SHORT REPORT

General Information		Site Information	
Analyst	RMM	Intersection	Shipman & IL Route 108
Agency or Co.	CMT	Area Type	All other areas
Date Performed	7/12/2005	Jurisdiction	
Time Period	PM Peak	Analysis Year	2026 - with W-M

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	1	1	0	1	0	1	0	1	0
Lane group		TR		L	T		L		R		LTR	
Volume (vph)		578	145	255	570		121		213	0	1	0
% Heavy veh		5	3	4	5		10		5	2	8	0
PHF		0.90	0.90	0.90	0.90		0.90		0.90	0.90	0.90	0.90
Actuated (P/A)		A	A	A	A		A		A	A	A	A
Startup lost time		2.0		2.0	2.0		2.0		2.0		2.0	
Ext. eff. green		2.0		2.0	2.0		2.0		2.0		2.0	
Arrival type		3		3	3		3		3		3	
Unit Extension		3.0		3.0	3.0		3.0		3.0		3.0	
Ped/Bike/RTOR Volume	0		0				0		0	0		0
Lane Width		12.0		12.0	12.0		12.0		12.0		12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0		0	0		0		0		0	
Unit Extension		3.0		3.0	3.0		3.0		3.0		3.0	

Phasing	WB Only	EW Perm	03	04	NS Perm	06	07	08
Timing	G = 13.0	G = 44.0	G =	G =	G = 16.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 85.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		803		283	633		134		237		1	
Lane group cap.		915		473	1299		246		597		331	
v/c ratio		0.88		0.60	0.49		0.54		0.40		0.00	
Green ratio		0.52		0.72	0.72		0.19		0.39		0.19	
Unif. delay d1		18.1		8.8	5.2		31.2		18.8		28.0	
Delay factor k		0.40		0.19	0.11		0.14		0.11		0.11	
Increm. delay d2		9.7		2.1	0.3		2.5		0.4		0.0	
PF factor		1.000		1.000	1.000		1.000		1.000		1.000	
Control delay		27.8		10.9	5.5		33.7		19.2		28.0	
Lane group LOS		C		B	A		C		B		C	
Apprch. delay	27.8			7.2			24.5			28.0		
Approach LOS	C			A			C			C		
Intersec. delay	18.2			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	RMM	Intersection	IL Route 108 & Chiles St.
Agency or Co.	CMT	Area Type	All other areas
Date Performed		Jurisdiction	
Time Period	AM Peak	Analysis Year	2006 - with W/M

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Lane group	L	TR		L	TR			LTR			LTR	
Volume (vph)	66	468	2	6	550	49	0	0	3	41	0	52
% Heavy veh	2	5	2	2	5	2	2	2	2	2	2	2
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0		2.0	2.0			2.0			2.0	
Ext. eff. green	2.0	2.0		2.0	2.0			2.0			2.0	
Arrival type	3	3		3	3			3			3	
Unit Extension	3.0	3.0		3.0	3.0			3.0			3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width	12.0	12.0		12.0	12.0			12.0			12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0		0	0			0			0	
Unit Extension	3.0	3.0		3.0	3.0			3.0			3.0	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 43.0	G =	G =	G =	G = 19.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 70.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	73	522		7	665			3			104	
Lane group cap.	342	1111		450	1101			437			416	
v/c ratio	0.21	0.47		0.02	0.60			0.01			0.25	
Green ratio	0.61	0.61		0.61	0.61			0.27			0.27	
Unif. delay d1	6.0	7.3		5.3	8.3			18.6			19.9	
Delay factor k	0.11	0.11		0.11	0.19			0.11			0.11	
Increm. delay d2	0.3	0.3		0.0	0.9			0.0			0.3	
PF factor	1.000	1.000		1.000	1.000			1.000			1.000	
Control delay	6.3	7.6		5.3	9.2			18.6			20.2	
Lane group LOS	A	A		A	A			B			C	
Apprch. delay	7.5			9.2			18.6			20.2		
Approach LOS	A			A			B			C		
Intersec. delay	9.3			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	RMM	Intersection	IL Route 108 & Chiles St.
Agency or Co.	CMT	Area Type	All other areas
Date Performed	4/25/2005	Jurisdiction	
Time Period	PM Peak	Analysis Year	2006 - with W/M

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Lane group	L	TR		L	TR			LTR			LTR	
Volume (vph)	36	538	1	10	525	37	4	0	14	45	1	32
% Heavy veh	2	5	2	2	5	2	2	2	2	2	2	2
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0		2.0	2.0			2.0			2.0	
Ext. eff. green	2.0	2.0		2.0	2.0			2.0			2.0	
Arrival type	3	3		3	3			3			3	
Unit Extension	3.0	3.0		3.0	3.0			3.0			3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width	12.0	12.0		12.0	12.0			12.0			12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0		0	0			0			0	
Unit Extension	3.0	3.0		3.0	3.0			3.0			3.0	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 49.0	G =	G =	G =	G = 23.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	40	599		11	624			20			87	
Lane group cap.	364	1108		383	1099			463			432	
v/c ratio	0.11	0.54		0.03	0.57			0.04			0.20	
Green ratio	0.61	0.61		0.61	0.61			0.29			0.29	
Unif. delay d1	6.4	9.0		6.1	9.2			20.6			21.6	
Delay factor k	0.11	0.14		0.11	0.16			0.11			0.11	
Increm. delay d2	0.1	0.5		0.0	0.7			0.0			0.2	
PF factor	1.000	1.000		1.000	1.000			1.000			1.000	
Control delay	6.6	9.5		6.1	9.9			20.6			21.8	
Lane group LOS	A	A		A	A			C			C	
Apprch. delay	9.3			9.8			20.6			21.8		
Approach LOS	A			A			C			C		
Intersec. delay	10.5			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	RMM	Intersection	IL Route 108 & Chiles St.
Agency or Co.	CMT	Area Type	All other areas
Date Performed	7/12/2005	Jurisdiction	
Time Period	AM Peak	Analysis Year	2006 - with W/M

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Lane group	L	TR		L	TR			LTR			LTR	
Volume (vph)	80	570	2	6	669	60	0	0	3	50	0	63
% Heavy veh	2	5	2	2	5	2	2	2	2	2	2	2
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0		2.0	2.0			2.0			2.0	
Ext. eff. green	2.0	2.0		2.0	2.0			2.0			2.0	
Arrival type	3	3		3	3			3			3	
Unit Extension	3.0	3.0		3.0	3.0			3.0			3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width	12.0	12.0		12.0	12.0			12.0			12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0		0	0			0			0	
Unit Extension	3.0	3.0		3.0	3.0			3.0			3.0	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 45.0	G =	G =	G =	G = 17.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 0.25					Cycle Length C = 70.0			

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	89	635		7	810			3			126	
Lane group cap.	273	1163		399	1151			391			368	
v/c ratio	0.33	0.55		0.02	0.70			0.01			0.34	
Green ratio	0.64	0.64		0.64	0.64			0.24			0.24	
Unif. delay d1	5.6	6.9		4.5	8.2			20.1			21.9	
Delay factor k	0.11	0.15		0.11	0.27			0.11			0.11	
Increm. delay d2	0.7	0.5		0.0	2.0			0.0			0.6	
PF factor	1.000	1.000		1.000	1.000			1.000			1.000	
Control delay	6.3	7.4		4.5	10.1			20.1			22.4	
Lane group LOS	A	A		A	B			C			C	
Apprch. delay	7.3			10.1			20.1			22.4		
Approach LOS	A			B			C			C		
Intersec. delay	9.8			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	RMM	Intersection	IL Route 108 & Chiles St.
Agency or Co.	CMT	Area Type	All other areas
Date Performed	7/12/2005	Jurisdiction	
Time Period	PM Peak	Analysis Year	2026 - with W/M

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Lane group	L	TR		L	TR			LTR			LTR	
Volume (vph)	44	654	1	10	636	45	4	0	14	55	1	39
% Heavy veh	2	5	2	2	5	2	2	2	2	2	2	2
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0		2.0	2.0			2.0			2.0	
Ext. eff. green	2.0	2.0		2.0	2.0			2.0			2.0	
Arrival type	3	3		3	3			3			3	
Unit Extension	3.0	3.0		3.0	3.0			3.0			3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width	12.0	12.0		12.0	12.0			12.0			12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0		0	0			0			0	
Unit Extension	3.0	3.0		3.0	3.0			3.0			3.0	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 56.0	G =	G =	G =	G = 21.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 0.25					Cycle Length C = 85.0			

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	49	728		11	757			20			105	
Lane group cap.	323	1192		343	1183			396			364	
v/c ratio	0.15	0.61		0.03	0.64			0.05			0.29	
Green ratio	0.66	0.66		0.66	0.66			0.25			0.25	
Unif. delay d1	5.5	8.3		5.1	8.6			24.4			25.9	
Delay factor k	0.11	0.20		0.11	0.22			0.11			0.11	
Increm. delay d2	0.2	0.9		0.0	1.2			0.1			0.4	
PF factor	1.000	1.000		1.000	1.000			1.000			1.000	
Control delay	5.7	9.2		5.1	9.7			24.5			26.4	
Lane group LOS	A	A		A	A			C			C	
Apprch. delay	9.0			9.7			24.5			26.4		
Approach LOS	A			A			C			C		
Intersec. delay	10.6			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	RMM	Intersection	Shipman & Loveless
Agency or Co.	CMT	Area Type	All other areas
Date Performed	7/12/2005	Jurisdiction	
Time Period	AM Peak	Analysis Year	2006 - with W-M

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	0	0	1	0	1	0	1	1	1	1	0
Lane group				L		R		T	R	L	T	
Volume (vph)				47		136		277	41	122	218	
% Heavy veh				2		2		8	2	2	8	
PHF				0.90		0.90		0.90	0.90	0.90	0.90	
Actuated (P/A)				A		A		A	A	A	A	
Startup lost time				2.0		2.0		2.0	2.0	2.0	2.0	
Ext. eff. green				2.0		2.0		2.0	2.0	2.0	2.0	
Arrival type				3		3		3	3	3	3	
Unit Extension				3.0		3.0		3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0			0		0	0		0			
Lane Width				12.0		12.0		12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N		N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr				0		0		0	0	0	0	
Unit Extension				3.0		3.0		3.0	3.0	3.0	3.0	

Phasing	WB Only	02	03	04	SB Only	NS Perm	07	08
Timing	G = 12.0	G =	G =	G =	G = 7.0	G = 30.0	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 3	Y = 4	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 60.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate				52		151		308	46	136	242	
Lane group cap.				354		607		880	1214	684	1173	
v/c ratio				0.15		0.25		0.35	0.04	0.20	0.21	
Green ratio				0.20		0.38		0.50	0.77	0.67	0.67	
Unif. delay d1				19.8		12.6		9.1	1.7	4.0	3.9	
Delay factor k				0.11		0.11		0.11	0.11	0.11	0.11	
Increm. delay d2				0.2		0.2		0.2	0.0	0.1	0.1	
PF factor				1.000		1.000		1.000	1.000	1.000	1.000	
Control delay				20.0		12.8		9.3	1.7	4.1	4.0	
Lane group LOS				B		B		A	A	A	A	
Apprch. delay				14.7			8.3			4.0		
Approach LOS				B			A			A		
Intersec. delay	8.0			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	RMM	Intersection	Shipman & Loveless
Agency or Co.	CMT	Area Type	All other areas
Date Performed	12/16/2004	Jurisdiction	
Time Period	PM Peak	Analysis Year	2006 - with W-M

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	0	0	1	0	1	0	1	1	1	1	0
Lane group				L		R		T	R	L	T	
Volume (vph)				60		250		118	58	268	134	
% Heavy veh				2		2		8	2	2	8	
PHF				0.90		0.90		0.90	0.90	0.90	0.90	
Actuated (P/A)				A		A		A	A	A	A	
Startup lost time				2.0		2.0		2.0	2.0	2.0	2.0	
Ext. eff. green				2.0		2.0		2.0	2.0	2.0	2.0	
Arrival type				3		3		3	3	3	3	
Unit Extension				3.0		3.0		3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0			0		0	0		0			
Lane Width				12.0		12.0		12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N		N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr				0		0		0	0	0	0	
Unit Extension				3.0		3.0		3.0	3.0	3.0	3.0	

Phasing	WB Only	02	03	04	SB Only	NS Perm	07	08
Timing	G = 21.0	G =	G =	G =	G = 7.0	G = 21.0	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 3	Y = 4	Y =	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 60.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate				67		278		131	64	298	149	
Lane group cap.				619		844		616	1214	625	909	
v/c ratio				0.11		0.33		0.21	0.05	0.48	0.16	
Green ratio				0.35		0.53		0.35	0.77	0.52	0.52	
Unif. delay d1				13.2		7.9		13.7	1.7	8.6	7.7	
Delay factor k				0.11		0.11		0.11	0.11	0.11	0.11	
Increm. delay d2				0.1		0.2		0.2	0.0	0.6	0.1	
PF factor				1.000		1.000		1.000	1.000	1.000	1.000	
Control delay				13.3		8.2		13.9	1.7	9.2	7.7	
Lane group LOS				B		A		B	A	A	A	
Apprch. delay				9.1			9.9			8.7		
Approach LOS				A			A			A		
Intersec. delay	9.1			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	RMM	Intersection	Shipman & Loveless
Agency or Co.	CMT	Area Type	All other areas
Date Performed	7/12/2005	Jurisdiction	
Time Period	AM Peak	Analysis Year	2026 - w/W-M

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	0	0	1	0	1	0	1	1	1	1	0
Lane group				L		R		T	R	L	T	
Volume (vph)				52		137		344	43	122	271	
% Heavy veh				2		2		8	2	2	8	
PHF				0.90		0.90		0.90	0.90	0.90	0.90	
Actuated (P/A)				A		A		A	A	A	A	
Startup lost time				2.0		2.0		2.0	2.0	2.0	2.0	
Ext. eff. green				2.0		2.0		2.0	2.0	2.0	2.0	
Arrival type				3		3		3	3	3	3	
Unit Extension				3.0		3.0		3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0			0		0	0		0			
Lane Width				12.0		12.0		12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N		N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr				0		0		0	0	0	0	
Unit Extension				3.0		3.0		3.0	3.0	3.0	3.0	

Phasing	WB Only	02	03	04	SB Only	NS Perm	07	08
Timing	G = 12.0	G =	G =	G =	G = 7.0	G = 30.0	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 3	Y = 4	Y =	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 60.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate				58		152		382	48	136	301	
Lane group cap.				354		607		880	1214	621	1173	
v/c ratio				0.16		0.25		0.43	0.04	0.22	0.26	
Green ratio				0.20		0.38		0.50	0.77	0.67	0.67	
Unif. delay d1				19.9		12.6		9.6	1.7	4.2	4.0	
Delay factor k				0.11		0.11		0.11	0.11	0.11	0.11	
Increm. delay d2				0.2		0.2		0.3	0.0	0.2	0.1	
PF factor				1.000		1.000		1.000	1.000	1.000	1.000	
Control delay				20.1		12.8		9.9	1.7	4.4	4.1	
Lane group LOS				C		B		A	A	A	A	
Apprch. delay				14.8			9.0			4.2		
Approach LOS				B			A			A		
Intersec. delay	8.2			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	RMM	Intersection	Shipman & Loveless
Agency or Co.	CMT	Area Type	All other areas
Date Performed	12/16/2004	Jurisdiction	
Time Period	PM Peak	Analysis Year	2026 - with W-M

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	0	0	1	0	1	0	1	1	1	1	0
Lane group				L		R		T	R	L	T	
Volume (vph)				62		252		151	61	274	172	
% Heavy veh				2		2		8	2	2	8	
PHF				0.90		0.90		0.90	0.90	0.90	0.90	
Actuated (P/A)				A		A		A	A	A	A	
Startup lost time				2.0		2.0		2.0	2.0	2.0	2.0	
Ext. eff. green				2.0		2.0		2.0	2.0	2.0	2.0	
Arrival type				3		3		3	3	3	3	
Unit Extension				3.0		3.0		3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0			0		0	0		0			
Lane Width				12.0		12.0		12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N		N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr				0		0		0	0	0	0	
Unit Extension				3.0		3.0		3.0	3.0	3.0	3.0	

Phasing	WB Only	02	03	04	SB Only	NS Perm	07	08
Timing	G = 21.0	G =	G =	G =	G = 7.0	G = 21.0	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 3	Y = 4	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 60.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate				69		280		168	68	304	191	
Lane group cap.				619		844		616	1214	611	909	
v/c ratio				0.11		0.33		0.27	0.06	0.50	0.21	
Green ratio				0.35		0.53		0.35	0.77	0.52	0.52	
Unif. delay d1				13.2		7.9		14.0	1.7	8.6	7.9	
Delay factor k				0.11		0.11		0.11	0.11	0.11	0.11	
Increm. delay d2				0.1		0.2		0.2	0.0	0.6	0.1	
PF factor				1.000		1.000		1.000	1.000	1.000	1.000	
Control delay				13.3		8.2		14.3	1.7	9.3	8.0	
Lane group LOS				B		A		B	A	A	A	
Apprch. delay				9.2			10.6			8.8		
Approach LOS				A			B			A		
Intersec. delay	9.3			Intersection LOS						A		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	RMM
Agency/Co.	CMT
Date Performed	3/16/2005
Analysis Time Period	AM Peak

Site Information

Intersection	Loveless Pkwy. & West Entrance
Jurisdiction	
Analysis Year	2006

Project Description

East/West Street: *Loveless Pkwy* | North/South Street: *West Entrance*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	2	16	144	1	29	2
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate (veh/h)	2	17	160	1	32	2
Proportion of heavy vehicles, P_{HV}	0	--	--	2	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	0	1	1	0	1	0
Configuration	LT		R	LTR		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	150	1	1	2	1	4
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate (veh/h)	166	1	1	2	1	4
Proportion of heavy vehicles, P_{HV}	0	0	0	2	0	0
Percent grade (%)		0			0	
Flared approach		N			N	
Storage		0			0	
RT Channelized?			0			0
Lanes	1	1	0	0	1	0
Configuration	L		TR		LTR	

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT	LTR	L		TR		LTR	
Volume, v (vph)	2	1	166		2		7	
Capacity, c_m (vph)	1591	1399	936		938		910	
v/c ratio	0.00	0.00	0.18		0.00		0.01	
Queue length (95%)	0.00	0.00	0.64		0.01		0.02	
Control Delay (s/veh)	7.3	7.6	9.7		8.8		9.0	
LOS	A	A	A		A		A	
Approach delay (s/veh)	--	--	9.7			9.0		
Approach LOS	--	--	A			A		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	RMM
Agency/Co.	CMT
Date Performed	12/2/2004
Analysis Time Period	PM Peak

Site Information

Intersection	Loveless Pkwy. & West Entrance
Jurisdiction	
Analysis Year	2006

Project Description

East/West Street: *Loveless Pkwy* | North/South Street: *West Entrance*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	4	52	270	3	29	1
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate (veh/h)	4	57	300	3	32	1
Proportion of heavy vehicles, P_{HV}	0	--	--	2	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	0	1	1	0	1	0
Configuration	LT		R	LTR		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	277	1	3	2	1	4
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate (veh/h)	307	1	3	2	1	4
Proportion of heavy vehicles, P_{HV}	0	0	0	2	0	0
Percent grade (%)		0			0	
Flared approach		N			N	
Storage		0			0	
RT Channelized?			0			0
Lanes	1	1	0	0	1	0
Configuration	L		TR		LTR	

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT	LTR	L		TR		LTR	
Volume, v (vph)	4	3	307		4		7	
Capacity, c_m (vph)	1592	1202	870		946		817	
v/c ratio	0.00	0.00	0.35		0.00		0.01	
Queue length (95%)	0.01	0.01	1.60		0.01		0.03	
Control Delay (s/veh)	7.3	8.0	11.4		8.8		9.4	
LOS	A	A	B		A		A	
Approach delay (s/veh)	--	--	11.3			9.4		
Approach LOS	--	--	B			A		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	RMM
Agency/Co.	CMT
Date Performed	3/16/2005
Analysis Time Period	AM Peak

Site Information

Intersection	Loveless Pkwy. & West Entrance
Jurisdiction	
Analysis Year	2026

Project Description

East/West Street: Loveless Pkwy	North/South Street: West Entrance
Intersection Orientation: East-West	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	2	18	144	1	35	2
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate (veh/h)	2	20	160	1	38	2
Proportion of heavy vehicles, P_{HV}	0	--	--	2	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	0	1	1	0	1	0
Configuration	LT		R	LTR		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	150	1	1	2	1	4
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate (veh/h)	166	1	1	2	1	4
Proportion of heavy vehicles, P_{HV}	0	0	0	2	0	0
Percent grade (%)	0			0		
Flared approach		N			N	
Storage		0			0	
RT Channelized?			0			0
Lanes	1	1	0	0	1	0
Configuration	L		TR		LTR	

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT	LTR	L		TR		LTR	
Volume, v (vph)	2	1	166		2		7	
Capacity, c_m (vph)	1583	1396	924		931		901	
v/c ratio	0.00	0.00	0.18		0.00		0.01	
Queue length (95%)	0.00	0.00	0.65		0.01		0.02	
Control Delay (s/veh)	7.3	7.6	9.7		8.9		9.0	
LOS	A	A	A		A		A	
Approach delay (s/veh)	--	--	9.7			9.0		
Approach LOS	--	--	A			A		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	RMM
Agency/Co.	CMT
Date Performed	12/2/2004
Analysis Time Period	PM Peak

Site Information

Intersection	Loveless Pkwy. & West Entrance
Jurisdiction	
Analysis Year	2026

Project Description

East/West Street: Loveless Pkwy | North/South Street: West Entrance

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	4	61	270	3	33	1
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate (veh/h)	4	67	300	3	36	1
Proportion of heavy vehicles, P_{HV}	0	--	--	2	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	0	1	1	0	1	0
Configuration	LT		R	LTR		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	277	1	3	2	1	4
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate (veh/h)	307	1	3	2	1	4
Proportion of heavy vehicles, P_{HV}	0	0	0	2	0	0
Percent grade (%)	0			0		
Flared approach		N			N	
Storage		0			0	
RT Channelized?			0			0
Lanes	1	1	0	0	1	0
Configuration	L		TR		LTR	

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT	LTR	L		TR		LTR	
Volume, v (vph)	4	3	307		4		7	
Capacity, c_m (vph)	1587	1192	852		933		806	
v/c ratio	0.00	0.00	0.36		0.00		0.01	
Queue length (95%)	0.01	0.01	1.65		0.01		0.03	
Control Delay (s/veh)	7.3	8.0	11.6		8.9		9.5	
LOS	A	A	B		A		A	
Approach delay (s/veh)	--	--	11.6			9.5		
Approach LOS	--	--	B			A		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	RMM	Intersection	Loveless & East Entrance
Agency/Co.	CMT	Jurisdiction	
Date Performed	7/12/2005	Analysis Year	2006
Analysis Time Period	AM Peak		

Project Description	
East/West Street: Loveless Pkwy	North/South Street: East Entrance
Intersection Orientation: East-West	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	0	11	8	0	23	0
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate (veh/h)	0	12	8	0	25	0
Proportion of heavy vehicles, P_{HV}	0	--	--	2	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	9	0	0	0	0	0
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate (veh/h)	10	0	0	0	0	0
Proportion of heavy vehicles, P_{HV}	0	0	0	2	0	0
Percent grade (%)		0			0	
Flared approach		N			N	
Storage		0			0	
RT Channelized?			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
Volume, v (vph)		0		10				
Capacity, c_m (vph)		1596		975				
v/c ratio		0.00		0.01				
Queue length (95%)		0.00		0.03				
Control Delay (s/veh)		7.3		8.7				
LOS		A		A				
Approach delay (s/veh)	--	--	8.7					
Approach LOS	--	--	A					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	RMM	Intersection	Loveless & East Entrance
Agency/Co.	CMT	Jurisdiction	
Date Performed	7/12/2005	Analysis Year	2006
Analysis Time Period	PM Peak		

Project Description	
East/West Street: Loveless Pkwy	North/South Street: East Entrance
Intersection Orientation: East-West	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	0	44	13	1	19	0
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate (veh/h)	0	48	14	1	21	0
Proportion of heavy vehicles, P_{HV}	0	--	--	2	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	14	0	1	0	0	0
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate (veh/h)	15	0	1	0	0	0
Proportion of heavy vehicles, P_{HV}	0	0	0	2	0	0
Percent grade (%)		0			0	
Flared approach		N			N	
Storage		0			0	
RT Channelized?			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
Volume, v (vph)		1		16				
Capacity, c_m (vph)		1541		934				
v/c ratio		0.00		0.02				
Queue length (95%)		0.00		0.05				
Control Delay (s/veh)		7.3		8.9				
LOS		A		A				
Approach delay (s/veh)	--	--	8.9					
Approach LOS	--	--	A					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*RMM*	Intersection	*Loveless & East Entrance*
Agency/Co.	*CMT*	Jurisdiction	
Date Performed	*7/12/2005*	Analysis Year	*2026*
Analysis Time Period	*AM Peak*		

Project Description

East/West Street: *Loveless Pkwy*	North/South Street: *East Entrance*
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*0*	*13*	*8*	*0*	*29*	*0*
Peak-hour factor, PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate (veh/h)	*0*	*14*	*8*	*0*	*32*	*0*
Proportion of heavy vehicles, P_{HV}	*0*	–	–	*2*	–	–
Median type	*Undivided*					
RT Channelized?			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*9*	*0*	*0*	*0*	*0*	*0*
Peak-hour factor, PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate (veh/h)	*10*	*0*	*0*	*0*	*0*	*0*
Proportion of heavy vehicles, P_{HV}	*0*	*0*	*0*	*2*	*0*	*0*
Percent grade (%)		*0*			*0*	
Flared approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized?			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
Volume, v (vph)		*0*		*10*				
Capacity, c_m (vph)		*1593*		*964*				
v/c ratio		*0.00*		*0.01*				
Queue length (95%)		*0.00*		*0.03*				
Control Delay (s/veh)		*7.3*		*8.8*				
LOS		*A*		*A*				
Approach delay (s/veh)	--	--	*8.8*					
Approach LOS	--	--	*A*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	RMM	Intersection	Loveless & East Entrance
Agency/Co.	CMT	Jurisdiction	
Date Performed	7/12/2005	Analysis Year	2026
Analysis Time Period	PM Peak		

Project Description

East/West Street: Loveless Pkwy	North/South Street: East Entrance
Intersection Orientation: East-West	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	0	53	13	1	23	0
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate (veh/h)	0	58	14	1	25	0
Proportion of heavy vehicles, P_{HV}	0	--	--	2	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	14	0	1	0	0	0
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate (veh/h)	15	0	1	0	0	0
Proportion of heavy vehicles, P_{HV}	0	0	0	2	0	0
Percent grade (%)		0			0	
Flared approach		N			N	
Storage		0			0	
RT Channelized?			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
Volume, v (vph)		1		16				
Capacity, c_m (vph)		1528		917				
v/c ratio		0.00		0.02				
Queue length (95%)		0.00		0.05				
Control Delay (s/veh)		7.4		9.0				
LOS		A		A				
Approach delay (s/veh)	--	--	9.0					
Approach LOS	--	--	A					

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