105 |
| Link Distance (ft) | 330 | 330 | 268 | 188 |
| Upstream Blk Time (%) | | | | 1 |
| Queuing Penalty (veh) | | | | 5 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 19: Fenton St & King St

| Movement | NB |
|-----------------------|-----|
| Directions Served | LT |
| Maximum Queue (ft) | 110 |
| Average Queue (ft) | 11 |
| 95th Queue (ft) | 61 |
| Link Distance (ft) | 165 |
| Upstream Blk Time (%) | 0 |
| Queuing Penalty (veh) | 0 |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

Intersection: 21: Georgia Ave & Sligo Ave

| Movement | WB | WB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|----|-----|-----|-----|
| Directions Served | L | R | T | T | TR | L | T | T | T |
| Maximum Queue (ft) | 174 | 344 | 202 | 150 | 121 | 69 | 172 | 122 | 108 |
| Average Queue (ft) | 130 | 144 | 102 | 45 | 45 | 46 | 65 | 38 | 33 |
| 95th Queue (ft) | 197 | 273 | 177 | 115 | 97 | 66 | 130 | 93 | 83 |
| Link Distance (ft) | | 412 | 521 | 521 | 521 | | 433 | 433 | 433 |
| Upstream Blk Time (%) | | 0 | | | | | | | |
| Queuing Penalty (veh) | | 0 | | | | | | | |
| Storage Bay Dist (ft) | 150 | | | | | 30 | | | |
| Storage Blk Time (%) | 7 | 6 | | | | 20 | 13 | | |
| Queuing Penalty (veh) | 9 | 10 | | | | 80 | 22 | | |

Intersection: 22: Georgia Ave & Silver Spring Ave

| Movement | EB | WB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LT | T | TR | L | T | T | TR |
| Maximum Queue (ft) | 98 | 179 | 180 | 154 | 118 | 78 | 175 | 113 | 54 |
| Average Queue (ft) | 34 | 77 | 68 | 36 | 26 | 31 | 53 | 22 | 6 |
| 95th Queue (ft) | 77 | 140 | 136 | 105 | 75 | 65 | 116 | 76 | 30 |
| Link Distance (ft) | 669 | 620 | 433 | 433 | 433 | | 455 | 455 | 455 |
| Upstream Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | 180 | | | |
| Storage Blk Time (%) | | | | | | | 0 | | |
| Queuing Penalty (veh) | | | | | | | 0 | | |

Intersection: 23: Georgia Ave & Thayer Ave

| Movement | WB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|----|-----|-----|-----|
| Directions Served | LR | T | T | TR | L | T | T | T |
| Maximum Queue (ft) | 204 | 175 | 147 | 153 | 42 | 98 | 61 | 54 |
| Average Queue (ft) | 83 | 101 | 86 | 88 | 20 | 19 | 4 | 19 |
| 95th Queue (ft) | 162 | 154 | 135 | 146 | 46 | 63 | 34 | 50 |
| Link Distance (ft) | 628 | 455 | 455 | 455 | | 102 | 102 | 102 |
| Upstream Blk Time (%) | | | | | | 0 | 0 | |
| Queuing Penalty (veh) | | | | | | 0 | 0 | |
| Storage Bay Dist (ft) | | | | | 25 | | | |
| Storage Blk Time (%) | | | | | 8 | 5 | | |
| Queuing Penalty (veh) | | | | | 31 | 2 | | |

Intersection: 24: Georgia Ave & Bonifant Street

| Movement | EB | EB | NB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|----|-----|-----|-----|----|-----|-----|-----|
| Directions Served | L | R | L | T | T | TR | L | T | T | TR |
| Maximum Queue (ft) | 90 | 55 | 49 | 129 | 79 | 76 | 51 | 140 | 133 | 147 |
| Average Queue (ft) | 27 | 18 | 28 | 26 | 12 | 25 | 12 | 34 | 32 | 36 |
| 95th Queue (ft) | 73 | 47 | 55 | 91 | 49 | 63 | 38 | 96 | 93 | 96 |
| Link Distance (ft) | 357 | 357 | | 102 | 102 | 102 | | 335 | 335 | 335 |
| Upstream Blk Time (%) | | | | 2 | 0 | 0 | | | | |
| Queuing Penalty (veh) | | | | 7 | 0 | 0 | | | | |
| Storage Bay Dist (ft) | | | 25 | | | | 50 | | | |
| Storage Blk Time (%) | | | 19 | 1 | | | 1 | 3 | | |
| Queuing Penalty (veh) | | | 57 | 0 | | | 4 | 1 | | |

Intersection: 25: Georgia Ave & Wayne Ave

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | TR | L | T | TR | L | T | T | TR | L | T |
| Maximum Queue (ft) | 103 | 186 | 183 | 174 | 321 | 303 | 199 | 291 | 314 | 334 | 170 | 251 |
| Average Queue (ft) | 45 | 67 | 90 | 131 | 167 | 175 | 84 | 190 | 208 | 232 | 89 | 126 |
| 95th Queue (ft) | 90 | 134 | 159 | 206 | 290 | 274 | 175 | 264 | 283 | 315 | 168 | 215 |
| Link Distance (ft) | 480 | 480 | | | 667 | 667 | | 335 | 335 | 335 | | 260 |
| Upstream Blk Time (%) | | | | | | | | 0 | 0 | 1 | | 1 |
| Queuing Penalty (veh) | | | | | | | | 0 | 1 | 2 | | 3 |
| Storage Bay Dist (ft) | | | 200 | 150 | | | 175 | | | | 150 | |
| Storage Blk Time (%) | | 0 | 0 | 9 | 13 | | 0 | 15 | | | 2 | 3 |
| Queuing Penalty (veh) | | 0 | 0 | 20 | 25 | | 1 | 11 | | | 10 | 5 |

Intersection: 25: Georgia Ave & Wayne Ave

| Movement | SB | SB |
|-----------------------|-----|-----|
| Directions Served | T | TR |
| Maximum Queue (ft) | 226 | 272 |
| Average Queue (ft) | 114 | 156 |
| 95th Queue (ft) | 194 | 253 |
| Link Distance (ft) | 260 | 260 |
| Upstream Blk Time (%) | 0 | 1 |
| Queuing Penalty (veh) | 0 | 4 |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 26: Georgia Ave & US 29 (Colesville Rd.)

| Movement | EB | EB | EB | WB | WB | WB | WB | B30 | B30 | B30 | B30 | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | T | T | TR | L | T | T | TR | T | T | T | T | T |
| Maximum Queue (ft) | 323 | 282 | 219 | 332 | 341 | 333 | 318 | 285 | 216 | 168 | 138 | 154 |
| Average Queue (ft) | 207 | 172 | 54 | 309 | 301 | 288 | 259 | 131 | 69 | 42 | 12 | 73 |
| 95th Queue (ft) | 286 | 252 | 157 | 335 | 348 | 340 | 317 | 266 | 177 | 128 | 71 | 125 |
| Link Distance (ft) | 631 | 631 | 631 | 239 | 239 | 239 | 239 | 271 | 271 | 271 | 271 | 244 |
| Upstream Blk Time (%) | | | | 46 | 24 | 21 | 14 | 1 | | | | 0 |
| Queuing Penalty (veh) | | | | 207 | 109 | 93 | 64 | 5 | | | | 0 |
| Storage Bay Dist (ft) | | | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 26: Georgia Ave & US 29 (Colesville Rd.)

| Movement | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|
| Directions Served | T | T | R | T | T | TR |
| Maximum Queue (ft) | 159 | 154 | 165 | 402 | 362 | 292 |
| Average Queue (ft) | 66 | 68 | 70 | 283 | 227 | 180 |
| 95th Queue (ft) | 129 | 129 | 142 | 383 | 327 | 271 |
| Link Distance (ft) | 244 | 244 | 244 | 553 | 553 | 553 |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (ft) | | | | | | |
| Storage Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |

Intersection: 28: Georgia Ave & Ellsworth Dr

| Movement | WB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | R | T | T | TR | T | T | T |
| Maximum Queue (ft) | 48 | 4 | 15 | 18 | 52 | 62 | 28 |
| Average Queue (ft) | 20 | 0 | 1 | 1 | 3 | 2 | 2 |
| 95th Queue (ft) | 48 | 3 | 8 | 8 | 30 | 29 | 18 |
| Link Distance (ft) | 718 | 260 | 260 | 260 | 244 | 244 | 244 |
| Upstream Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |
| Storage Bay Dist (ft) | | | | | | | |
| Storage Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |

Intersection: 32: Grove St/Grove St. & Easley St

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 36 | 31 | 38 | 39 |
| Average Queue (ft) | 14 | 13 | 15 | 21 |
| 95th Queue (ft) | 39 | 37 | 41 | 45 |
| Link Distance (ft) | 479 | | 277 | 401 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 33: Fenton St & Easley St

| Movement | WB | NB | SB |
|-----------------------|-----|-----|----|
| Directions Served | LR | TR | LT |
| Maximum Queue (ft) | 39 | 189 | 68 |
| Average Queue (ft) | 9 | 36 | 6 |
| 95th Queue (ft) | 33 | 129 | 40 |
| Link Distance (ft) | 479 | 273 | 89 |
| Upstream Blk Time (%) | | 0 | 0 |
| Queuing Penalty (veh) | | 0 | 1 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 35: Houston St & Hankin St

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

Intersection: 36: Cedar St & Bonifant Street & Bonifant St

| Movement | EB | NB | NW | SW |
|-----------------------|-----|------|------|------|
| Directions Served | <LR | <LR> | <LTR | <LR> |
| Maximum Queue (ft) | 55 | 60 | 52 | 64 |
| Average Queue (ft) | 32 | 14 | 18 | 34 |
| 95th Queue (ft) | 48 | 42 | 40 | 57 |
| Link Distance (ft) | 485 | | 823 | 106 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 37: Houston St & Easley St

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

Intersection: 38: Thayer Ave & Houston St

| Movement | EB | SB |
|-----------------------|-----|----|
| Directions Served | LT | LR |
| Maximum Queue (ft) | 18 | 31 |
| Average Queue (ft) | 1 | 8 |
| 95th Queue (ft) | 8 | 31 |
| Link Distance (ft) | 477 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 117: Grove St. & Bonifant Street & Hankin St

| Movement | EB | WB | NB | SW |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LR> | <LR |
| Maximum Queue (ft) | 58 | 16 | 26 | 62 |
| Average Queue (ft) | 34 | 1 | 10 | 33 |
| 95th Queue (ft) | 53 | 7 | 26 | 51 |
| Link Distance (ft) | 536 | | 401 | 485 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 125: Grove St & Silver Spring Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 46 | 65 | 35 | 78 |
| Average Queue (ft) | 17 | 32 | 17 | 38 |
| 95th Queue (ft) | 43 | 57 | 43 | 62 |
| Link Distance (ft) | 533 | 784 | 516 | 450 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Network Summary

Network wide Queuing Penalty: 1193

Summary of All Intervals

| Run Number | 1 | 2 | 3 | 4 | 5 | Avg |
|-------------------------|-------|-------|-------|-------|-------|-------|
| Start Time | 5:20 | 5:20 | 5:20 | 5:20 | 5:20 | 5:20 |
| End Time | 6:30 | 6:30 | 6:30 | 6:30 | 6:30 | 6:30 |
| Total Time (min) | 70 | 70 | 70 | 70 | 70 | 70 |
| Time Recorded (min) | 60 | 60 | 60 | 60 | 60 | 60 |
| # of Intervals | 2 | 2 | 2 | 2 | 2 | 2 |
| # of Recorded Intervals | 1 | 1 | 1 | 1 | 1 | 1 |
| Vehs Entered | 10891 | 10916 | 10887 | 10934 | 10829 | 10891 |
| Vehs Exited | 10849 | 10867 | 10835 | 10931 | 10835 | 10866 |
| Starting Vehs | 438 | 415 | 403 | 440 | 469 | 423 |
| Ending Vehs | 480 | 464 | 455 | 443 | 463 | 451 |
| Travel Distance (mi) | 4997 | 4948 | 4955 | 5055 | 4989 | 4989 |
| Travel Time (hr) | 453.5 | 456.7 | 446.3 | 463.8 | 465.1 | 457.1 |
| Total Delay (hr) | 255.8 | 260.9 | 250.2 | 263.8 | 267.7 | 259.7 |
| Total Stops | 21747 | 21665 | 21904 | 22432 | 22257 | 22008 |
| Fuel Used (gal) | 244.6 | 244.0 | 241.6 | 248.4 | 246.2 | 244.9 |

Interval #0 Information Seeding

| | |
|-------------------------------------|------|
| Start Time | 5:20 |
| End Time | 5:30 |
| Total Time (min) | 10 |
| Volumes adjusted by Growth Factors. | |
| No data recorded this interval. | |

Interval #1 Information Recording

| Start Time | 5:30 | | | | | |
|-------------------------------------|-------|-------|-------|-------|-------|-------|
| End Time | 6:30 | | | | | |
| Total Time (min) | 60 | | | | | |
| Volumes adjusted by Growth Factors. | | | | | | |
| Run Number | 1 | 2 | 3 | 4 | 5 | Avg |
| Vehs Entered | 10891 | 10916 | 10887 | 10934 | 10829 | 10891 |
| Vehs Exited | 10849 | 10867 | 10835 | 10931 | 10835 | 10866 |
| Starting Vehs | 438 | 415 | 403 | 440 | 469 | 423 |
| Ending Vehs | 480 | 464 | 455 | 443 | 463 | 451 |
| Travel Distance (mi) | 4997 | 4948 | 4955 | 5055 | 4989 | 4989 |
| Travel Time (hr) | 453.5 | 456.7 | 446.3 | 463.8 | 465.1 | 457.1 |
| Total Delay (hr) | 255.8 | 260.9 | 250.2 | 263.8 | 267.7 | 259.7 |
| Total Stops | 21747 | 21665 | 21904 | 22432 | 22257 | 22008 |
| Fuel Used (gal) | 244.6 | 244.0 | 241.6 | 248.4 | 246.2 | 244.9 |

1: Cameron St & Fenton St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|------|
| Denied Del/Veh (s) | 0.2 | 0.0 | 0.3 | 0.2 | 0.2 |
| Total Del/Veh (s) | 25.5 | 27.2 | 8.5 | 7.5 | 15.7 |

2: US 29 (Colesville Rd.) & Fenton St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|------|------|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.0 | 0.4 | 0.1 |
| Total Del/Veh (s) | 56.8 | 58.4 | 9.0 | 25.1 | 21.5 |

3: Fenton St & Ellsworth Dr Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|-----|------|
| Denied Del/Veh (s) | 0.0 | 0.2 | 0.0 | 0.0 | 0.1 |
| Total Del/Veh (s) | 14.8 | 17.3 | 14.4 | 9.1 | 13.3 |

4: Fenton St & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 1.0 | 0.1 | 0.0 | 0.3 |
| Total Del/Veh (s) | 40.1 | 69.9 | 31.4 | 20.0 | 42.6 |

5: Fenton St & Bonifant Street Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|-----|-----|-----|------|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 21.3 | 9.1 | 7.6 | 9.5 | 10.0 |

6: Fenton St & Thayer Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.0 | 0.1 | 0.1 |
| Total Del/Veh (s) | 21.2 | 15.1 | 17.6 | 15.6 | 17.3 |

7: Fenton St & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 23.7 | 21.1 | 13.6 | 15.5 | 16.1 |

8: Fenton St & Sligo Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.3 | 0.0 | 0.1 |
| Total Del/Veh (s) | 19.0 | 21.5 | 14.5 | 19.1 | 17.7 |

9: Fenton St & Burlington Ave/Philadelphia Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 2.5 | 1.9 | 0.5 | 0.1 | 1.3 |
| Total Del/Veh (s) | 22.7 | 22.4 | 41.6 | 27.8 | 27.2 |

10: Spring St & Woodland Dr Performance by approach

| Approach | SE | NE | SW | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.4 | 0.3 | 0.4 |
| Total Del/Veh (s) | 4.1 | 0.4 | 0.3 | 0.5 |

11: Grove St. & Thayer Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 5.2 | 5.0 | 6.3 | 5.6 | 5.6 |

12: Sligo Ave & Grove St Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.3 | 0.0 | 0.1 |
| Total Del/Veh (s) | 2.2 | 0.4 | 8.1 | 1.9 |

13: Cedar St & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.2 | 0.0 | 1.7 | 0.3 |
| Total Del/Veh (s) | 8.3 | 7.2 | 20.2 | 32.8 | 13.7 |

14: Grove St/Grove St. & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 4.2 | 4.0 | 4.8 | 5.7 | 4.6 |

16: Fenton St & Roeder Rd Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.1 | 0.0 |
| Total Del/Veh (s) | 2.4 | 3.0 | 7.6 | 2.9 |

17: Fenton St & Gist Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 15.9 | 22.5 | 6.2 | 1.9 | 4.7 |

18: Fenton St & Richmond Ave Performance by approach

| Approach | EB | NB | SB | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.1 |
| Total Del/Veh (s) | 16.8 | 3.0 | 2.2 | 2.8 |

19: Fenton St & King St Performance by approach

| Approach | EB | NB | SB | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.6 | 0.1 | 0.3 |
| Total Del/Veh (s) | 10.9 | 4.0 | 1.2 | 2.6 |

21: Georgia Ave & Sligo Ave Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|-----|-----|------|
| Denied Del/Veh (s) | 0.2 | 0.2 | 0.0 | 0.1 |
| Total Del/Veh (s) | 56.9 | 7.9 | 7.7 | 11.8 |

22: Georgia Ave & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.1 | 0.0 | 0.1 |
| Total Del/Veh (s) | 43.7 | 48.0 | 5.7 | 6.0 | 8.1 |

23: Georgia Ave & Thayer Ave Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 32.6 | 9.4 | 6.3 | 9.3 |

24: Georgia Ave & Bonifant St/Bonifant Street Performance by approach

| Approach | EB | NB | SB | All |
|--------------------|------|-----|-----|------|
| Denied Del/Veh (s) | 2.0 | 0.0 | 0.0 | 0.2 |
| Total Del/Veh (s) | 55.9 | 5.1 | 7.8 | 10.8 |

25: Georgia Ave & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 6.6 | 0.3 | 0.0 | 0.0 | 1.2 |
| Total Del/Veh (s) | 71.4 | 47.2 | 31.7 | 25.0 | 38.9 |

26: Georgia Ave & US 29 (Colesville Rd.) Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|-------|------|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.3 | 1.4 | 0.5 |
| Total Del/Veh (s) | 47.8 | 25.3 | 43.5 | 100.0 | 55.2 |

28: Georgia Ave & Ellsworth Dr Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|-----|------|------|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.0 |
| Total Del/Veh (s) | 70.0 | 8.4 | 11.4 | 11.4 |

33: Houston St & Hankin St Performance by approach

| Approach | EB | SB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 1.2 | 1.1 | 1.1 |

34: Cedar St & Bonifant Street & Bonifant St Performance by approach

| Approach | EB | NB | NW | SW | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.1 | 0.0 |
| Total Del/Veh (s) | 5.6 | 4.1 | 4.2 | 3.9 | 5.2 |

35: Grove St. & Easley St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 2.6 | 3.7 | 6.2 | 5.5 | 5.4 |

36: Fenton St & Easley St Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.2 | 0.0 | 0.1 |
| Total Del/Veh (s) | 10.1 | 8.4 | 1.4 | 5.6 |

38: Houston St & Easley St Performance by approach

| Approach | EB | NB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 0.7 | 0.1 | 0.3 |

39: Thayer Ave & Houston St Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.1 |
| Total Del/Veh (s) | 1.7 | 0.0 | 3.6 | 1.1 |

117: Grove St. & Bonifant Street & Hankin St Performance by approach

| Approach | EB | WB | NB | SW | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.0 | 0.1 |
| Total Del/Veh (s) | 7.1 | 5.2 | 6.5 | 4.6 | 6.5 |

Total Network Performance

| | |
|--------------------|------|
| Denied Del/Veh (s) | 1.2 |
| Total Del/Veh (s) | 81.4 |

Arterial Level of Service: NB Fenton St

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|-----------------------|------|---------------|-----------------|------------|----------------|
| King St | 19 | 4.0 | 9.1 | 0.0 | 15 |
| Philadelphia Ave | 9 | 37.8 | 44.3 | 0.0 | 4 |
| Richmond Ave | 18 | 2.6 | 11.8 | 0.1 | 20 |
| Gist Ave | 17 | 6.2 | 13.2 | 0.0 | 13 |
| Sligo Ave | 8 | 12.9 | 19.5 | 0.0 | 9 |
| Silver Spring Ave | 7 | 13.7 | 28.8 | 0.1 | 13 |
| Thayer Ave | 6 | 14.3 | 27.2 | 0.1 | 12 |
| Easley St | 36 | 8.9 | 18.2 | 0.1 | 13 |
| Bonifant Street | 5 | 7.7 | 11.7 | 0.0 | 8 |
| Wayne Ave | 4 | 23.7 | 34.3 | 0.1 | 8 |
| Ellsworth Dr | 3 | 14.3 | 30.0 | 0.1 | 13 |
| Roeder Rd | 16 | 3.4 | 10.4 | 0.1 | 17 |
| US 29 (Colesville Rd) | 2 | 53.1 | 61.0 | 0.1 | 4 |
| Cameron St | 1 | 24.8 | 37.9 | 0.1 | 9 |
| Total | | 227.5 | 357.5 | 0.9 | 9 |

Arterial Level of Service: SB Fenton St

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|-----------------------|------|---------------|-----------------|------------|----------------|
| Cameron St | 1 | 25.1 | 31.1 | 0.0 | 6 |
| US 29 (Colesville Rd) | 2 | 45.5 | 57.8 | 0.1 | 6 |
| Roeder Rd | 16 | 2.4 | 11.8 | 0.1 | 19 |
| Ellsworth Dr | 3 | 8.6 | 15.6 | 0.1 | 12 |
| Wayne Ave | 4 | 18.6 | 31.6 | 0.1 | 13 |
| Bonifant Street | 5 | 8.8 | 20.4 | 0.1 | 14 |
| Easley St | 36 | 1.3 | 5.3 | 0.0 | 18 |
| Thayer Ave | 6 | 15.4 | 24.6 | 0.1 | 10 |
| Silver Spring Ave | 7 | 15.5 | 28.5 | 0.1 | 12 |
| Sligo Ave | 8 | 18.1 | 32.6 | 0.1 | 12 |
| Gist Ave | 17 | 1.9 | 8.8 | 0.0 | 19 |
| Richmond Ave | 18 | 2.2 | 9.1 | 0.0 | 19 |
| Burlington Ave | 9 | 33.4 | 42.2 | 0.1 | 6 |
| King St | 19 | 1.5 | 8.2 | 0.0 | 20 |
| Total | | 198.5 | 327.6 | 0.9 | 10 |

Intersection: 1: Cameron St & Fenton St

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 149 | 203 | 162 | 70 |
| Average Queue (ft) | 64 | 91 | 76 | 27 |
| 95th Queue (ft) | 116 | 160 | 140 | 65 |
| Link Distance (ft) | 216 | 452 | 425 | 373 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 2: US 29 (Colesville Rd.) & Fenton St

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | B30 | B30 | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | TR | L | TR | LT | T | T | TR | T | T | LT | TR |
| Maximum Queue (ft) | 124 | 275 | 96 | 251 | 143 | 146 | 214 | 222 | 6 | 8 | 322 | 359 |
| Average Queue (ft) | 55 | 114 | 42 | 166 | 43 | 50 | 125 | 151 | 0 | 0 | 162 | 167 |
| 95th Queue (ft) | 116 | 211 | 87 | 261 | 110 | 130 | 193 | 213 | 5 | 6 | 275 | 281 |
| Link Distance (ft) | | 452 | 243 | 243 | 271 | 271 | 271 | 271 | 244 | 244 | 544 | 544 |
| Upstream Blk Time (%) | | | | 4 | | | 0 | | | | | |
| Queuing Penalty (veh) | | | | 5 | | | 0 | | | | | |
| Storage Bay Dist (ft) | 100 | | | | | | | | | | | |
| Storage Blk Time (%) | 2 | 21 | | | | | | | | | | |
| Queuing Penalty (veh) | 3 | 9 | | | | | | | | | | |

Intersection: 3: Fenton St & Ellsworth Dr

| Movement | EB | WB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|
| Directions Served | LTR | LTR | TR | L | T |
| Maximum Queue (ft) | 91 | 119 | 232 | 98 | 157 |
| Average Queue (ft) | 31 | 55 | 111 | 23 | 64 |
| 95th Queue (ft) | 71 | 100 | 193 | 65 | 122 |
| Link Distance (ft) | 717 | 411 | 498 | | 200 |
| Upstream Blk Time (%) | | | | | 0 |
| Queuing Penalty (veh) | | | | | 0 |
| Storage Bay Dist (ft) | | | | 100 | |
| Storage Blk Time (%) | | | | 0 | 2 |
| Queuing Penalty (veh) | | | | 0 | 1 |

Intersection: 4: Fenton St & Wayne Ave

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | TR | L | T | TR | L | TR | L | TR |
| Maximum Queue (ft) | 121 | 315 | 340 | 300 | 475 | 382 | 116 | 352 | 109 | 221 |
| Average Queue (ft) | 51 | 192 | 216 | 218 | 175 | 136 | 79 | 237 | 21 | 103 |
| 95th Queue (ft) | 101 | 284 | 313 | 345 | 480 | 344 | 137 | 391 | 75 | 199 |
| Link Distance (ft) | 670 | 670 | 670 | | 877 | 877 | | 330 | | 498 |
| Upstream Blk Time (%) | | | | | 0 | 0 | | 5 | | |
| Queuing Penalty (veh) | | | | | 0 | 0 | | 32 | | |
| Storage Bay Dist (ft) | | | | 275 | | | 92 | | 100 | |
| Storage Blk Time (%) | | | | 22 | 0 | | 14 | 30 | 0 | 12 |
| Queuing Penalty (veh) | | | | 33 | 0 | | 71 | 25 | 0 | 3 |

Intersection: 5: Fenton St & Bonifant Street

| Movement | EB | WB | NB | SB | SB |
|-----------------------|-----|-----|-----|----|-----|
| Directions Served | LTR | LTR | TR | L | T |
| Maximum Queue (ft) | 168 | 43 | 92 | 44 | 227 |
| Average Queue (ft) | 65 | 14 | 76 | 8 | 97 |
| 95th Queue (ft) | 128 | 40 | 101 | 30 | 178 |
| Link Distance (ft) | 654 | 539 | 79 | | 330 |
| Upstream Blk Time (%) | | | 16 | | |
| Queuing Penalty (veh) | | | 94 | | |
| Storage Bay Dist (ft) | | | | 75 | |
| Storage Blk Time (%) | | | | 0 | 10 |
| Queuing Penalty (veh) | | | | 0 | 1 |

Intersection: 6: Fenton St & Thayer Ave

| Movement | EB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|----|-----|
| Directions Served | LTR | LTR | L | TR | L | TR |
| Maximum Queue (ft) | 176 | 92 | 74 | 435 | 74 | 287 |
| Average Queue (ft) | 82 | 31 | 51 | 211 | 18 | 160 |
| 95th Queue (ft) | 144 | 74 | 84 | 390 | 55 | 269 |
| Link Distance (ft) | 628 | 524 | | 431 | | 283 |
| Upstream Blk Time (%) | | | | 0 | | 1 |
| Queuing Penalty (veh) | | | | 3 | | 3 |
| Storage Bay Dist (ft) | | | 50 | | 50 | |
| Storage Blk Time (%) | | | 24 | 25 | 1 | 30 |
| Queuing Penalty (veh) | | | 139 | 24 | 3 | 8 |

Intersection: 7: Fenton St & Silver Spring Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | TR | LTR |
| Maximum Queue (ft) | 222 | 81 | 391 | 367 |
| Average Queue (ft) | 98 | 28 | 196 | 170 |
| 95th Queue (ft) | 173 | 65 | 337 | 306 |
| Link Distance (ft) | 620 | 521 | 476 | 431 |
| Upstream Blk Time (%) | | | | 0 |
| Queuing Penalty (veh) | | | | 0 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 8: Fenton St & Sligo Ave

| Movement | EB | B27 | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|----|-----|----|-----|
| Directions Served | LTR | T | L | TR | L | TR | L | TR |
| Maximum Queue (ft) | 245 | 63 | 90 | 166 | 84 | 194 | 74 | 394 |
| Average Queue (ft) | 118 | 3 | 38 | 87 | 31 | 166 | 36 | 190 |
| 95th Queue (ft) | 219 | 34 | 72 | 148 | 75 | 218 | 73 | 353 |
| Link Distance (ft) | 177 | 412 | 533 | 533 | | 170 | | 476 |
| Upstream Blk Time (%) | 4 | | | | | 14 | | 0 |
| Queuing Penalty (veh) | 12 | | | | | 100 | | 0 |
| Storage Bay Dist (ft) | | | | | 60 | | 50 | |
| Storage Blk Time (%) | | | | | 3 | 32 | 5 | 31 |
| Queuing Penalty (veh) | | | | | 18 | 12 | 24 | 20 |

Intersection: 9: Fenton St & Burlington Ave/Philadelphia Ave

| Movement | EB | EB | EB | WB | WB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | R | LT | R | L | TR | L | T | R |
| Maximum Queue (ft) | 124 | 498 | 122 | 317 | 182 | 136 | 178 | 174 | 280 | 175 |
| Average Queue (ft) | 105 | 192 | 35 | 127 | 63 | 62 | 141 | 116 | 188 | 83 |
| 95th Queue (ft) | 148 | 406 | 96 | 254 | 147 | 114 | 194 | 191 | 302 | 184 |
| Link Distance (ft) | | 805 | | 662 | | 162 | 162 | | 268 | |
| Upstream Blk Time (%) | | | | | | 0 | 12 | | 4 | |
| Queuing Penalty (veh) | | | | | | 0 | 20 | | 24 | |
| Storage Bay Dist (ft) | 100 | | 100 | | 160 | | | 150 | | 150 |
| Storage Blk Time (%) | 16 | 10 | 0 | 5 | 0 | | | 3 | 14 | 0 |
| Queuing Penalty (veh) | 69 | 42 | 0 | 8 | 0 | | | 13 | 45 | 0 |

Intersection: 10: Spring St & Woodland Dr

| Movement | SE | NE | SW |
|-----------------------|-----|-----|-----|
| Directions Served | R | T | TR |
| Maximum Queue (ft) | 36 | 66 | 40 |
| Average Queue (ft) | 18 | 8 | 2 |
| 95th Queue (ft) | 39 | 42 | 16 |
| Link Distance (ft) | 542 | 241 | 583 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 11: Grove St. & Thayer Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 78 | 68 | 61 | 47 |
| Average Queue (ft) | 41 | 32 | 35 | 24 |
| 95th Queue (ft) | 67 | 57 | 49 | 48 |
| Link Distance (ft) | 524 | 477 | 450 | 279 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 12: Sligo Ave & Grove St

| Movement | EB | WB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | LT | TR | LR |
| Maximum Queue (ft) | 76 | 6 | 65 |
| Average Queue (ft) | 20 | 0 | 26 |
| 95th Queue (ft) | 60 | 4 | 52 |
| Link Distance (ft) | 533 | 646 | 518 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 13: Cedar St & Wayne Ave

| Movement | EB | EB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|----|-----|-----|
| Directions Served | LT | T | T | TR | LT | R | L | R |
| Maximum Queue (ft) | 177 | 181 | 162 | 129 | 158 | 40 | 256 | 173 |
| Average Queue (ft) | 73 | 76 | 61 | 34 | 71 | 34 | 116 | 71 |
| 95th Queue (ft) | 153 | 158 | 129 | 89 | 135 | 48 | 202 | 144 |
| Link Distance (ft) | 877 | 877 | 665 | 665 | 458 | | 632 | |
| Upstream Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | 15 | | 150 |
| Storage Blk Time (%) | | | | | 25 | 39 | 4 | 1 |
| Queuing Penalty (veh) | | | | | 24 | 23 | 4 | 1 |

Intersection: 14: Grove St/Grove St. & Silver Spring Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 68 | 63 | 75 | 60 |
| Average Queue (ft) | 37 | 20 | 37 | 28 |
| 95th Queue (ft) | 63 | 48 | 58 | 50 |
| Link Distance (ft) | 521 | 778 | 518 | 450 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 16: Fenton St & Roeder Rd

| Movement | EB | WB | WB | SB |
|-----------------------|-----|-----|----|-----|
| Directions Served | LT | T | TR | LR |
| Maximum Queue (ft) | 99 | 110 | 60 | 49 |
| Average Queue (ft) | 24 | 5 | 7 | 16 |
| 95th Queue (ft) | 71 | 53 | 39 | 42 |
| Link Distance (ft) | 243 | 200 | | 488 |
| Upstream Blk Time (%) | | 0 | | |
| Queuing Penalty (veh) | | 1 | | |
| Storage Bay Dist (ft) | | | 50 | |
| Storage Blk Time (%) | | | 2 | |
| Queuing Penalty (veh) | | | 3 | |

Intersection: 17: Fenton St & Gist Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 52 | 58 | 206 | 169 |
| Average Queue (ft) | 17 | 16 | 120 | 17 |
| 95th Queue (ft) | 47 | 46 | 248 | 91 |
| Link Distance (ft) | 311 | 177 | 190 | 170 |
| Upstream Blk Time (%) | | | 4 | 1 |
| Queuing Penalty (veh) | | | 31 | 3 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 18: Fenton St & Richmond Ave

| Movement | EB | EB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | L | R | LT | TR |
| Maximum Queue (ft) | 33 | 47 | 265 | 205 |
| Average Queue (ft) | 3 | 11 | 56 | 28 |
| 95th Queue (ft) | 19 | 35 | 185 | 128 |
| Link Distance (ft) | 330 | 330 | 268 | 190 |
| Upstream Blk Time (%) | | | 0 | 1 |
| Queuing Penalty (veh) | | | 1 | 6 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 19: Fenton St & King St

| Movement | EB | NB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | LR | LT | TR |
| Maximum Queue (ft) | 31 | 193 | 4 |
| Average Queue (ft) | 8 | 38 | 0 |
| 95th Queue (ft) | 31 | 133 | 3 |
| Link Distance (ft) | 229 | 165 | 162 |
| Upstream Blk Time (%) | | 1 | |
| Queuing Penalty (veh) | | 0 | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 21: Georgia Ave & Sligo Ave

| Movement | WB | WB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | R | T | T | TR | L | T | T | T |
| Maximum Queue (ft) | 174 | 232 | 239 | 234 | 277 | 66 | 252 | 133 | 147 |
| Average Queue (ft) | 91 | 90 | 116 | 75 | 120 | 53 | 111 | 35 | 28 |
| 95th Queue (ft) | 161 | 169 | 210 | 177 | 221 | 62 | 212 | 96 | 93 |
| Link Distance (ft) | | 412 | 522 | 522 | 522 | | 432 | 432 | 432 |
| Upstream Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |
| Storage Bay Dist (ft) | 150 | | | | | 30 | | | |
| Storage Blk Time (%) | 3 | 1 | | | | 45 | 6 | | |
| Queuing Penalty (veh) | 3 | 1 | | | | 111 | 14 | | |

Intersection: 22: Georgia Ave & Silver Spring Ave

| Movement | EB | WB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LT | T | TR | L | T | T | TR |
| Maximum Queue (ft) | 116 | 188 | 222 | 218 | 268 | 138 | 159 | 147 | 166 |
| Average Queue (ft) | 39 | 92 | 92 | 70 | 104 | 55 | 56 | 48 | 55 |
| 95th Queue (ft) | 89 | 156 | 186 | 172 | 222 | 107 | 132 | 119 | 134 |
| Link Distance (ft) | 707 | 620 | 432 | 432 | 432 | | 457 | 457 | 457 |
| Upstream Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | 180 | | | |
| Storage Blk Time (%) | | | | | | 0 | 0 | | |
| Queuing Penalty (veh) | | | | | | 0 | 0 | | |

Intersection: 23: Georgia Ave & Thayer Ave

| Movement | WB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LR | T | T | TR | L | T | T | T |
| Maximum Queue (ft) | 171 | 217 | 227 | 380 | 56 | 145 | 135 | 133 |
| Average Queue (ft) | 68 | 99 | 92 | 185 | 38 | 92 | 67 | 84 |
| 95th Queue (ft) | 135 | 189 | 193 | 341 | 61 | 157 | 142 | 144 |
| Link Distance (ft) | 628 | 457 | 457 | 457 | | 117 | 117 | 117 |
| Upstream Blk Time (%) | | | | 0 | | 4 | 1 | 2 |
| Queuing Penalty (veh) | | | | 0 | | 16 | 5 | 9 |
| Storage Bay Dist (ft) | | | | | 25 | | | |
| Storage Blk Time (%) | | | | | 28 | 15 | | |
| Queuing Penalty (veh) | | | | | 101 | 12 | | |

Intersection: 24: Georgia Ave & Bonifant St/Bonifant Street

| Movement | EB | EB | NB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|----|-----|-----|-----|----|-----|-----|-----|
| Directions Served | L | R | L | T | T | TR | L | T | T | TR |
| Maximum Queue (ft) | 164 | 272 | 48 | 122 | 123 | 130 | 75 | 202 | 117 | 130 |
| Average Queue (ft) | 99 | 119 | 18 | 37 | 42 | 82 | 30 | 83 | 63 | 71 |
| 95th Queue (ft) | 173 | 219 | 45 | 94 | 107 | 152 | 66 | 154 | 109 | 115 |
| Link Distance (ft) | | 362 | | 117 | 117 | 117 | | 325 | 325 | 325 |
| Upstream Blk Time (%) | | 0 | | 0 | 0 | 4 | | | | |
| Queuing Penalty (veh) | | 0 | | 2 | 2 | 20 | | | | |
| Storage Bay Dist (ft) | 140 | | 25 | | | | 50 | | | |
| Storage Blk Time (%) | 4 | 8 | 9 | 10 | | | 3 | 16 | | |
| Queuing Penalty (veh) | 6 | 10 | 37 | 4 | | | 10 | 8 | | |

Intersection: 25: Georgia Ave & Wayne Ave

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | TR | L | T | TR | L | T | T | TR | L | T |
| Maximum Queue (ft) | 462 | 476 | 225 | 174 | 266 | 315 | 181 | 290 | 322 | 362 | 175 | 260 |
| Average Queue (ft) | 130 | 372 | 214 | 95 | 140 | 190 | 53 | 154 | 186 | 287 | 108 | 166 |
| 95th Queue (ft) | 346 | 559 | 253 | 169 | 243 | 286 | 132 | 258 | 304 | 396 | 197 | 246 |
| Link Distance (ft) | 449 | 449 | | | 670 | 670 | | 325 | 325 | 325 | | 260 |
| Upstream Blk Time (%) | 1 | 15 | | | | | | 0 | 0 | 8 | | 1 |
| Queuing Penalty (veh) | 0 | 0 | | | | | | 0 | 1 | 37 | | 2 |
| Storage Bay Dist (ft) | | | 200 | 150 | | | 175 | | | | 150 | |
| Storage Blk Time (%) | | 7 | 42 | 3 | 5 | | 0 | 4 | | | 3 | 9 |
| Queuing Penalty (veh) | | 21 | 76 | 4 | 7 | | 0 | 2 | | | 9 | 12 |

Intersection: 25: Georgia Ave & Wayne Ave

| Movement | SB | SB |
|-----------------------|-----|-----|
| Directions Served | T | TR |
| Maximum Queue (ft) | 195 | 225 |
| Average Queue (ft) | 129 | 151 |
| 95th Queue (ft) | 184 | 217 |
| Link Distance (ft) | 260 | 260 |
| Upstream Blk Time (%) | | 0 |
| Queuing Penalty (veh) | | 0 |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 26: Georgia Ave & US 29 (Colesville Rd.)

| Movement | EB | EB | EB | EB | WB | WB | WB | B30 | NB | NB | NB | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LT | T | T | TR | L | T | TR | T | T | T | T | R |
| Maximum Queue (ft) | 516 | 462 | 336 | 232 | 296 | 132 | 131 | 60 | 253 | 277 | 259 | 181 |
| Average Queue (ft) | 367 | 326 | 220 | 136 | 180 | 65 | 60 | 3 | 187 | 203 | 204 | 81 |
| 95th Queue (ft) | 478 | 440 | 311 | 222 | 293 | 112 | 116 | 35 | 273 | 289 | 288 | 156 |
| Link Distance (ft) | 611 | 611 | 611 | 611 | 244 | 244 | 244 | 271 | 242 | 242 | 242 | 242 |
| Upstream Blk Time (%) | 0 | | | | 4 | | | | 9 | 10 | 12 | 0 |
| Queuing Penalty (veh) | 0 | | | | 9 | | | | 29 | 33 | 42 | 0 |
| Storage Bay Dist (ft) | | | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 26: Georgia Ave & US 29 (Colesville Rd.)

| Movement | SB | SB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | T | T | TR |
| Maximum Queue (ft) | 590 | 580 | 466 |
| Average Queue (ft) | 503 | 439 | 295 |
| 95th Queue (ft) | 637 | 582 | 436 |
| Link Distance (ft) | 565 | 565 | 565 |
| Upstream Blk Time (%) | 13 | 3 | 0 |
| Queuing Penalty (veh) | 0 | 0 | 0 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 28: Georgia Ave & Ellsworth Dr

| Movement | WB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | R | T | T | TR | T | T | T |
| Maximum Queue (ft) | 157 | 164 | 176 | 211 | 182 | 118 | 148 |
| Average Queue (ft) | 65 | 59 | 67 | 99 | 117 | 64 | 75 |
| 95th Queue (ft) | 142 | 153 | 173 | 197 | 165 | 112 | 130 |
| Link Distance (ft) | 717 | 260 | 260 | 260 | 242 | 242 | 242 |
| Upstream Blk Time (%) | | 0 | 0 | 1 | | | |
| Queuing Penalty (veh) | | 1 | 1 | 2 | | | |
| Storage Bay Dist (ft) | | | | | | | |
| Storage Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |

Intersection: 33: Houston St & Hankin St

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

Intersection: 34: Cedar St & Bonifant Street & Bonifant St

| Movement | EB | NB | NW | SW |
|-----------------------|------|------|------|------|
| Directions Served | <LR> | <LR> | <LTR | <LR> |
| Maximum Queue (ft) | 84 | 54 | 51 | 76 |
| Average Queue (ft) | 51 | 17 | 12 | 33 |
| 95th Queue (ft) | 76 | 45 | 37 | 58 |
| Link Distance (ft) | 485 | | 823 | 114 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 35: Grove St. & Easley St

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 65 | 40 | 70 | 36 |
| Average Queue (ft) | 20 | 11 | 38 | 21 |
| 95th Queue (ft) | 52 | 36 | 59 | 44 |
| Link Distance (ft) | 495 | | 279 | 396 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 36: Fenton St & Easley St

| Movement | WB | NB | SB |
|-----------------------|-----|-----|----|
| Directions Served | LR | TR | LT |
| Maximum Queue (ft) | 31 | 288 | 84 |
| Average Queue (ft) | 8 | 129 | 10 |
| 95th Queue (ft) | 29 | 276 | 51 |
| Link Distance (ft) | 495 | 283 | 79 |
| Upstream Blk Time (%) | | 1 | 1 |
| Queuing Penalty (veh) | | 5 | 3 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 38: Houston St & Easley St

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

Intersection: 39: Thayer Ave & Houston St

| Movement | EB | SB |
|-----------------------|-----|----|
| Directions Served | LT | LR |
| Maximum Queue (ft) | 19 | 31 |
| Average Queue (ft) | 1 | 5 |
| 95th Queue (ft) | 8 | 24 |
| Link Distance (ft) | 477 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 117: Grove St. & Bonifant Street & Hankin St

| Movement | EB | WB | NB | SW |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LR | <LR |
| Maximum Queue (ft) | 125 | 16 | 71 | 59 |
| Average Queue (ft) | 56 | 1 | 33 | 32 |
| 95th Queue (ft) | 96 | 7 | 57 | 52 |
| Link Distance (ft) | 539 | | 396 | 485 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Network Summary

Network wide Queuing Penalty: 1630

Summary of All Intervals

| Run Number | 1 | 2 | 3 | 4 | 5 | Avg |
|-------------------------|-------|-------|-------|-------|-------|-------|
| Start Time | 12:50 | 12:50 | 12:50 | 12:50 | 12:50 | 12:50 |
| End Time | 2:00 | 2:00 | 2:00 | 2:00 | 2:00 | 2:00 |
| Total Time (min) | 70 | 70 | 70 | 70 | 70 | 70 |
| Time Recorded (min) | 60 | 60 | 60 | 60 | 60 | 60 |
| # of Intervals | 2 | 2 | 2 | 2 | 2 | 2 |
| # of Recorded Intervals | 1 | 1 | 1 | 1 | 1 | 1 |
| Vehs Entered | 7110 | 7025 | 7066 | 7110 | 7072 | 7074 |
| Vehs Exited | 7066 | 6827 | 6931 | 7071 | 6918 | 6970 |
| Starting Vehs | 205 | 215 | 207 | 184 | 228 | 198 |
| Ending Vehs | 249 | 413 | 342 | 223 | 382 | 309 |
| Travel Distance (mi) | 2525 | 2423 | 2439 | 2502 | 2441 | 2466 |
| Travel Time (hr) | 217.5 | 251.0 | 226.8 | 208.0 | 270.2 | 234.7 |
| Total Delay (hr) | 117.4 | 154.8 | 130.0 | 108.6 | 173.2 | 136.8 |
| Total Stops | 11544 | 11689 | 11359 | 11292 | 11801 | 11533 |
| Fuel Used (gal) | 120.7 | 125.5 | 119.8 | 118.2 | 129.6 | 122.8 |

Interval #0 Information Seeding

| | |
|-------------------------------------|-------|
| Start Time | 12:50 |
| End Time | 1:00 |
| Total Time (min) | 10 |
| Volumes adjusted by Growth Factors. | |
| No data recorded this interval. | |

Interval #1 Information Recording

| | |
|-------------------------------------|------|
| Start Time | 1:00 |
| End Time | 2:00 |
| Total Time (min) | 60 |
| Volumes adjusted by Growth Factors. | |

| Run Number | 1 | 2 | 3 | 4 | 5 | Avg |
|----------------------|-------|-------|-------|-------|-------|-------|
| Vehs Entered | 7110 | 7025 | 7066 | 7110 | 7072 | 7074 |
| Vehs Exited | 7066 | 6827 | 6931 | 7071 | 6918 | 6970 |
| Starting Vehs | 205 | 215 | 207 | 184 | 228 | 198 |
| Ending Vehs | 249 | 413 | 342 | 223 | 382 | 309 |
| Travel Distance (mi) | 2525 | 2423 | 2439 | 2502 | 2441 | 2466 |
| Travel Time (hr) | 217.5 | 251.0 | 226.8 | 208.0 | 270.2 | 234.7 |
| Total Delay (hr) | 117.4 | 154.8 | 130.0 | 108.6 | 173.2 | 136.8 |
| Total Stops | 11544 | 11689 | 11359 | 11292 | 11801 | 11533 |
| Fuel Used (gal) | 120.7 | 125.5 | 119.8 | 118.2 | 129.6 | 122.8 |

1: Cameron St & Fenton St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|------|
| Denied Del/Veh (s) | 0.2 | 0.0 | 0.2 | 0.1 | 0.1 |
| Total Del/Veh (s) | 23.5 | 28.0 | 7.7 | 8.2 | 16.9 |

2: US 29 (Colesville Rd.) & Fenton St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|-------|------|------|------|
| Denied Del/Veh (s) | 0.1 | 0.5 | 0.1 | 0.2 | 0.2 |
| Total Del/Veh (s) | 45.5 | 142.6 | 28.1 | 39.9 | 49.9 |

3: Fenton St & Ellsworth Dr Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|------|-----|------|
| Denied Del/Veh (s) | 0.5 | 0.0 | 0.0 | 0.1 |
| Total Del/Veh (s) | 74.0 | 45.5 | 7.3 | 37.3 |

4: Fenton St & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.4 | 0.3 | 0.7 | 0.4 | 0.5 |
| Total Del/Veh (s) | 47.0 | 27.6 | 51.5 | 37.4 | 40.9 |

5: Fenton St & Bonifant Street Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|-----|------|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.3 | 0.0 | 0.1 |
| Total Del/Veh (s) | 34.0 | 35.5 | 12.4 | 8.4 | 13.5 |

6: Fenton St & Thayer Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.2 | 0.0 | 0.0 | 0.1 | 0.1 |
| Total Del/Veh (s) | 44.9 | 27.7 | 36.5 | 17.3 | 30.0 |

7: Fenton St & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.2 | 0.1 | 6.4 | 0.0 | 3.0 |
| Total Del/Veh (s) | 52.4 | 27.0 | 23.8 | 13.0 | 22.4 |

8: Fenton St & Sligo Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 38.1 | 22.1 | 15.3 | 14.1 | 18.8 |

9: Fenton St & Burlington Ave/Philadelphia Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 2.6 | 1.9 | 0.8 | 0.1 | 1.3 |
| Total Del/Veh (s) | 23.8 | 17.6 | 46.3 | 29.1 | 27.9 |

10: Spring St & Woodland Dr Performance by approach

| Approach | SE | NE | SW | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.2 | 0.3 | 0.2 |
| Total Del/Veh (s) | 4.0 | 0.2 | 0.4 | 0.5 |

11: Grove St. & Thayer Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 3.9 | 4.3 | 4.7 | 5.8 | 4.5 |

12: Sligo Ave & Grove St Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.2 | 0.0 | 0.1 |
| Total Del/Veh (s) | 2.0 | 0.4 | 7.1 | 1.7 |

13: Cedar St & Wayne Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.2 | 0.0 | 2.0 | 0.5 |
| Total Del/Veh (s) | 7.0 | 7.2 | 23.0 | 26.9 | 12.8 |

16: Fenton St & Roeder Rd Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|------|------|------|
| Denied Del/Veh (s) | 0.1 | 1.6 | 0.1 | 0.7 |
| Total Del/Veh (s) | 4.8 | 34.6 | 40.3 | 18.1 |

17: Fenton St & Gist Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.4 | 0.0 | 0.2 |
| Total Del/Veh (s) | 29.2 | 23.4 | 6.0 | 1.7 | 5.0 |

18: Fenton St & Richmond Ave Performance by approach

| Approach | EB | NB | SB | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.3 | 0.0 | 0.2 |
| Total Del/Veh (s) | 24.4 | 6.0 | 1.3 | 4.2 |

19: Fenton St & King St Performance by approach

| Approach | NB | SB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 1.9 | 0.1 | 1.0 |
| Total Del/Veh (s) | 4.8 | 1.3 | 3.0 |

21: Grove St. & Easley St Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 3.7 | 4.1 | 6.1 | 5.3 | 5.2 |

22: Fenton St & Easley St Performance by approach

| Approach | WB | NB | SB | All |
|--------------------|------|------|-----|------|
| Denied Del/Veh (s) | 0.0 | 1.5 | 0.0 | 0.8 |
| Total Del/Veh (s) | 39.9 | 20.9 | 1.3 | 11.8 |

24: Houston St & Hankin St Performance by approach

| Approach | EB | SB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 1.0 | 1.0 | 1.0 |

25: Cedar St & Bonifant Street Performance by approach

| Approach | EB | NB | NW | SW | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.1 | 0.0 |
| Total Del/Veh (s) | 4.8 | 3.8 | 3.8 | 3.6 | 4.5 |

27: Easley St & Houston St Performance by approach

| Approach | EB | NB | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 0.9 | 0.0 | 0.5 |

28: Thayer Ave Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.1 |
| Total Del/Veh (s) | 1.3 | 0.0 | 4.0 | 0.9 |

117: Grove St. & Bonifant Street & Hankin St Performance by approach

| Approach | EB | WB | NB | SW | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 5.7 | 3.6 | 5.5 | 4.1 | 5.3 |

122: Grove St/Grove St. & Silver Spring Ave Performance by approach

| Approach | EB | WB | NB | SB | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 3.0 | 3.9 | 4.4 | 5.1 | 4.1 |

Total Network Performance

| | |
|--------------------|------|
| Denied Del/Veh (s) | 1.6 |
| Total Del/Veh (s) | 66.1 |

Arterial Level of Service: NB Fenton St

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|-----------------------|------|---------------|-----------------|------------|----------------|
| King St | 19 | 4.8 | 11.3 | 0.0 | 14 |
| Philadelphia Ave | 9 | 43.8 | 50.6 | 0.0 | 3 |
| Richmond Ave | 18 | 4.7 | 14.1 | 0.1 | 17 |
| Gist Ave | 17 | 6.0 | 13.2 | 0.0 | 14 |
| Sligo Ave | 8 | 13.6 | 19.9 | 0.0 | 8 |
| Silver Spring Ave | 7 | 23.2 | 45.0 | 0.1 | 10 |
| Thayer Ave | 6 | 32.7 | 45.7 | 0.1 | 7 |
| Easley St | 22 | 21.0 | 31.5 | 0.1 | 8 |
| Bonifant Street | 5 | 12.4 | 16.4 | 0.0 | 6 |
| Wayne Ave | 4 | 41.1 | 53.1 | 0.1 | 6 |
| Ellsworth Dr | 3 | 43.4 | 58.5 | 0.1 | 7 |
| Roeder Rd | 16 | 34.6 | 41.7 | 0.1 | 4 |
| US 29 (Colesville Rd) | 2 | 87.7 | 96.6 | 0.1 | 2 |
| Cameron St | 1 | 25.7 | 38.5 | 0.1 | 9 |
| Total | | 394.7 | 536.2 | 0.9 | 6 |

Arterial Level of Service: SB Fenton St

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|-----------------------|------|---------------|-----------------|------------|----------------|
| Cameron St | 1 | 24.4 | 30.4 | 0.0 | 6 |
| US 29 (Colesville Rd) | 2 | 39.1 | 49.9 | 0.1 | 7 |
| Roeder Rd | 16 | 3.3 | 12.9 | 0.1 | 18 |
| Ellsworth Dr | 3 | 7.2 | 14.2 | 0.1 | 13 |
| Wayne Ave | 4 | 38.6 | 52.5 | 0.1 | 8 |
| Bonifant Street | 5 | 8.9 | 20.2 | 0.1 | 14 |
| Easley St | 22 | 1.3 | 5.5 | 0.0 | 18 |
| Thayer Ave | 6 | 17.1 | 26.2 | 0.1 | 9 |
| Silver Spring Ave | 7 | 12.6 | 25.6 | 0.1 | 13 |
| Sligo Ave | 8 | 12.9 | 26.8 | 0.1 | 14 |
| Gist Ave | 17 | 1.6 | 8.1 | 0.0 | 20 |
| Richmond Ave | 18 | 1.2 | 8.1 | 0.0 | 22 |
| Burlington Ave | 9 | 39.5 | 48.2 | 0.1 | 5 |
| King St | 19 | 1.5 | 8.1 | 0.0 | 20 |
| Total | | 209.2 | 336.7 | 0.9 | 10 |

Intersection: 1: Cameron St & Fenton St

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 117 | 161 | 121 | 61 |
| Average Queue (ft) | 54 | 81 | 48 | 21 |
| 95th Queue (ft) | 101 | 133 | 97 | 53 |
| Link Distance (ft) | 215 | 436 | 424 | 372 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 2: US 29 (Colesville Rd.) & Fenton St

| Movement | EB | EB | WB | WB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | TR | L | TR | LT | T | TR | LT | T | TR |
| Maximum Queue (ft) | 106 | 197 | 277 | 293 | 343 | 272 | 216 | 493 | 409 | 241 |
| Average Queue (ft) | 27 | 83 | 209 | 219 | 235 | 185 | 118 | 336 | 273 | 114 |
| 95th Queue (ft) | 76 | 157 | 335 | 319 | 310 | 259 | 193 | 456 | 380 | 224 |
| Link Distance (ft) | | 436 | 251 | 251 | 446 | 446 | 446 | 544 | 544 | 544 |
| Upstream Blk Time (%) | | | 40 | 28 | | | | 0 | | |
| Queuing Penalty (veh) | | | 69 | 49 | | | | 0 | | |
| Storage Bay Dist (ft) | 100 | | | | | | | | | |
| Storage Blk Time (%) | 0 | 11 | | | | | | | | |
| Queuing Penalty (veh) | 1 | 4 | | | | | | | | |

Intersection: 3: Fenton St & Ellsworth Dr

| Movement | WB | NB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | LTR | TR | T |
| Maximum Queue (ft) | 281 | 395 | 180 |
| Average Queue (ft) | 114 | 206 | 72 |
| 95th Queue (ft) | 254 | 497 | 151 |
| Link Distance (ft) | 411 | 495 | 200 |
| Upstream Blk Time (%) | 1 | 8 | 0 |
| Queuing Penalty (veh) | 0 | 35 | 0 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | 3 |
| Queuing Penalty (veh) | | | 0 |

Intersection: 4: Fenton St & Wayne Ave

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | TR | L | T | TR | L | TR | L | TR |
| Maximum Queue (ft) | 226 | 273 | 219 | 236 | 154 | 183 | 117 | 346 | 125 | 403 |
| Average Queue (ft) | 73 | 145 | 125 | 131 | 76 | 90 | 98 | 300 | 68 | 202 |
| 95th Queue (ft) | 200 | 227 | 206 | 220 | 133 | 154 | 146 | 404 | 142 | 347 |
| Link Distance (ft) | 432 | 432 | 432 | | 878 | 878 | | 325 | | 495 |
| Upstream Blk Time (%) | 1 | 0 | | | | | | 19 | | 0 |
| Queuing Penalty (veh) | 0 | 0 | | | | | | 117 | | 1 |
| Storage Bay Dist (ft) | | | | 275 | | | 92 | | 100 | |
| Storage Blk Time (%) | | | | | | | 32 | 37 | 1 | 31 |
| Queuing Penalty (veh) | | | | | | | 151 | 50 | 2 | 25 |

Intersection: 5: Fenton St & Bonifant Street

| Movement | EB | EB | WB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|----|-----|
| Directions Served | L | TR | LTR | TR | L | T |
| Maximum Queue (ft) | 108 | 108 | 66 | 95 | 56 | 253 |
| Average Queue (ft) | 35 | 39 | 30 | 79 | 6 | 97 |
| 95th Queue (ft) | 88 | 85 | 69 | 92 | 33 | 210 |
| Link Distance (ft) | 354 | 354 | 549 | 70 | | 325 |
| Upstream Blk Time (%) | | | | 32 | | 0 |
| Queuing Penalty (veh) | | | | 177 | | 1 |
| Storage Bay Dist (ft) | | | | | 75 | |
| Storage Blk Time (%) | | | | | | 10 |
| Queuing Penalty (veh) | | | | | | 1 |

Intersection: 6: Fenton St & Thayer Ave

| Movement | EB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|----|-----|
| Directions Served | LTR | LTR | L | TR | L | TR |
| Maximum Queue (ft) | 348 | 145 | 74 | 444 | 74 | 292 |
| Average Queue (ft) | 118 | 48 | 57 | 255 | 17 | 178 |
| 95th Queue (ft) | 254 | 101 | 91 | 478 | 57 | 301 |
| Link Distance (ft) | 537 | 523 | | 430 | | 284 |
| Upstream Blk Time (%) | | | | 9 | | 2 |
| Queuing Penalty (veh) | | | | 58 | | 8 |
| Storage Bay Dist (ft) | | | 50 | | 50 | |
| Storage Blk Time (%) | | | 31 | 34 | 0 | 34 |
| Queuing Penalty (veh) | | | 164 | 35 | 1 | 8 |

Intersection: 7: Fenton St & Silver Spring Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | TR | LTR |
| Maximum Queue (ft) | 261 | 110 | 464 | 352 |
| Average Queue (ft) | 92 | 37 | 218 | 153 |
| 95th Queue (ft) | 240 | 83 | 432 | 288 |
| Link Distance (ft) | 694 | 534 | 490 | 430 |
| Upstream Blk Time (%) | | | 4 | |
| Queuing Penalty (veh) | | | 24 | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 8: Fenton St & Sligo Ave

| Movement | EB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|----|-----|----|-----|
| Directions Served | LTR | L | TR | L | TR | L | TR |
| Maximum Queue (ft) | 305 | 83 | 172 | 84 | 192 | 75 | 314 |
| Average Queue (ft) | 103 | 34 | 73 | 25 | 148 | 43 | 141 |
| 95th Queue (ft) | 280 | 71 | 146 | 68 | 218 | 84 | 262 |
| Link Distance (ft) | 711 | 535 | 535 | | 169 | | 490 |
| Upstream Blk Time (%) | 0 | | | | 12 | | |
| Queuing Penalty (veh) | 0 | | | | 67 | | |
| Storage Bay Dist (ft) | | | | 60 | | 50 | |
| Storage Blk Time (%) | | | | 0 | 30 | 4 | 26 |
| Queuing Penalty (veh) | | | | 1 | 10 | 18 | 18 |

Intersection: 9: Fenton St & Burlington Ave/Philadelphia Ave

| Movement | EB | EB | WB | WB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | TR | LT | R | L | TR | L | T | R |
| Maximum Queue (ft) | 124 | 444 | 273 | 184 | 136 | 185 | 174 | 270 | 175 |
| Average Queue (ft) | 78 | 112 | 95 | 55 | 52 | 137 | 94 | 164 | 69 |
| 95th Queue (ft) | 133 | 340 | 197 | 138 | 105 | 196 | 178 | 273 | 163 |
| Link Distance (ft) | | 805 | 662 | | 169 | 169 | | 268 | |
| Upstream Blk Time (%) | | 1 | | | 0 | 8 | | 2 | |
| Queuing Penalty (veh) | | 0 | | | 0 | 10 | | 11 | |
| Storage Bay Dist (ft) | 100 | | | 160 | | | 150 | | 150 |
| Storage Blk Time (%) | 7 | 4 | 2 | 1 | | | 1 | 10 | 0 |
| Queuing Penalty (veh) | 19 | 8 | 3 | 3 | | | 4 | 28 | 0 |

Intersection: 10: Spring St & Woodland Dr

| Movement | SE | NE | SW |
|-----------------------|-----|-----|-----|
| Directions Served | R | T | TR |
| Maximum Queue (ft) | 31 | 40 | 42 |
| Average Queue (ft) | 14 | 4 | 2 |
| 95th Queue (ft) | 36 | 24 | 20 |
| Link Distance (ft) | 539 | 240 | 582 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 11: Grove St. & Thayer Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 56 | 61 | 49 | 45 |
| Average Queue (ft) | 30 | 28 | 29 | 27 |
| 95th Queue (ft) | 56 | 53 | 45 | 47 |
| Link Distance (ft) | 523 | 465 | 430 | 288 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 12: Sligo Ave & Grove St

| Movement | EB | WB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | LT | TR | LR |
| Maximum Queue (ft) | 56 | 8 | 53 |
| Average Queue (ft) | 12 | 0 | 24 |
| 95th Queue (ft) | 42 | 4 | 44 |
| Link Distance (ft) | 535 | 645 | 528 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 13: Cedar St & Wayne Ave

| Movement | EB | EB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|----|-----|-----|
| Directions Served | LT | T | T | TR | LT | R | L | R |
| Maximum Queue (ft) | 137 | 128 | 145 | 90 | 130 | 51 | 202 | 170 |
| Average Queue (ft) | 48 | 48 | 60 | 26 | 44 | 25 | 94 | 73 |
| 95th Queue (ft) | 105 | 99 | 118 | 68 | 98 | 52 | 164 | 133 |
| Link Distance (ft) | 878 | 878 | 666 | 666 | 441 | | 632 | |
| Upstream Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | 15 | | 150 |
| Storage Blk Time (%) | | | | | 23 | 20 | 1 | 0 |
| Queuing Penalty (veh) | | | | | 11 | 11 | 2 | 0 |

Intersection: 16: Fenton St & Roeder Rd

| Movement | EB | WB | WB | SB |
|-----------------------|-----|-----|----|-----|
| Directions Served | LT | T | TR | LR |
| Maximum Queue (ft) | 227 | 207 | 75 | 74 |
| Average Queue (ft) | 50 | 102 | 39 | 21 |
| 95th Queue (ft) | 145 | 263 | 98 | 58 |
| Link Distance (ft) | 251 | 200 | | 488 |
| Upstream Blk Time (%) | 1 | 24 | | |
| Queuing Penalty (veh) | 3 | 85 | | |
| Storage Bay Dist (ft) | | | 50 | |
| Storage Blk Time (%) | | 33 | 20 | |
| Queuing Penalty (veh) | | 63 | 33 | |

Intersection: 17: Fenton St & Gist Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 76 | 66 | 191 | 153 |
| Average Queue (ft) | 17 | 23 | 63 | 17 |
| 95th Queue (ft) | 52 | 52 | 181 | 79 |
| Link Distance (ft) | 450 | 177 | 188 | 169 |
| Upstream Blk Time (%) | | | 6 | 0 |
| Queuing Penalty (veh) | | | 31 | 0 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 18: Fenton St & Richmond Ave

| Movement | EB | EB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | L | R | LT | TR |
| Maximum Queue (ft) | 41 | 27 | 173 | 147 |
| Average Queue (ft) | 11 | 5 | 30 | 18 |
| 95th Queue (ft) | 35 | 21 | 155 | 91 |
| Link Distance (ft) | 330 | 330 | 268 | 188 |
| Upstream Blk Time (%) | | | 4 | 0 |
| Queuing Penalty (veh) | | | 21 | 1 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 19: Fenton St & King St

| Movement | NB |
|-----------------------|-----|
| Directions Served | LT |
| Maximum Queue (ft) | 156 |
| Average Queue (ft) | 23 |
| 95th Queue (ft) | 104 |
| Link Distance (ft) | 165 |
| Upstream Blk Time (%) | 1 |
| Queuing Penalty (veh) | 0 |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

Intersection: 21: Grove St. & Easley St

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 61 | 31 | 63 | 53 |
| Average Queue (ft) | 24 | 7 | 30 | 19 |
| 95th Queue (ft) | 54 | 29 | 50 | 46 |
| Link Distance (ft) | 489 | | 288 | 393 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 22: Fenton St & Easley St

| Movement | WB | NB | SB |
|-----------------------|-----|-----|----|
| Directions Served | LR | TR | LT |
| Maximum Queue (ft) | 56 | 295 | 78 |
| Average Queue (ft) | 12 | 170 | 12 |
| 95th Queue (ft) | 40 | 338 | 53 |
| Link Distance (ft) | 489 | 284 | 70 |
| Upstream Blk Time (%) | | 11 | 1 |
| Queuing Penalty (veh) | | 64 | 5 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 24: Houston St & Hankin St

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

Intersection: 25: Cedar St & Bonifant Street

| Movement | EB | NB | NW | SW |
|-----------------------|-----|------|------|------|
| Directions Served | <LR | <LR> | <LTR | <LR> |
| Maximum Queue (ft) | 68 | 32 | 48 | 56 |
| Average Queue (ft) | 37 | 11 | 11 | 24 |
| 95th Queue (ft) | 58 | 33 | 34 | 50 |
| Link Distance (ft) | 467 | | 843 | 256 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 27: Easley St & Houston St

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

Intersection: 28: Thayer Ave

| Movement | SB |
|-----------------------|----|
| Directions Served | LR |
| Maximum Queue (ft) | 31 |
| Average Queue (ft) | 7 |
| 95th Queue (ft) | 28 |
| Link Distance (ft) | |
| Upstream Blk Time (%) | |
| Queuing Penalty (veh) | |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

Intersection: 117: Grove St. & Bonifant Street & Hankin St

| Movement | EB | WB | NB | SW |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LR | <LR |
| Maximum Queue (ft) | 63 | 20 | 48 | 56 |
| Average Queue (ft) | 35 | 3 | 22 | 23 |
| 95th Queue (ft) | 57 | 13 | 37 | 50 |
| Link Distance (ft) | 549 | | 393 | 467 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 122: Grove St/Grove St. & Silver Spring Ave

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 66 | 53 | 64 | 58 |
| Average Queue (ft) | 27 | 19 | 35 | 27 |
| 95th Queue (ft) | 52 | 47 | 54 | 50 |
| Link Distance (ft) | 534 | 879 | 528 | 430 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Network Summary

Network wide Queuing Penalty: 1513
