Lycoming County Growth Area

Land-Use and Transportation Plan

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Introduction

In August 2006, the Board of Commissioners of Lycoming County adopted the *Lycoming County Comprehensive Plan, Phase II* to provide future guidance for the County and its municipalities in areas such as land-use, transportation, housing, infrastructure, and community development. A major recommendation issued by this policy document was the delineation of growth areas to encourage future land-development at locations with suitable infrastructure for public services and transportation. Approximately 5 percent of the total land-area of Lycoming County was designated as a growth area.

The *Lycoming County Comprehensive Plan* forecasted modest population growth within the County totaling approximately an 8 percent gain (10,564 persons) for the 10-year period between 2010 and 2020. Shortly following the adoption of the comprehensive plan, Lycoming County became a hub for the emerging Marcellus Shale natural gas drilling and exploration industry. The Marcellus Shale is a very large natural gas formation extending across 95,000 square miles and running through roughly two-thirds of Pennsylvania and portions of New York, West Virginia, Virginia, Maryland, and Ohio. Beginning in Year 2008, 13 Marcellus wells were drilled in Lycoming County. Since then, the rate of drilling slowly increased to 24 new wells in Year 2009 then dramatically increased to 102 new wells in Year 2010 and 68 new wells during the first 4-months of Year 2011.

The Marcellus Shale industry has increased the demand for land development in Lycoming County, particularly in the areas of temporary housing (motels/hotels), permanent housing, and industrial park facilities. According to the *Pennsylvania Statewide Marcellus Shale Workforce Needs Assessment*, approximately 420 individuals working across nearly 150 different occupations are needed to perform all the operations required to complete and produce gas from a single Marcellus Shale well. The total hours worked by these individuals represent over 13 full-time equivalent hours over the course of a year. Most of this labor is needed temporarily for the pre-drilling and drilling phases, but approximately 0.4 long-term full-time equivalent jobs per well are required for well production and natural gas processing. In addition, the gains in population and employment created by the Marcellus Shale industry create many jobs in other business sectors not directly related to natural gas drilling and production.

Marcellus Shale exploration and drilling is expected to continue for an estimated 30 to 50 years. The amount of total recoverable natural gas located within the formation is currently unknown, although recoverable gas estimates have ranged from 262 to 489 trillion cubic feet (EIA, 2011; Englander, 2009). Most geologists place the Marcellus play as among the largest in the nation and possibly the world.

Purpose

The purpose of thie Lycoming County Growth Area Land-Use and Transportation Plan is two-fold. The first objective is to forecast future land-use within the Lycoming County growth areas given the increased demand pressures created by the Marcellus Shale industry. The second objective is to assess the transportation impacts of this future land development on the roadway infrastructure of Lycoming County and identify transportation improvements to alleviate these impacts. The base year of this study is Year 2010 and the forecast year is Year 2030.

The findings of this Lycoming County Growth Area Land-Use and Transportation Plan are intended to provide guidance for identifying potential future projects for the Long Range Transportation Plan (LRTP) and the Transportation Improvement Plan (TIP). Many of the projects identified in the growth-area plan are not being advanced to the LRTP and TIP at this time. Further study, including field views, environmental screening, project scoping, and cost estimates would be required prior to programming these projects onto the LRTP or TIP.

Williamsport Area Transportation Study

On October 28, 1993, the U.S. Department of Transportation, under joint sponsorship of the Federal Highway Administration and the Federal Transit Administration, released updated regulations covering the urban transportation planning and programming process. These regulations specify that Metropolitan Planning Organizations (MPO), in cooperation with the State and local operator of public transit, shall:

(1) Develop unified planning work programs;

(2) Discuss the planning priorities of the metropolitan planning area;

(3) Describe short-term transportation and transportation air quality planning activities (including corridor and subarea areas), indicating funding responsibilities, work schedules and the products that will be produced;

(4) Document planning activities to be performed with funds provided under Title 23, U.S.C., and the Federal Transit Act.

Within Lycoming County, Pennsylvania, the transportation planning process is conducted through the Williamsport Area Transportation Study (WATS). The role of WATS is to develop transportation policies, programs, and projects to move people and goods in a safe and efficient manner while promoting economic development, environmental protection, and preservation of Lycoming County's outstanding quality of life. The Lycoming County Planning Commission staff assumes lead responsibility for undertaking FHWA funded planning tasks while River Valley Transportation Services is responsible for undertaking the FTA transit planning tasks.

The Williamsport MPO adopted the Lycoming County Comprehensive Plan Update as the WATS Long Range Transportation Plan in June, 2007. The MPO recognizes the strong relationship between transportation planning, land use planning, environmental planning, economic planning, and overall comprehensive planning.

Project History

Lycoming County has been a leader in Pennsylvania with respect to the development of unique approaches to comprehensive planning. Lycoming County provided the Commonwealth's first integrated planning effort under the 2000 revisions of the PA Municipalities Planning Code. Accordingly, the Lycoming County Board of Commissioners has adopted a major update to the Lycoming County Comprehensive Plan that incorporates six multi-municipal comprehensive plans covering 26 municipalities and 6 designated growth areas. Planning Advisory Teams and extensive public involvement were utilized to secure local input during the plan development process. These planning efforts have shaped a future vision Lycoming County that targets specific area for growth and special resource protection. Lycoming County was awarded the Dallas Dollase Award for Planning Excellence for these comprehensive planning efforts.

The underlying policy the Lycoming County Comprehensive Plan is to promote future growth in areas that currently have availability of public infrastructure or where the necessary infrastructure can be easily provided. Development is not promoted in areas with known hazards or in areas which would degrade existing natural resources. The comprehensive plan embraces Smart Transportation principles and is consistent with the Keystone Principles for Sustainable Development. There is a strong tie between linking land use, transportation, and the environment throughout the County's comprehensive plan. The Lycoming County Planning Commission is currently focused on achieving comprehensive plan implementation and is working closely with local municipal officials to amend subdivision and land development, zoning, and other appropriate regulatory ordinances.

Due to funding constraints during development of the Lycoming County Comprehensive Plan, a thorough analysis was not completed to quantify the impacts of future land use plans on the surrounding transportation infrastructure. Given current financial constraints, it is imperative to identify the potential transportation impacts associated with forecasted land-development in the delineated growth areas. Where substantial negative impacts occur on the transportation system, infrastructure projects may need to be added to the long-range transportation plan or land-use intensity may need to be downscaled through major amendments to county and local ordinances.

Study Area

Figure 1 illustrates the study area for the Lycoming County Growth Area Land-Use and Transportation Plan. The 480 sq. mi. study area generally encompasses the southern portion of Lycoming County. The western boundary coincides with the Lycoming County-Clinton Count line. The southern boundary coincides with the borders of Union County,

Northumberland County, and Montour County. The northern boundary follows the northern borders of Watson, Mifflin, Anthony, Lycoming, Lewis, Hepburn, Eldred, Upper Fairfield, Mill Creek, and Wolf Townships. The eastern boundary follows the eastern borders of Wolf Township, Picture Rocks Borough, and Muncy Creek Township. Each of the growth areas designated in the Lycoming County Comprehensive Plan is included within this study area.

Land-use Forecasting

Build-out ratios used in the traffic analysis generally followed the "growth scenario" tables from Chapter 5-Community Infrastructure plan part of the respective Multi-Municipal Planning areas. The factor used for residential uses was not more than 75 percent of the developable acreage. The factor used for the non-residential uses was not more than 50 percent of the developable acreage. Also, the non-residential factor coincides with the ratio used for sewer planning projections by a local engineering consultant.

The developable acres were arrived at from subtracting floodway/floodplain (100 yr)/steep slopes/wetland/public land ownership out of those acres not built on. In Borough/City locations, adaptive re-use of buildings was considered. On a site-specific basis, a 100 percent build-out was considered if applicable. Other factors considered in the land-use forecasts were the current zoning of lot coverage, existing dwellings per acre and existing type of land-use. The future land use map of the Comprehensive Plan was considered to determine if future development zones would support residential or non-residential uses.

Highlights follow where additional adjustments were included to continue the above factors.

- Greater Williamsport Alliance Planning Area: Some sites for residential uses were given a 100% to 75% build-out from the developable tract area with the proximity to the center of the City. Areas were also viewed to develop beyond the 50% non-residential factor based on a) floor area % factor is at 100% coverage, reuse of existing floor area and b) mixed use configurations. Generally build-out area was converted to square feet;

- In the Montoursville-Muncy Planning Area: The area of development was a factor based on % of building coverage in square feet established by zoning guidelines;

- In the I-99/220 Planning Area a couple of options for development were applied based on that one Township (Piatt) is within the County Zoning Partnership, and the sliding scale of dwellings was followed for residential uses in the growth area. Overall some uses were based on zoning map changes with the Comprehensive Plan as a guideline.

As a check on the accuracy approximant future projections coincided with the residential dwelling tally generating future population.

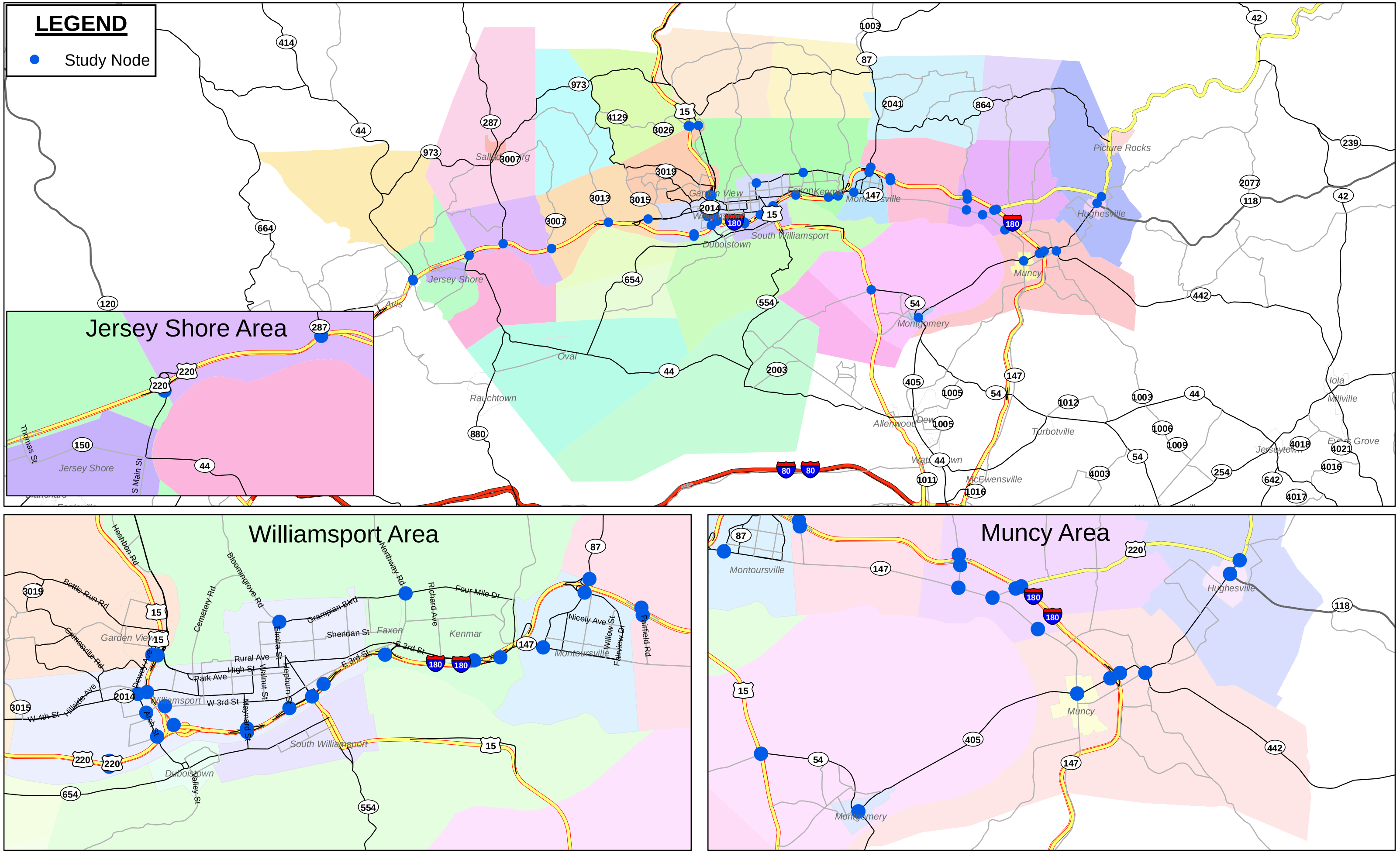


Figure 1 - Project Study Area

Transportation Analysis

New traffic associated with future land-use development can cause undesirable impacts on the surrounding transportation system. Progressive transportation planning is essential to identify future transportation system investments and ensure that new land development does not overburden the transportation system. The analysis methodology identifies key intersections in the roadway network and examines the existing and future ability of these intersections to accommodate future traffic demand. Intersections were selected for study because they represent the key junctures in a roadway system that typically exhibit congestion. It is noted however that roadway links may also be congested and that if a particular corridor, through this study, has several identified congested intersections a more detailed corridor study may be appropriate to examine roadway link needs in addition to intersections.

Traffic Analysis Techniques

A variety of analyses are presented in this report to document projected levels of congestion, identify substandard conditions, suggest improvements to return acceptable conditions, identify queue lengths, identify appropriate traffic controls, and evaluate the need for auxiliary turn lanes at key intersections. All traffic analyses presented in the report were conducted in accordance with PennDOT guidelines. Intersection capacity analyses followed the procedures of the *Highway Capacity Manual, Year 2000 Edition (HCM-2000)* by the Transportation Research Board as implemented by the *VISUM* software package. Queue lengths were identified from the 95th percentile values reported by *VISUM*. Auxiliary turn lane warrant analyses followed the procedures of PennDOT Strike-off Letter 470-08-7. Warrant analyses for traffic control devices followed the procedures of the *Manual on Uniform Traffic Control Devices – Year 2003 Edition* and *Publication 212 – Official Traffic Control Devices*.

The highway capacity analyses for this study were based on standard engineering practices as suggested in *HCM-2000*. The analysis interval for capacity calculations was set at 1-hour, consistent with the desired timeframe of traffic-volume projections for the HPAP study and trip generation forecasts for future land-use. Baseline and regional growth traffic were set equivalent to the field-documented values by movement for each specific analysis period and held constant through each of the traffic projection scenarios. The peak hour factor was set at 1.0 as suggested by the *Highway Capacity Manual* for a 1-hour analysis period.

For signalized intersections, the base saturation flow rate was set at 1900 passenger cars/hour/lane. Lost-time was set equal to the duration of the clearance interval (yellow-time plus all-red time) at the end of each signal phase. Signal timing conditions were referenced from the traffic signal permit plans provided by PennDOT for existing conditions. The signal timings were optimized for each of the future no-build conditions and held constant at the optimized no-build settings for corresponding future build scenarios.

For stop-controlled intersections, the base values for critical gap and follow-up times were set in accordance with Exhibit 17-5 of *HCM-2000* by type of vehicle movement. The impact of two-stage left-turn movements and upstream signals was not considered applicable in this analysis.

Roundabout analyses followed the method recommended by NCHRP Report 572 – Roundabouts in the United States. This operational assessment methodology for roundabouts is included in the *Highway Capacity Manual, Year 2010 Edition*.

Traffic signal warrant analyses considered the peak hour and four-hour volume warrants suggested by the *MUTCD and PennDOT publication 46 Traffic Engineering Manual.* Time periods for the four-hour warrant were limited to the morning/afternoon peak periods. The off-peak hour for each peak period was assumed to have 95 percent of the peak hour traffic.

Model Selection

A travel demand forecasting model was developed for the study area using the software package *VISUM 11-5*, published by PTV America. The *VISUM* software is a full-featured, state-of-the-art platform for travel demand modeling that forecasts traffic volumes by relating travel demand, as determined by land use characteristics, to transportation supply as determined by the characteristics of the transportation system. Travel activity is estimated at a transportation analysis zone (TAZ) level-of-detail as a function of the type and size of land-use development. Trip distribution is estimated from mathematical models of the intensity of development and travel-time impedance between TAZ pairings. Route assignment is based on trip-tables that represent the patterns of travel demand among the individual TAZs, and the “loaded” travel-time along the transportation linkages between the TAZs. Loaded travel-time is calculated in an iterative fashion as a function of the assigned volume and traffic-carrying capacity of the transportation linkages.

VISUM provides several unique features that make it well suited for travel demand modeling within subarea networks like the HPAP study area. These features include:

- Sensitivity to intersection-level travel delay based upon a faithful implementation of *Highway Capacity Manual* procedures;
- Dynamic storage of flow bundles that enable direct tracking of origin-destination patterns from traffic assignment results at the TAZ, segment, intersection, and turn movement levels-of-detail;
- Trip-table estimating capabilities that leverage readily available data sources such as automatic traffic recorder (ATR) counts, turn movement counts, and TAZ land use characteristics to develop origin-destination matrices;

- Data importing/exporting capabilities that support data transfer with other related software packages including *Microsoft Excel* and *Synchro 7* by Trafficware, Inc.

The *VISUM* sensitivity to intersection-level traffic delay insures accurate travel time measurements, reliable route assignment, and capabilities to test a variety of intersection-based improvements (change in traffic control, auxiliary turn lanes, better signal timings, etc.) to mitigate transportation deficiencies. The flow bundle functionality allows *VISUM* to quickly identify the origins and destinations of traffic using particular links, nodes, or turning movements. The trip table estimating functionality allows *VISUM* to avoid costly field studies of origin-destination patterns, while maximizing the use of readily available traffic data.

Model Coding

A baseline travel demand model was established within *VISUM* using traffic counts from a variety of sources, geographic information system data provided by Lycoming County, and the latest aerial imagery available at www.pasda.psu.edu. Peak period intersection traffic counts were completed by Lycoming County staff in Year 2010 at 51 intersections located throughout the study area. Additional traffic data was obtained from PennDOT count stations, as inventoried by the Internet Transportation Monitoring System (iTMS) website. This data, published as daily traffic counts, was converted to directional peak hour counts using a directional factor of 0.5 and an hourly factor of 0.08.

Transportation systems characteristics were identified through field views, Google street-view (where available), and supporting data available from other public agencies. Data included existing roadway conditions and physical features information such as speed limits, intersection traffic control, lane-use controls, lane widths, shoulder widths, approach gradients, length of auxiliary lanes, etc. Traffic signal permit drawings were obtained from the Pennsylvania Department of Transportation (PennDOT) to provide a source of existing phasing configuration and timing plans at signalized intersections within the study area. In total, transportation systems characteristics were identified for 525 centerline miles of roadway and 333 intersections.

Existing demographic information was obtained at a census block level of detail from the Year 2010 Census and the 2008 edition of the Census Longitudinal Employer Household Dynamics survey. TAZs were established to aggregate the data for use in the travel demand model. The TAZ boundaries were established from census block, block group, and tract geography based on a review of aerial imagery and the location of census blocks with respect to the study area transportation system. TAZ connectivity with the transportation system was established from a review of area imagery. Multi-point assignment methods were employed, where applicable, to proportion zonal trips among multiple TAZ connectors.

In total, 318 TAZs were established to represent the locations of travel activity within the study area. An additional 23 TAZs were defined to represent the external cordons of the

study area. Existing demographic totals included 43,392 occupied dwelling units and 36,999 jobs. For use in the travel demand model, the TAZ demographic information was converted to vehicle-trip generation using equations recommended by *NCHRP Report 365* for small suburban areas.

Following trip generation, production/attraction totals by trip type at each TAZ were allocated to individual trip pairings between TAZs using a gravity model based upon the free-flow travel-time between TAZ zones. Similar to Newtonian gravitational theory, the gravity model for trip distribution predicts the trips made between two geographical areas as a function of the magnitude of trip ends at the production and attraction zones and the impedance or travel-time between zones. The resulting trip matrices from the trip distribution step were converted from daily production-attraction format to peak-hour origin-destination format through diurnal distribution factors presented in *NCHRP Report 365.*

Model Calibration/Validation

To insure confidence with future travel forecasts, the preliminary peak hour trip tables were adjusted to more accurately replicate the existing turn movement and segment traffic counts identified in the study area. This model validation effort employed VISUM's "TFlowFuzzy" procedure, a matrix estimating tool based upon fuzzy logic. For this study, the "TFlowFuzzy" procedure was applied repetitively until the forecasted traffic assignment for links, turn movements, and zonal trip totals satisfied the calibration targets suggested in *Travel Model Improvement Program* from the Federal Highway Administration. Traffic assignment for "TFlowFuzzy" followed the user-equilibrium method.

Gravity model parameters were calibrated to fit the validated origin-destination matrices from "TFlowFuzzy". These calibration parameters support trip distribution for future-year conditions, assuming that existing trends in travel patterns will continue into the future. The fitted parameters for morning and afternoon peak hour conditions include:

<u>Morning Peak Hour</u>

f(U) = a*(U^b)*(e^(c*U)) – Quality Rating (1.0 is ideal) = 0.8675332

where: a = 0.3397282
b = -0.12592508
c = -0.14385326
U = free-flow travel time (minutes)

<u>Afternoon Peak Hour</u>

f(U) = a*(U^b)*(e^(c*U)) – Quality Rating (1.0 is ideal) = 0.84906141

where: a = 0.55773672
b = -0.72686679
c = -0.09944519
U = free-flow travel time (minutes)

Scatter plots and summary statistics for model validation are provided in **Appendix A**.

Traffic Assignment

Existing and future-year trip tables were assigned to the study area transportation network, following the user-equilibrium approach to traffic assignment. User-equilibrium represents the traffic assignment solution where each user of the system chooses the best route, in terms of transportation cost, and cannot lower this cost through unilateral action. At equilibrium the network-wide total journey time is at a minimum.

The transportation cost for user-equilibrium assumes that each user consumes a portion of transportation capacity, marginally increasing the journey time on the chosen route. This introduces the volume-sensitive impact of traffic congestion on the user-equilibrium solution. To achieve equilibrium, each user must behave cooperatively with one another to ensure the most efficient use of the whole system.

To provide realistic journey times and identify intersection-level improvements, transportation costs for the Lycoming County Growth Area model incorporated volume-sensitive delay at both the street-segment and turn movement level-of-detail. Street-segment delay was calculated using the Bureau of Public Roads function with the following parameters as suggested by *NCHRP Report 365*:

$T_c = T_f \times (1+ (0.84*v/c)^{5.5})$

where:

T_c = congested link travel-time;

T_f = free-flow link travel-time;

v/c = volume to capacity ratio.

At the turn movement level-of-detail, volume-sensitive delay was calculated in accordance with the *Highway Capacity Manual*, as discussed previously.

Traffic volumes associated with user-equilibrium traffic assignment are sensitive to the characteristics of the roadway system. A redistribution of traffic volume will occur as a result of transportation projects that alter journey times. Capacity adding projects such as new travel lanes, new traffic signals, or even a small change to the timing of a traffic signal

could lessen the congestion burden and open more attractive pathways for origin-destination travel.

Year 2010, Existing Traffic Conditions

Traffic conditions for existing Year 2010 conditions were identified from user-equilibrium assignment of the validated origin-destination matrices on the existing transportation system. **Figure 2** provides a summary of congested locations, defined as intersections where at least one turn-movement operates at congested LOS E or F conditions. Existing areas of traffic congestion were found at the following intersections.

- Main St At Us-220 East Exit Ramp To Main St (Jersey Shore);
- Us-220 At Pine Run Rd;
- Us-220 At Quenshukeny Rd;
- Broad St At I-180 East Ramp;
- Us-220 At I-180 West Ramp To Us-220;
- W 3rd St At Us-15 North Ramp To/From W. 3rd St;
- Foy Ave At Us-15 North Ramp To Foy Ave;
- Dewey Ave At W 4Th St;
- Broad St At N Loyalsock Ave;
- Pa Route 405 At Pa Route 442;
- Us-15 At Pa Route 54;
- W 4Th St At Fox Hollow Rd;
- Us-15 NB At 7Th Ave;
- Us-15 SB At 7Th Ave;
- Us-15 At Pa Route 554;
- Northway Rd At Lincoln Dr; and
- Broad St At I-180 East Ramp To Broad St.

Lycoming County staff has confirmed that these intersections represent current problem areas.

Forecasted Trip Generation

As discussed previously in this report, Lycoming County expects significant changes in land-use within the designated growth areas during the next 20-years. County staff has forecasted the expected changes in land-use at a parcel level-of-detail based on the suitability of available land and existing County and municipal ordinances. The land-use forecasts list the intensity of new development by land-use type in terms of new households for residential land-uses and square footage/acreage/rooms for retail, office, hotel, and industrial land-uses.

Appendix B provides a summary of estimated trip generation for the forecasted new land-uses. The trip generation rates presented in *Trip Generation, 8th Edition* by the Institute of

Transportation Engineers by land-use type were used to estimate the trip generation. In total, the forecasted changes in land-use would create 19,769 new trips during the morning peak hour of travel and 25,674 during the afternoon peak hour of travel. Of particular note, the new trips estimated for non-residential land-uses would outweigh the trips estimated for residential/hotel uses by a ratio of about 6 to 1. This difference implies that the study area will become a regional center of employment with many workers commuting from outside the study area.

Year 2030 trip matrices for morning and afternoon peak hour conditions were estimated following the assumption existing trip making and travel pattern trends within Lycoming County would continue into the future. Following the build-up method for estimating trip generation, the expected trip generation from the forecasted changes in land-use provided by Lycoming County was added to the TAZ trip generation totals from the Year 2010 baseline travel demand models. Trip generation at the external cordons was adjusted to balance proportionally against the new trips estimated for the internal TAZs. Each new internal-external exiting trip associated with an internal TAZ was assumed to create a corresponding entering trip at the cordon TAZs. Vice-versa, each new external-internal entering trip associated with an internal TAZ was assumed to create a corresponding new exiting trip at the cordon TAZs. Year 2030 internal-internal trips for new land-use within the study area were assumed to follow a similar proportion as the baseline trip tables.

Traffic without an origin or destination located with the study area (through traffic) was estimated to grow at 0.39 percent per year or 8.1 percent total during the 2010 to 2013 time period. This growth rate is suggested by the PennDOT Bureau of Planning and Research for urban non-interstate roadways in Lycoming County.

Table 1 provides a comparison of travel demand between Year 2010 and Year 2030. Trips are listed by type, broken out as follows:

- E-E - Trips with both the origin and destination outside the study area. An example would be a trip that begins on I-180 south of Lycoming County and on US Route 15 north of the study area.

- E-I - Trips with an origin outside the study area and a destination within the study area. An example would be a trip that begins on I-180 south of the county line and ends in Williamsport.

- I-E - Trips with an origin inside the study area and a destination outside the study area. An example would be a trip that begins in Williamsport and ends on I-180 south of the county line.

- I-I - Trips with both origin and destination inside the study area. An example would be a trip that begins in Williamsport and ends in Montoursville.

LEGEND

Level-of-Service

- LOS E
- LOS F

Jersey Shore Area

Williamsport Area

Muncy Area

Figure 2 - Congestion Map, Year 2010 Conditions

Table 1. Travel Demand Comparison

Trip Type	Morning Peak Hour (veh/hr)			Afternoon Peak Hour (veh/hr)		
	2010	2030	Change	2010	2030	Change
Internal-Internal	18641	23488	4847 (+26%)	26028	33310	7282 (+28%)
External-Internal	2078	10995	8917 (+429%)	3440	5301	1861 (+54%)
Internal-External	2393	3507	1114 (+47%)	3342	12577	9235 (+276%)
External-Extenal	901	974	73 (+8%)	553	598	45 (+8%)
TOTAL	**24013**	**38964**	**14951 (+62%)**	**33363**	**51786**	**18423 (+55%)**

Year 2030, Forecasted Baseline Traffic Conditions

Traffic conditions for Year 2030 baseline conditions were identified from user-equilibrium assignment of the forecasted Year 2030 origin-destination matrices on the existing transportation system. **Figure 3** provides a summary of congested locations. Traffic congestion was identified throughout the transportation system, particularly at locations near the I-180, US-220, and US-15 corridors. To support forecasted land-development, roadway improvements or additional land-development controls would be required.

Forecasted areas of traffic congestion for Year 2030 conditions were found at the following intersections:

- Us-220 At Pa Route 287;
- Us-220 At Pine Run Rd;
- Us-220 At Quenshukeny Rd;
- Market St At I-180 West Ramp To Us-15 Sb;
- Broad St At I-180 East Ramp;
- Pa Route 87 At Fairview Dr;
- Pa Route 87 At I-180 West Ramp To/From N Loyalsock Ave;
- Rakestraw Rd At I-180 West Ramp To Fairfield Rd;
- S Lycoming Mall Rd At Lycoming Mall Cir;
- Lycoming Mall Rd At I-180 West Ramp To/From Lycoming Mall Rd;
- Us-220 At I-180 East Ramp To Us-220;
- Us-220 At I-180 West Ramp To Us-220;
- Pa Route 405 At I-180 East Ramp To Pa 405 Wb;
- Pa Route 405 At I-180 West Ramp To/From Pa-405;
- W 3Rd St At Us-15 North Ramp To/From W. 3Rd St;
- W 4Th St At Us-15 South Ramp To W. 4Th St;
- Foy Ave At Us-15 North Ramp To Foy Ave;
- Dewey Ave At W 4Th St;
- Broad St At N Loyalsock Ave;

- Lycoming Mall Dr At S Lycoming Mall Rd;
- John Brady Dr At Industrial Park Rd;
- Pa Route 405 At N Main St;
- Pa Route 405 At Pa Route 405;
- Pa Route 405 At Pa Route 118;
- Us-220 At Us-220;
- Pa Route 405 At Pa Route 54;
- Us-15 At Pa Route 54;
- Main St At Baer St;
- W 4Th St At Fox Hollow Rd;
- I-180 Eb At Us-15 Sb To I-180 Eb;
- W 4Th St At Maynard St;
- W 3Rd St At Maynard St;
- W Southern Ave At S Maynard St;
- Us-15 At I-180 East Ramp To Us-15 Sb;
- Us-15 At E Southern Ave;
- Us-15 At E Southern Ave;
- Us-15 NB At 7Th Ave;
- Us-15 SB At 7Th Ave;
- Us-15 At Pa Route 554;
- Us-15 At Fairmont Ave;
- Us-15 At Old Montgomery Pike;
- Us-15 At Pa Route 44;
- Us-15 At Pinchtown Rd;
- Fairfield Rd At Brushy Ridge Rd;
- Lycoming Mall Dr At Fairfield Rd;
- Pa Route 54 At Pinchtown Rd;
- Lycoming Mall Dr At Cemetery Rd;
- Us-220 At Quaker Church Rd;
- Industrial Pkwy At Industrial Park Rd;
- Pa Route 405 At Sherman St;
- N Main St At Industrial Park Rd;
- S Main St At E Penn St;
- Us-220 At Rabbittown Rd;
- Pa Route 405 At Chippewa Rd;
- Pa Route 405 At Lime Bluff Rd;
- Us-220 At Lime Bluff Rd;
- Broad St At I-180 East Ramp To Broad St;
- Thomas St At Us-220 West Exit Ramp To Thomas St;
- Allegheny St At Bridge St;
- E Lime Bluff Rd At E Lime Bluff Rd; and
- Pa Route 405 At Pa Route 44.

LEGEND

Level-of-Service

- LOS E
- LOS F

Jersey Shore Area

Williamsport Area

Muncy Area

Figure 3 - Congestion Map, Year 2030 Forecasted Conditions

Capital Improvements Program

A capital improvements program was developed to identify roadway improvements that would remediate forecasted level-of-service deficiencies throughout the study area. The projects included in the Capital Improvements Program would restore LOS E or better conditions throughout the study area and, in most cases, provide LOS D or better conditions. The identified projects considered construction feasibility and applicable warranting criteria for traffic signals and auxiliary turn lanes.

Table 2 provides a summary of the capital improvements program with anticipated project costs and funding priorities. **Figure 4** provides a summary of congestion locations with implementation of the recommended capital improvements program. **Figure 5** provides a location map for the projects listed in the capital improvement program.

Appendix C provides an overview of the transportation forecasts and roadway assessment for the Lycoming County Growth Area model. The Appendix includes a turn-movement level summary of assigned traffic volume, level-of-service, queue length, and signal/auxiliary turn lane warrant status. Locations with level-of-service deficiencies are highlighted in the Appendix along with suggested capital improvement projects to remediate these deficiencies.

Project costs were developed on a limited programming basis considering project type and approximating limits of scope. Cost estimate development generally took into account line items for design (PE, FD), utilities, right-of-way, environmental clearance, construction, mobilization, construction services, construction inspection and a contingency (30%) based on similar past projects. Construction items took similar projects costs for signals, pavement, excavation, drainage, and other items that are typical to construction projects along with approximate limits of project length/width to arrive at a construction cost. Items such as utilities, right-of-way, and environmental impacts are difficult to define without detailed scopes of work and diligent review of the site conditions. These cost estimates did not include a diligent review of each project site. Estimates (2011) were prepared with no assumption for escalation. Should any of these projects be advanced to the WATS Transportation Improvement Program (TIP), detailed investigation of each project site should be conducted and further refinement of estimates should be developed for each phase.

Funding Sources

The purpose of a comprehensive transportation study is to identify the long range transportation needs of an MPO such as Lycoming County. These transportation needs are then translated into funding needs. The identification of potential funding sources for individual projects is critical when defining a capital improvements program. This study has identified the overall needed funding level for the next 20 years.. Update of the MPO Transportation Improvement Plan (TIP) should consider and prioritize these needs when it is updated every two years. If specific funding sources seem appropriate they can be targeted

Funding responsibility for some transportation projects can by placed on developers if required by the municipality as part of the land-development approval process. The Pennsylvania Municipal Planning Code (MPC) does permit the creation of traffic impact fees and transportation development districts (TDD). These types of local funding sources are typically used to create local matching funds for federal or state transportation funding.

In addition they place a portion of the burden of an expanded transportation system on the users that create the demand.

A Traffic Impact Fee must be created through municipal ordinances. Collection of the fees would be based on a detailed study of future needs, trip generation calculations, and would be collected upon issuance of a building permit. The development of a TDD encourages concurrence those benefiting from the improvements to be constructed. Collection of the funds typically occurs on an annual basis for a specified number of years from both current and future property owners in the District. TDD funding allows the issuance of bonds or other funding mechanisms to create the funds needed in advance, to permit construct the transportation projects concurrent with the demands created by the land development

More traditional funding sources such as the TIP and other FHWA designated funding categories can also be utilized. However due to decreased levels of federal transportation funding,, transportation projects that benefit a region should consider local funding sources by the municipality, county, MPO, or by the Commonwealth. The Governor's commission on Marcellus Drilling recently recommended consideration be given to an impact fee on roadways this maybe one future sources of local funding.

Although funding recommendations are not part of this study, the study has identified significantly levels of funding needed over the next 20 years. Innovative funding sources should be considered in addition to traditional federal and state funding sources.

Table 2 – Capital Improvements Program

Project ID [3]	Name	Mitigation	Rounded Total
1	Us-220AtPaRoute287	2nd US-220 EB Thru Lane, 2nd Pa SB Left Turn Lane (includes replacement of RR bridge)	$3,640,000
2	Us-220 At Pine Run Rd	J- Intersection with median U-Turn	$0 [1]
3	Us-220 At Quenshukeny Rd	J- Intersection with median U-Turn	$0 [1]
4	Market St At 1-180 West Ramp To Us-15 NB	2nd US-15 NB Left-Turn Lane (Feasibility Study)	$200,000 [2]
5	Pa Route 87 At 1-180 West Ramp To/From N Loyalsock Ave	Traffic Signal (feasibiltiy of a Roundabout should be considered)	$550,000
6	Rakestraw Rd At 1-180 West Ramp To Fairfield Rd	Roundabout (feasibility of a Traffic Signal should be considered)	$1,350,000
7	Us-220 At 1-180 East Ramp To Us-220	Ramp Dual EB Left-Turn Lane, 2nd US-220 NB Through Lane, 2nd US-220 SB Through Lane	$1,390,000
8	Us-220 At 1-180 West Ramp To Us-220	US-220 SB Right Turn Lane	$380,000
9	Pa Route 405 At 1-180 West Ramp To/From Pa-405	Ramp - NB Right-Turn Lane, traffic signal	$850,000
10	W3RdStAtUs-15 North Ramp To/From W. 3Rd St	Traffic Signal (feasibiltiy of a Roundabout should be considered)	$550,000
11	Foy Ave At Us-15 North Ramp To Foy Ave	Roundabout (feasibility of a Traffic Signal should be considered)	$1,350,000
12	John Brady Dr At Industrial Park Rd	Traffic Signal (feasibiltiy of a Roundabout should be considered)	$550,000
13	Pa Route 405 At N Main St	Construct 0.7 mile Bypass Road between PA Route 405 and Industrial Parkway	$6,020,000
14	Pa Route 405 At Pa Route 118	PA-118 WB right-turn lane and PA-405, NB right-turn lane	$700,000
15	Pa Route 405 At Us-220	Intersection Realignment, Traffic Signal and Turning Lanes (as per PennDOT)	$6,000,000
16	Pa Route 405 At Pa Route 54	Traffic Signal, PA 405 WB Left-Turn Lane, Pa 54 EB Right Turn Lane	$1,200,000
17	Us-15 At Pa Route 54	Elmsport Rd EBR lanes	$380,000
18	W4ThSt At Fox Hollow Rd	Traffic Signal (feasibiltiy of a Roundabout should be considered)	$550,000
19	Riverside Dr At Jacks Hollow Rd	Riverside Drive WB Right Turn Lane	$380,000
20	High St At Fifth Ave	Traffic Signal and High St WB Left-Turn Lane	$860,000

Project ID [3]	Name	Mitigation	Rounded Total
21	W4ThStAtMaynardSt	Traffic Signal, 4th St WB Left-Turn Lane	$860,000
22	Us-15 At 7Th Ave	Traffic Signal (feasibiltiy of a Roundabout should be considered)	$550,000
23	Us-15At7ThAve	Traffic Signal (feasibiltiy of a Roundabout should be considered)	$550,000
24	Us-15 At Pa Route 554	Traffic Signal (feasibiltiy of a Roundabout should be considered)	$550,000
25	Us-15 At Fairmont Ave	Prohibit Fairmont SB Left	$6,000
26	Northway Rd At Lincoln Dr	Northway NB Right Turn Lane	$380,000
27	Us-15 At Old Montgomery Pike	Old Montgomery 1-way WB	$25,000
28	Us-15 At Pa Route 44	PA-44-WB Right Turn Lane, Pa 44 EB right Turn Lane	$710,000
29	Us-15AtPinchtownRd	Traffic Signal (feasibiltiy of a Roundabout should be considered)	$550,000
30	Fairfield Rd At Brushy Ridge Rd	Traffic Signal (feasibiltiy of a Roundabout should be considered)	$550,000
31	Lycoming Mall Dr At Cemetery Rd	Traffic Signal (feasibiltiy of a Roundabout should be considered)	$550,000
32	Us-220 At Quaker Church Rd	US-220 -EB Left-Turn Lane, Quaker Church - SB Left-Turn Lane, Middle Rd - NB LT Lane and Traffic Signal	$1,510,000
33	Industrial Pkwy At Industrial Park Rd	Industrual Parkway NB&SB Left-Turn Lane, east leg Industrial Park Rd 1-wayEB, west leg Industrial Park right turn only egress	$700,000
34	Pa Route 405 At Sherman St	Traffic Signal (feasibiltiy of a Roundabout should be considered)	$550,000
35	E Lime Bluff Rd At Middle Rd	Traffic Signal, EB Left Turn Lane	$860,000
36	SMainStAtEPennSt	Construct Project 13	$0
37	N Main St At Industrial Park Rd	Traffic Signal (feasibiltiy of a Roundabout should be considered)	$550,000
38	Us-220 At RabbittownRd	Traffic Signal (feasibiltiy of a Roundabout should be considered)	$550,000
39	Pa Route 405 At Chippewa Rd	Traffic Signal (feasibiltiy of a Roundabout should be considered)	$550,000
40	Pa Route 405 At Lime Bluff Rd	Traffic Signal and PA-405, WB Left-Turn Lan	$860,000
41	Us-220 At Lime Bluff Rd	US-220, EB Right Turn Lane	$380,000

Project ID [3]	Name	Mitigation	Rounded Total
42	Thomas St At Us-220 West Exit Ramp To Thomas St	Roundabout (feasibility of a Traffic Signal should be considered)	$1,350,000
43	E Lime Bluff Rd At E Lime Bluff Rd	Traffic Signal, EB, WB, NB, SB left-turn lanes, Industrial Parkway NB Right Turn Lane, 2nd SB Lime Bluff Thru Lane	$2,460,000
44	Pa Route 405 At Pa Route 44	Traffic Signal (feasibiltiy of a Roundabout should be considered)	$550,000
45	Pa 405 at Industrial Park Connector	Construct intersection with Traffic Signal control and auxiliary eastbound left turn lane on PA Route 405	$840,000
46	Industrial Parkway at Industrial Park Connector	Construct intersection with Traffic Signal Control , auxiliary WB left turn lane on Industrial Parkway, and second EB travel lane on Industrial Parkway	$1,170,000
47	US 15 at I-180 East Ramp to US 15 SB	Construct 2nd Right Turn Lane (Feasibility Study)	$200,000
48	US 220 EB at Spook Hollow Interchange	Construct new grade separated interchange approximately 1 mile west of Pine Run Road. Construct 1.5 mile connector roadway to Pine Run Road. Construct SB left Turn lane on interchange overpass.	$18,000,000
49	US 220 EB at Spook Hollow Interchange	New Grade separated interchange (Project 48). Construct connector roadway (1000 ft) to Spook Hollow Road. Construct NB left turn lane on interchange overpass.	$1,000,000
50[4]	SR 2014 and I-180 WB Ramp	Traffic Signal/Turn Lane (feasibility of a roundabout should also be considered).	$600,000
TOTAL			$64,861,000

(1) Study of traffic access management issues in this area is currently programmed by PennDOT.

(2) Signal retiming was recommended by PennDOT in 2012, but has not yet been implemented. The intersection should be reviewed after the timing is modified.

(3) Projects are not listed in priority order.

(4) Project added by PennDOT.

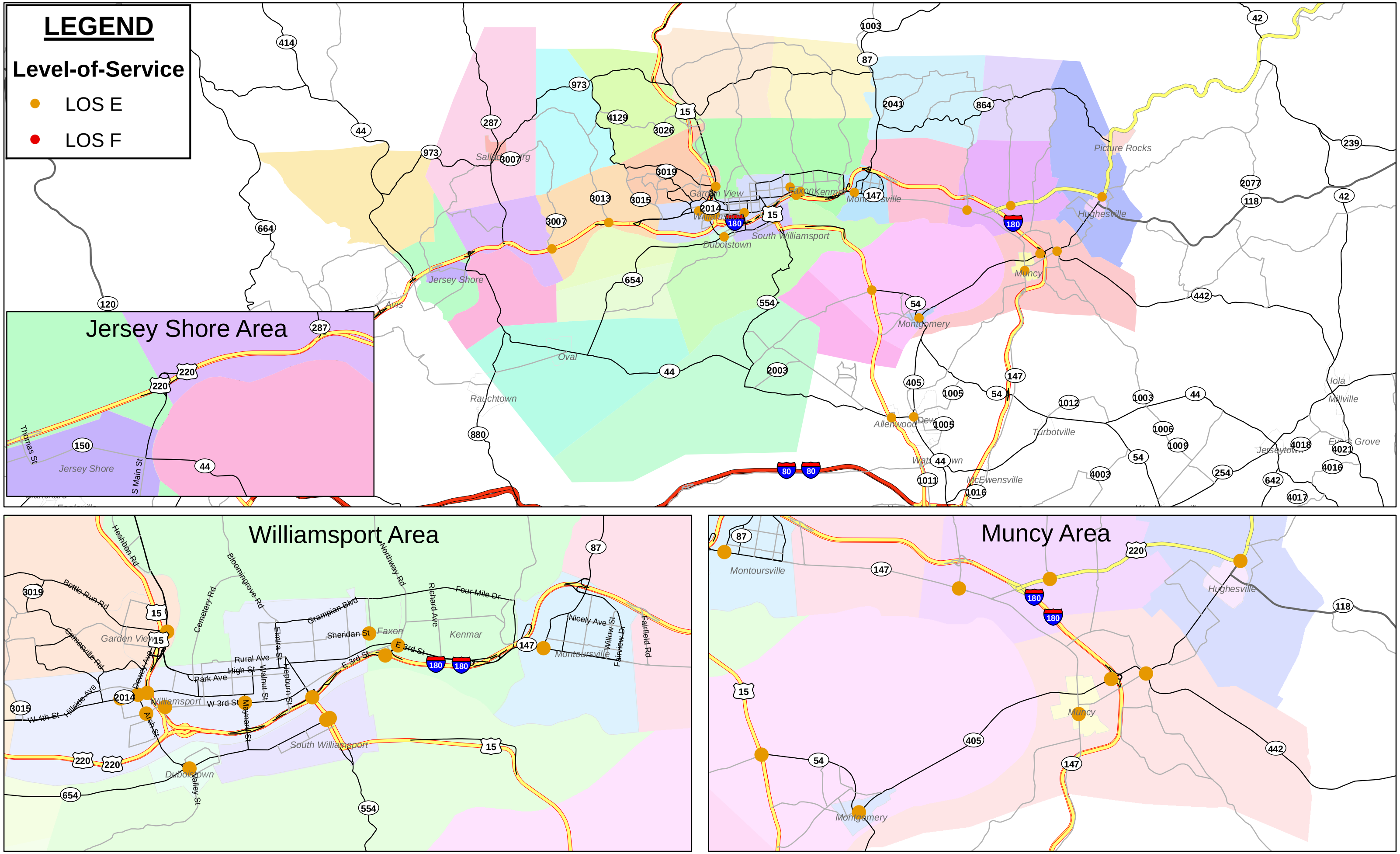


Figure 4 - Congestion Map, Year 2030 Forecasted Conditions with Capital Improvements Program

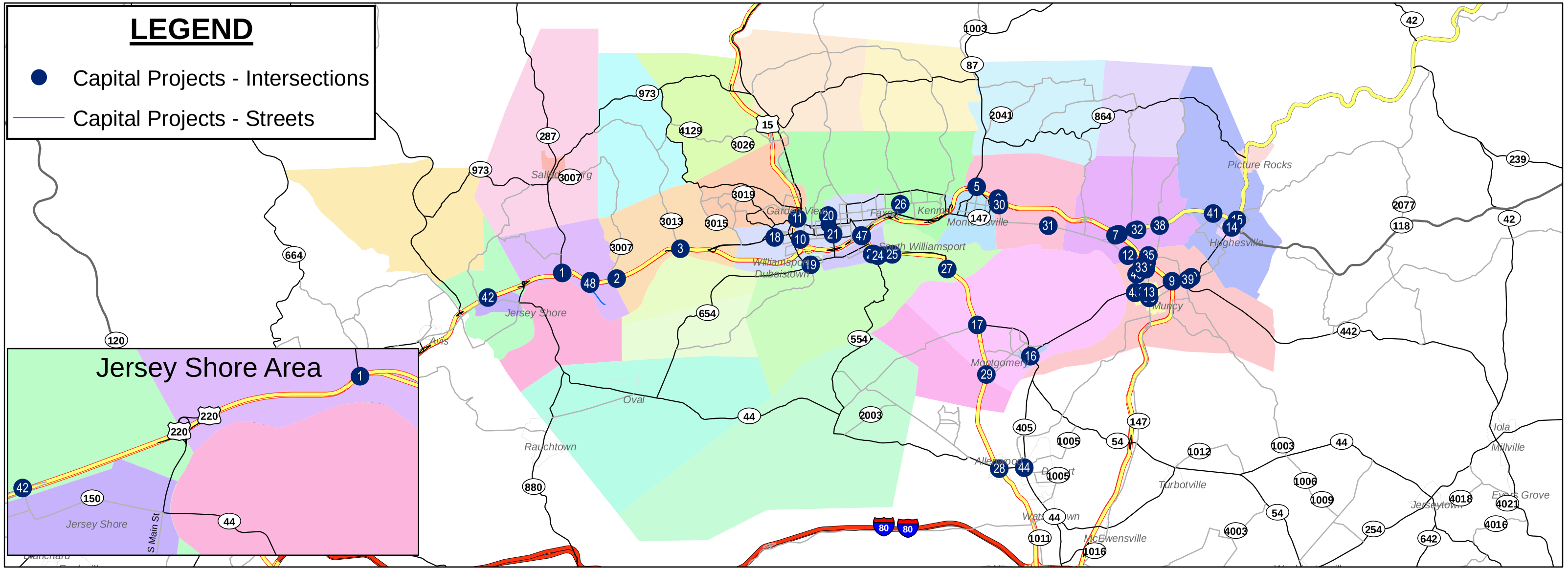


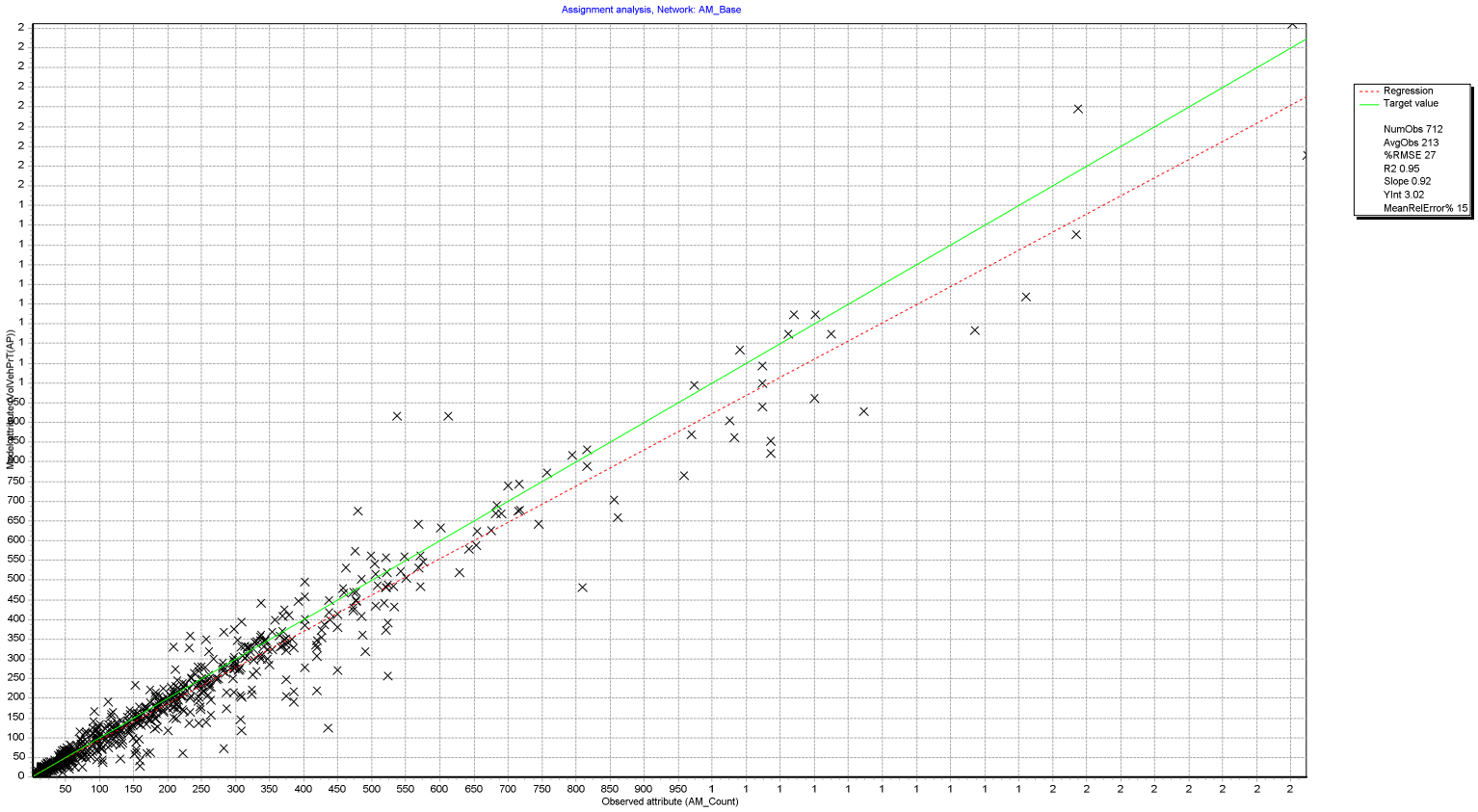
Figure 4 - Congestion Map, Year 2030 Forecasted Conditions with Capital Improvements Program

APPENDIX A

MODEL CALIBRATION

AM Peak Hour

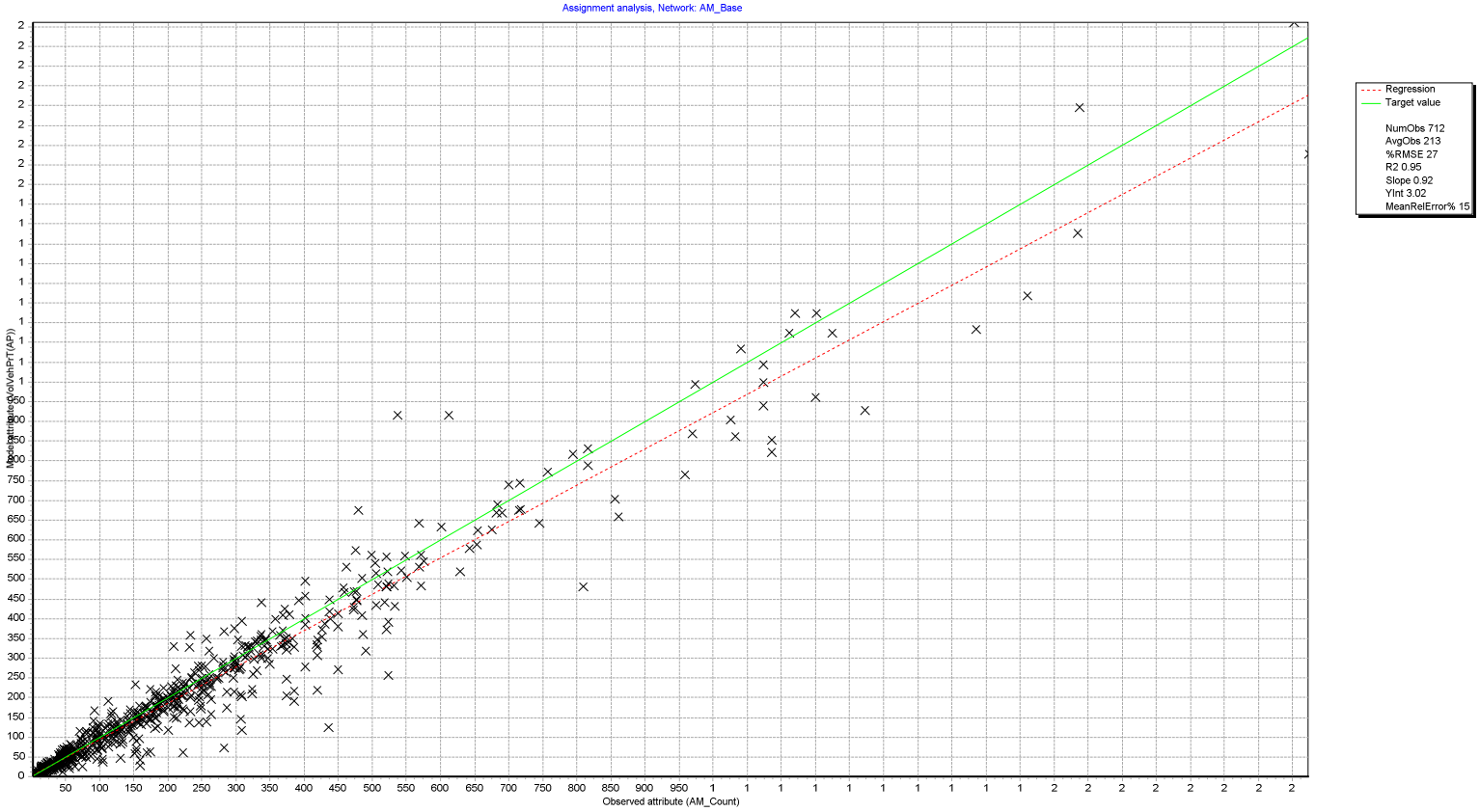
Observed versus Modeled Counts



Lycoming County
Growth Area Land-Use and
Transportation Plan

PM Peak Hour

Observed versus Modeled Counts



Trans Associates

Transportation Solutions
for Today and Tomorrow

APPENDIX B

Trip Generation Forecasts

TAZ	Tax_ID	SIZE		TYPE	AVG DAILY TRAFFIC	MORNING PEAK HOUR (veh/hr)			AFTERNOON PEAK HOUR (veh/hr)		
						ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
7	67-025-702	100	Dwellings	Single Family Homes	957	19	56	75	64	37	101
9	43-349-129	46	Dwellings	Single Family Homes	440	9	26	35	29	17	46
9	43-329-249.D	16	Dwellings	Single Family Homes	153	3	9	12	10	6	16
9	43-017-141.A	5	Dwellings	Single Family Homes	48	1	3	4	3	2	5
9	43-349-142	19	Dwellings	Single Family Homes	182	4	11	15	12	7	19
9	43-349-134	23	Dwellings	Single Family Homes	220	4	13	17	15	9	24
9	43-349-121	60	Dwellings	Single Family Homes	574	11	34	45	38	22	60
9	43-349-123	20	Dwellings	Single Family Homes	191	4	11	15	13	7	20
9	43-014-104.B	9	Dwellings	Single Family Homes	86	2	5	7	6	3	9
9	43-349-149	6	Dwellings	Single Family Homes	57	1	3	4	4	2	6
9	43-349-157	11	Dwellings	Single Family Homes	105	2	6	8	7	4	11
9	43-014-180	13	Dwellings	Single Family Homes	124	2	7	9	8	5	13
10	41-373-173.E	176	Dwellings	Single Family Homes	1684	33	99	132	112	66	178
10	41-373-173.E	176	Dwellings	General light industrial	6552	761	104	865	109	802	911
13	51-004-701	14	Dwellings	Townhomes	81	1	5	6	5	2	7
13	51-004-708	20	KSF	Miniwarehous	33	1	1	2	2	2	4
14	62-002-400	22	KSF	Drinking Place	1663	0	0	0	165	85	249.48
14	62-001-800	15	KSF	General Office Building	165	20	3	23	4	19	23
15	63-002-800	60	KSF	Free Standing Discount Superstore	3188	56	44	100	136	141	277
16	62-001-101	53	Dwellings	Apartment	352	5	22	27	21	12	33
21	41-353-168	5	KSF	Convenience Market with Gas Pumps	4228	110	110	220	149	149	298
21	41-353-168	5	KSF	High Turnover Sit Down Restaurant	1526	72	66	138	79	55	134
21	41-353-168	5	KSF	Hotel	642	28	20	48	25	26	51
21	41-352-107.A	125	Dwellings	Single Family Homes	1196	23	70	93	80	47	127
21	41-352-114.D	110	KSF	Free Standing Discount Superstore	5844	103	81	184	248	259	507
21	41-352-114.D	110	KSF	Motel	656	17	29	46	22	20	42
21	41-352-114.D	110	KSF	High Turnover Sit Down Restaurant	1526	72	66	138	79	55	134
22	40-373-161	800	KSF	General light industrial	5576	648	88	736	93	683	776
22	40-373-161	800	KSF	Industrial Park	5912	585	125	710	153	577	730
27	40-394-148	50	Dwellings	Single Family Homes	479	9	28	37	32	19	51
79	43-329-225	6	Dwellings	Single Family Homes	57	1	3	4	4	2	6
83	71-010-935	30	Acres	General Heavy Industrial	203	52	7	59	8	57	65
91	24-249-156	9	Dwellings	Single Family Homes	86	2	5	7	6	3	9

TAZ	Tax_ID	SIZE		TYPE	AVG DAILY TRAFFIC	MORNING PEAK HOUR (veh/hr)			AFTERNOON PEAK HOUR (veh/hr)		
						ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
93	04-431-112	200	KSF	Industrial Park	1392	138	30	168	36	136	172
93	04-431-112.A	400	KSF	General light industrial	2788	324	44	368	47	341	388
93	07-412-119	3	Dwellings	Single Family Homes	29	1	2	3	2	1	3
99	53-002-502	4	Dwellings	Single Family Homes	38	1	2	3	3	1	4
114	67-002-501	159	KSF	Shopping Center	6827	97	62	159	291	302	593
117	70-015-203	9	Acres	County Park	21	0	0	0	0	0	0
117	70-015-204	2	Acres	County Park	5	0	0	0	0	0	0
117	66-019-200	48	Rooms	Hotel	428	19	14	33	16	17	33
117	66-019-200	48	Rooms	Shopping Center	7944	113	72	185	338	352	690
117	66-019-102	62	Rooms	Hotel	553	24	17	41	21	22	43
117	66-019-102	62	Rooms	High Turnover Sit Down Restaurant	2861	135	124	259	148	103	251
117	66-019-102	62	Rooms	Multiplex Movie Theater	2340	0	0	0	49	60	109
117	66-019-102	62	Rooms	Shopping Center	4380	62	40	102	186	194	380
117	66-019-102	62	Rooms	Supermarket	5623	120	77	197	295	283	578
117	66-018-353	32	KSF	New Car Sales	1067	48	17	65	32	51	83
124	70-010-106	82	Dwellings	Townhomes	476	6	30	36	29	14	43
125	70-007-103	32	Dwellings	Apartment	213	3	13	16	13	7	20
130	43-011-600	134	KSF	General light industrial	934	108	15.0	123.0	16	114	130
131	43-005-316	42	Rooms	Motel	383	10	17	27	13	11	24
135	N/A	#N/A	#N/A	Single Family Homes	96	2	6	8	6	4	10
153	65-012-100	10	KSF	Fast Food Restaurant with Drive-Thru	4961	252	242	494	176	162	338
153	65-008-300	10	KSF	High Turnover Sit Down Restaurant	1272	60	55	115	66	46	112
155	52-001-164	10	KSF	Manufacturing	38	6	2	8	3	5	8
155	52-001-317	10	KSF	Shopping Center	429	6	4	10	18	19	37
169	72-002-316	170	KSF	General light industrial	1185	138	19	157	20	145	165
169	72-004-900	27	Dwellings	Townhomes	157	2	10	12	9	5	14
169	72-004-900	27	Dwellings	Apartment	665	10	41	51	40	22	62
172	63-003-612	32	Dwellings	Townhomes	186	2	12	14	11	5	16
172	63-003-612	32	Dwellings	High Turnover Sit Down Restaurant	509	24	22	46	26	18	44
192	63-002-501	2	KSF	General Office Building	22	3	0	3	1	2	3
192	63-002-501	2	KSF	Apartment	266	4	16	20	16	9	25
192	63-002-410	10	KSF	General Office Building	110	14	2	16	3	12	15
192	63-002-410	10	KSF	General Office Building	110	14	2	16	3	12	15

TAZ	Tax_ID	SIZE		TYPE	AVG DAILY TRAFFIC	MORNING PEAK HOUR (veh/hr)			AFTERNOON PEAK HOUR (veh/hr)		
						ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
192	63-002-410	10	KSF	High Turnover Sit Down Restaurant	1272	60	55	115	66	46	112
192	63-002-410	10	KSF	Apartment	133	2	8	10	8	4	12
193	63-001-101	35	Rooms	All Suites Hotel	218	11	6	17	8	11	19
193	63-002-308.A	35	Rooms	Hotel	312	14	10	24	12	12	24
193	63-001-112	90	KSF	General Office Building	991	123	17	140	23	111	134
193	63-001-110	100	KSF	General Office Building	1101	136	19	155	25	124	149
193	63-002-300	46	KSF	General Office Building	506	63	9	72	12	57	69
193	63-002-614	20	KSF	General Office Building	220	27	4	31	5	25	30
193	63-002-602	20	KSF	General Office Building	220	27	4	31	5	25	30
193	63-002-602	20	KSF	Shopping Center	215	3	2	5	9	10	19
194	62-002-304	90	KSF	General Office Building	991	123	17	140	23	111	134
200	62-004-102	20	KSF	General Office Building	220	27	4	31	5	25	30
206	62-003-100	5	KSF	High Turnover Sit Down Restaurant	572	27	25	52	30	21	51
206	69-008-105	110	Rooms	Hotel	981	43	31	74	38	39	77
206	69-008-105	110	Rooms	High Turnover Sit Down Restaurant	4069	192	177	369	211	146	357
206	69-008-105	110	Rooms	Apartment	266	4	16	20	16	9	25
206	69-006-604	5	KSF	Fast Food Restaurant with Drive-Thru	2233	113	109	222	79	73	152
207	69-006-321	12	KSF	General Office Building	132	16	2	18	3	15	18
211	51-002-314	32	KSF	Assissted Living	90	4	2	6	4	5	9
211	51-001-509	7	KSF	Shopping Center	301	4	3	7	13	13	26
211	51-001-509	7	KSF	General Office Building	22	3	0	3	1	2	3
211	51-001-509	7	KSF	Townhomes	46	1	3	4	3	1	4
212	51-005	38	Rooms	Recreational Homes	120	4	2	6	4	6	10
226	26-330-179	60	Dwellings	Townhomes	349	4	22	26	21	10	31
226	26-330-179	60	Dwellings	Senior Adult Housing-Detached	139	2	3	5	4	3	7
226	26-330-187.E	90	Dwellings	Apartment	599	9	37	46	36	20	56
227	02-350-156	15	Acres	General Heavy Industrial	101	26	4	30	4	29	33
228	26-016-328	120	Rooms	Hotel	1070	47	34	81	41	43	84
228	26-016-328	120	Rooms	High Turnover Sit Down Restaurant	1526	72	66	138	79	55	134
228	26-016-328	120	Rooms	General Office Building	495	61	8	69	11	56	67
228	26-005-322	6	KSF	High Turnover Sit Down Restaurant	763	36	33	69	39	27	66
228	26-010-201	5	KSF	Fast Food Restaurant with Drive-Thru	2481	126	121	247	88	81	169
228	26-106-500	6	KSF	High Turnover Sit Down Restaurant	763	36	33	69	39	27	66

TAZ	Tax_ID	SIZE		TYPE	AVG DAILY TRAFFIC	MORNING PEAK HOUR (veh/hr)			AFTERNOON PEAK HOUR (veh/hr)		
						ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
228	26-005-315	120	KSF	General Office Building	1321	164	22	186	30	148	178
231	26-351-213	85	Dwellings	Townhomes	494	6	31	37	30	15	45
235	26-330-143	50	Dwellings	Townhomes	291	4	18	22	17	9	26
235	26-330-143	50	Dwellings	Single Family Homes	383	8	23	31	25	15	40
237	26-331-221	23	Dwellings	Single Family Homes	220	4	13	17	15	9	24
252	04-600-100.A	590	Acres	General Heavy Industrial	3983	1028	140	1168	153	1121	1274
252	07-411-200	110	Students	University/College	262	18	5	23	7	16	23
253	07-411-168	12	Dwellings	Townhomes	70	1	4	5	4	2	6
253	07-391-175	26	KSF	New Car Sales	867	39	14	53	26	41	67
253	07-411-177	25	Dwellings	Townhomes	145	2	9	11	9	4	13
254	07-411-169.C	100	KSF	Industrial Park	696	69	15	84	18	68	86
254	07-391-134.A	250	KSF	Miniwarehous	413	15	13	28	23	19	42
254	07-411-145.A	36	Dwellings	Single Family Homes	345	7	20	27	23	13	36
254	07-391-135.A	30	Dwellings	Townhomes	174	2	11	13	10	5	15
254	07-391-129	12	Dwellings	Townhomes	70	1	4	5	4	2	6
255	35-001-634	50	Dwellings	Single Family Homes	96	2	6	8	6	4	10
255	35-001-634	50	Dwellings	Single Family Homes	479	9	28	37	32	19	51
260	33-351-154	72	Dwellings	Apartment	479	7	29	36	29	16	45
260	33-002-706	60	Dwellings	Townhomes	349	4	22	26	21	10	31
260	33-002-701	45	Dwellings	Townhomes	261	3	16	19	16	8	24
261	26-331-192	125	Dwellings	Single Family Homes	1196	23	70	93	80	47	127
261	26-331-234	48	Dwellings	Single Family Homes	459	9	27	36	31	18	49
262	26-331-201.F	52	Dwellings	Single Family Homes	498	10	29	39	33	19	52
275	35-006-215	10	Acres	General Heavy Industrial	68	17	2	19	3	19	22
275	35-006-215	10	Acres	Recreational/Community Center	57	2	2	4	1	2	3
275	35-006-217	26	KSF	General Office Building	286	35	5	40	7	32	39
275	35-006-604	15	KSF	Shopping Center	644	9	6	15	27	29	56
277	07-391-114.A	20	Dwellings	Single Family Homes	191	4	11	15	13	7	20
277	07-392-210	30	Dwellings	Single Family Homes	287	6	17	23	19	11	30
277	07-392-213	42	Dwellings	Townhomes	244	3	15	18	15	7	22
277	07-392-221	29	Dwellings	Single Family Homes	278	5	16	21	18	11	29
277	07-392-136.15	140	KSF	General light industrial	976	113	15	128	16	120	136
277	07-392-134	130	KSF	Warehousing	463	31	8	39	10	31	41

TAZ	Tax_ID	SIZE		TYPE	AVG DAILY TRAFFIC	MORNING PEAK HOUR (veh/hr)			AFTERNOON PEAK HOUR (veh/hr)		
						ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
278	07-392-183.W	115	KSF	Manufacturing	439	65	18	83	30	54	84
278	07-392-119	75	KSF	General light industrial	523	61	8	69	9	64	73
278	07-392-122	105	KSF	General light industrial	732	85	12	97	12	90	102
278	07-392-115.B	98	KSF	General light industrial	683	79	11	90	11	84	95
279	07-392-101	90	KSF	Industrial Park	626	62	13	75	16	61	77
282	12-352-119.Z	1000	KSF	General light industrial	6970	810	110	920	116	854	970
283	41-352-114.J	100	KSF	Free Standing Discount Superstore	5313	94	73	167	226	235	461
283	41-352-114.F	80	Rooms	Hotel	714	31	23	54	27	29	56
283	41-352-118.19	278	KSF	Warehousing	990	66	18	84	22	67	89
283	41-352-118.21	15	Acres	Truck Terminal	1229	45	64	109	42	56	98
283	41-352-118	209	KSF	Warehousing	744	50	13	63	17	50	67
283	41-352-118	209	KSF	Manufacturing	199	30	8	38	14	24	38
285	41-352-111.11	35	KSF	High Turnover Sit Down Restaurant	4450	210	194	404	230	160	390
308	40-393-112.B	200	KSF	Shopping Center	8588	122	78	200	366	380	746
308	40-393-112.A	24	Dwellings	Single Family Homes	230	5	14	19	15	9	24
308	40-393-112.A	24	Dwellings	Townhomes	186	2	12	14	11	5	16
308	40-394.1-168.Q	9	Dwellings	Single Family Homes	86	2	5	7	6	3	9
309	41-353-205	229	KSF	General light industrial	1596	185	25	210	27	195	222
309	41-353-205	229	KSF	Shopping Center	9833	140	89	229	419	436	855
309	41-373-173	100	KSF	Shopping Center	4294	61	39	100	183	190	373
309	41-373-173	100	KSF	General Office Building	1101	136	19	155	25	124	149
309	41-373-184.C	352	KSF	General light industrial	2453	285	39	324	41	300	341
309	41-373-181.A	718	KSF	Manufacturing	2743	409	115	524	189	335	524
310	40-003-101.08	6	Acres	Truck Terminal	491	18	26	44	17	22	39
310	40-003-101.05	20	KSF	Shopping Center	859	12	8	20	37	38	75
313	59-374-161	32	Dwellings	Single Family Homes	306	6	18	24	20	12	32
313	59-374-161	32	Dwellings	Medical-Denal Offic Building	1084	55	14	69	28	76	104
314	59-374-157	200	KSF	Shopping Center	8588	122	78	200	366	380	746
314	59-354-192.B	50	Dwellings	Townhomes	291	4	18	22	17	9	26
315	59-354-195	37	Dwellings	Single Family Homes	354	7	21	28	24	14	38
319	59-374-143.J	30	KSF	General light industrial	209	24	3	27	3	26	29
319	59-374-149.F	80	Rooms	Hotel	714	31	23	54	27	29	56
319	59-374-152	200	KSF	General light industrial	1394	162	22	184	23	171	194

TAZ	Tax_ID	SIZE		TYPE	AVG DAILY TRAFFIC	MORNING PEAK HOUR (veh/hr)			AFTERNOON PEAK HOUR (veh/hr)		
						ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
319	59-374-149.G	14	Acres	General heavy industrial	91	24	3	27	3	26	29
323	59-354-200.M	26	Dwellings	Single Family Homes	249	5	15	20	17	10	27
326	59-354-158.04	4	KSF	High Turnover Sit Down Restaurant	509	24	22	46	26	18	44
326	59-354-135	26	Dwellings	Single Family Homes	249	5	15	20	17	10	27
326	59-004-501	16	Dwellings	Townhomes	93	1	6	7	6	3	9
327	59-354-131.05	26	Rooms	Hotel	232	10	7	17	9	9	18
343	76-004-307	32	Dwellings	Apartment	213	3	13	16	13	7	20
346	12-352.2-194	400	Dwellings	Single Family Homes	3828	75	225	300	255	149	404
346	12-352.2-194	400	Dwellings	Townhomes	436	6	27	33	26	13	39
347	26-350-127	44	KSF	General Office Building	484	60	8	68	11	54	65
SUB TOTALS		3758	Dwellings	RESIDENTIAL	30226	544	1795	2338	1943	1106	3050
		1832	KSF	RETAIL/SERVICE	111985	2830	2308	5138	4990	4681	9671
		10864	KSF	INDUSTRIAL	68847	7791	1238	9029	1441	8033	9474
		659	Acres	INDUSTRIAL	4445	1147	156	1304	171	1252	1422
		21	Acres	TRUCK TERMINAL	1720	63	90	153	59	78	138
		782	Rooms	LODGING	6903	284	230	514	260	268	528
		802	KSF	OFFICE	9584	1108	158	1266	224	1031	1254
		132	Varies	OTHER	2685	21	6	27	58	79	137
TOTAL					**236394**	**13787**	**5982**	**19769**	**9146**	**16528**	**25674**

Lycoming County
Growth Area Land-Use and
Transportation Plan

APPENDIX C

Transportation Analysis

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
1	N Rt 44 Hwy At Us-220 East Exit Ramp To Pa 44	Eastbound	Minor	EBL	19	26	26	23	52	57	B(11.0)	B(10.9)	B(13.3)	B(12.1)	C(15.8)	C(15.4)	2	3	5	3	12	12	---	---	---	---	---	---	None
1				EBT	0	0	0	0	0	0	B(11.0)	B(10.9)	B(13.3)	B(12.1)	C(15.8)	C(15.4)	2	3	5	3	12	12	---	---	---	---	---	---	
1				EBR	10	11	11	26	28	28	A(8.7)	A(8.9)	A(8.9)	A(9.0)	B(11.1)	B(11.1)	1	1	1	2	4	4	---	---	---	---	---	---	
1		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1				NBT	33	35	35	60	29	29	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1				NBR	99	496	496	90	189	189	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	350	350	---	---	---	
1		Southbound	Major	SBL	92	65	149	105	70	59	A(7.6)	A(8.7)	A(9.0)	A(7.7)	A(7.8)	A(7.8)	10	16	26	15	45	43	---	---	150	---	100	100	
1				SBT	86	122	122	132	442	442	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1		**OVERALL**	**2-way Stop**	**AVG**	**339**	**755**	**839**	**436**	**810**	**804**	**A(2.9)**	**A(1.3)**	**A(2.1)**	**A(3.0)**	**A(2.1)**	**A(2.0)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
2	Pa Route 44 At Us-220 West Exit Ramp To Pa-44	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
2				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
2				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
2		Westbound	Minor	WBL	83	115	115	119	434	429	B(10.1)	B(10.3)	B(11.1)	B(10.8)	C(15.2)	C(15.0)	9	13	15	14	91	88	---	---	---	---	---	---	
2				WBT	0	0	0	0	0	0	B(10.1)	B(10.3)	B(11.1)	B(10.8)	C(15.2)	C(15.0)	9	13	15	14	91	88	---	---	---	---	---	---	
2				WBR	40	26	26	86	104	116	A(8.6)	A(8.5)	A(8.5)	A(8.9)	A(9.0)	A(9.1)	3	2	2	7	9	10	---	---	---	---	100	100	
2		Northbound	Major	NBL	24	26	26	14	16	16	A(7.5)	A(7.5)	A(7.6)	A(7.5)	A(7.5)	A(7.5)	3	3	3	4	4	5	---	---	---	---	---	---	
2				NBT	28	35	35	68	66	71	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
2				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
2		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
2				SBT	95	72	156	117	78	71	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
2				SBR	21	41	41	17	68	66	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
2		**OVERALL**	**2-way Stop**	**AVG**	**291**	**315**	**399**	**421**	**766**	**769**	**A(4.7)**	**A(5.1)**	**A(4.3)**	**A(5.1)**	**A(10.0)**	**A(9.9)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	
3	Main St At Us-220 East Exit Ramp To Main St (Jersey Shore)	Eastbound	Minor	EBL	16	87	88	81	48	52	B(10.6)	B(14.6)	B(13.7)	E(36.9)	E(47.8)	D(32.5)	2	17	16	52	42	29	---	---	---	---	---	---	None
3				EBT	0	0	0	0	0	0	B(10.6)	B(14.6)	B(13.7)	E(36.9)	E(47.8)	D(32.5)	2	17	16	52	42	29	---	---	---	---	---	---	
3				EBR	77	502	230	218	279	313	A(9.4)	C(18.5)	B(11.1)	C(16.2)	D(28.1)	C(21.6)	7	137	29	50	127	105	---	350	175	175	200	250	
3		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
3				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
3				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
3		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
3				NBT	109	142	140	267	557	509	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
3				NBR	238	317	396	96	187	160	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	175	250	275	---	175	150	
3		Southbound	Major	SBL	13	43	45	105	20	20	A(8.0)	A(8.4)	A(8.6)	A(8.3)	A(9.2)	A(9.0)	12	30	26	88	341	124	---	---	---	100	75	75	
3				SBT	152	277	222	549	718	565	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
3				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
3		**OVERALL**	**2-way Stop**	**AVG**	**605**	**1368**	**1121**	**1316**	**1809**	**1619**	**A(1.7)**	**A(8.0)**	**A(3.7)**	**A(5.6)**	**A(5.7)**	**A(5.3)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
4	Us-220 At Pa Route 287	Eastbound	Major	EBL	53	302	145	135	129	120	A(4.7)	A(7.0)	A(3.9)	B(10.1)	B(16.3)	D(46.1)	22	153	63	61	52	85	175	400	275	250	250	275	2nd US-220 EB Thru Lane, 2nd PA-287 SB Left-Turn Lane
4				EBT	853	2400	2807	733	823	828	A(7.5)	F(600.0)	D(40.4)	A(6.4)	A(4.6)	A(2.9)	502	20920	2736	390	381	180	---	---	---	---	---	---	
4				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
4		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
4				WBT	655	642	642	1127	2449	2452	C(26.2)	C(26.1)	A(7.7)	D(37.8)	F(580.4)	C(29.1)	334	326	192	772	7189	2274	---	---	---	---	---	---	
4				WBR	34	39	42	77	159	181	C(21.0)	C(21.1)	A(6.4)	C(21.8)	B(13.4)	A(6.0)	32	37	23	73	117	103	---	---	---	200	200	200	
4		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
4				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
4				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
4		Southbound	Minor	SBL	88	256	174	81	88	85	D(44.4)	F(273.1)	D(47.7)	D(43.7)	E(71.4)	D(54.2)	113	818	122	104	132	71	---	---	---	---	---	---	
4				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
4				SBR	118	90	91	98	138	171	D(51.6)	D(46.5)	C(26.0)	D(47.7)	F(434.4)	D(51.0)	156	118	93	128	589	245	---	---	---	---	---	---	
4		**OVERALL**	**Signal**	**AVG**	**1801**	**3729**	**3901**	**2251**	**3786**	**3837**	**B(19.2)**	**F(411.3)**	**C(33.3)**	**C(26.0)**	**F(395.0)**	**C(24.4)**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	
5	Us-220 At Pine Run Rd	Eastbound	Major	EBL	3	53	115	7	42	36	A(8.8)	A(9.2)	B(10.3)	B(10.8)	C(18.4)	C(18.6)	0	5	13	1	12	10	---	235	235	235	235	235	J-Intersection with median U-Turn
5				EBT	902	1989	2319	712	891	1060	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
5				EBR	24	418	128	49	71	26	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	389	264	235	235	---	
5		Westbound	Major	WBL	40	198	100	58	103	83	B(10.1)	F(186.1)	E(42.6)	A(9.5)	B(10.8)	B(11.4)	4	410	74	5	12	11	235	289	235	235	235	235	
5				WBT	625	662	800	1087	1876	1915	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
5				WBR	13	44	45	30	48	50	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	235	235	235	235	235	
5		Northbound	Minor	NBL	42	43	0	70	342	0	F(56.1)	F(600.0)	---	F(140.6)	F(600.0)	---	45	604	---	151	2275	---	---	---	---	---	250	---	
5				NBT	2	2	0	1	17	0	F(56.1)	F(600.0)	---	F(140.6)	F(600.0)	---	45	604	---	151	2275	---	---	---	---	---	---	---	
5				NBR	24	96	40	27	330	240	B(11.7)	D(28.8)	D(28.6)	B(10.8)	C(20.2)	C(18.9)	3	47	19	3	102	68	---	---	---	---	---	---	
5		Southbound	Minor	SBL	35	26	0	32	73	0	E(40.3)	F(600.0)	---	F(112.0)	F(401.5)	---	25	514	---	68	306	---	---	---	---	---	100	---	
5				SBT	0	11	0	2	9	0	E(40.3)	F(600.0)	---	F(112.0)	F(401.5)	---	25	514	---	68	306	---	---	---	---	---	---	---	
5				SBR	1	31	69	7	175	182	B(10.2)	B(10.6)	B(11.7)	B(12.5)	E(42.4)	E(48.7)	0	4	10	1	126	150	---	---	---	---	---	---	
5		**OVERALL**	**2-way Stop**	**AVG**	**1711**	**3573**	**3616**	**2082**	**3977**	**3592**	**A(2.7)**	**F(25.1)**	**A(2.0)**	**A(7.1)**	**F(66.4)**	**A(4.2)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**4-Hour**	**4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	
6	Us-220 At Quenshukeny Rd	Eastbound	Major	EBL	9	66	68	23	77	40	A(9.1)	B(11.9)	B(11.8)	B(12.6)	C(19.6)	C(17.7)	1	9	10	4	23	11	235	235	235	235	235	235	J-intersection with median U-Turn
6				EBT	1124	1833	2190	873	1552	1665	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
6				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
6		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
6				WBT	716	1118	1103	1283	1788	1789	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
6				WBR	23	80	79	119	89	90	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	235	235	235	235	235	
6		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
6				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
6				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
6		Southbound	Minor	SBL	94	68	0	45	38	0	F(58.4)	F(600.0)	360000000	F(104.7)	F(600.0)	360000000	122	574	85	128	473	85	---	---	---	---	---	---	
6				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
6				SBR	27	8	97	29	8	185	F(58.4)	F(600.0)	B(14.3)	F(104.7)	F(600.0)	E(39.2)	122	574	19	128	473	123	---	---	---	---	---	---	
6		**OVERALL**	**2-way Stop**	**AVG**	**1993**	**3173**	**3537**	**2372**	**3552**	**3769**	**A(3.6)**	**E(14.7)**	**A(0.6)**	**A(3.4)**	**F(8.2)**	**A(2.1)**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**Pk Hour**	**Pk Hour 4-Hour**	**4-Hour**	**---**	**Pk Hour 4-Hour**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
8	Reach Rd At Us-220 East Exit To Reach Rd	Eastbound	Minor	EBL	157	188	179	59	111	99	B(13.0)	B(12.8)	B(12.2)	C(16.5)	D(26.5)	D(25.5)	27	34	30	16	51	44	---	---	---	---	---	---	None
8				EBT	0	0	0	0	0	0	B(13.0)	B(12.8)	B(12.2)	C(16.5)	D(26.5)	D(25.5)	27	34	30	16	51	44	---	---	---	---	---	---	
8				EBR	6	22	23	6	5	6	B(13.0)	B(12.8)	B(12.2)	C(16.5)	D(26.5)	D(25.5)	27	34	30	16	51	44	---	---	---	---	---	---	
8		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
8				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
8				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
8		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
8				NBT	6	6	5	18	42	35	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
8				NBR	8	15	16	49	81	88	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
8		Southbound	Major	SBL	128	90	79	270	319	324	A(7.4)	A(7.4)	A(7.4)	A(7.8)	A(8.1)	A(8.1)	9	9	8	18	23	24	---	---	---	---	---	---	
8				SBT	46	82	81	24	32	31	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
8				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
8		**OVERALL**	**2-way Stop**	**AVG**	**351**	**403**	**383**	**426**	**590**	**583**	**A(8.8)**	**A(8.3)**	**A(7.9)**	**A(7.5)**	**A(9.6)**	**A(9.1)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
9	Reach Rd At Us-220 West Exit To Reach Rd	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
9				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
9				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
9		Westbound	Minor	WBL	28	74	73	13	26	26	B(10.8)	B(11.1)	B(10.9)	B(11.2)	B(12.9)	B(12.8)	3	9	9	2	4	4	---	---	---	---	---	---	
9				WBT	0	0	0	0	0	0	B(10.8)	B(11.1)	B(10.9)	B(11.2)	B(12.9)	B(12.8)	3	9	9	2	4	4	---	---	---	---	---	---	
9				WBR	318	316	292	128	194	154	B(11.3)	B(11.7)	B(11.3)	A(9.2)	A(10.0)	A(9.6)	42	44	38	11	20	15	250	250	200	---	---	---	
9		Northbound	Major	NBL	1	2	2	3	19	19	A(7.6)	A(7.6)	A(7.5)	A(8.1)	A(8.4)	A(8.4)	10	12	11	5	12	11	---	---	---	---	---	---	
9				NBT	163	191	182	74	133	115	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
9				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
9		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
9				SBT	146	99	87	281	325	330	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
9				SBR	50	83	71	120	163	173	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	100	150	150	
9		**OVERALL**	**2-way Stop**	**AVG**	**706**	**765**	**707**	**619**	**860**	**817**	**A(5.5)**	**A(5.9)**	**A(5.8)**	**A(2.2)**	**A(2.8)**	**A(2.4)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
10	I-180 West Ramp To Us-15 Nb At Us-220 East Ramp To Us-15 Nb	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
10				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
10				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
10		Westbound	Minor	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
10				WBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
10				WBR	341	197	364	444	332	464	C(0.0)	C(0.0)	C(0.0)	C(0.0)	C(0.0)	C(0.0)	123	123	123	123	123	123	250	---	275	325	250	325	
10		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
10				NBT	1028	1125	1245	925	1783	2190	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
10				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
10		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
10				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
10				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
10		**OVERALL**	**Uncontrolled**	**AVG**	**1369**	**1322**	**1609**	**1369**	**2115**	**2654**	**(0.0)**	**(0.0)**	**(0.0)**	**(0.0)**	**(0.0)**	**(0.0)**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
11	Maynard St At I-180 East Exit Ramp To Maynard St	Eastbound	Minor	EBL	216	162	280	185	170	249	D(44.3)	D(39.6)	D(53.6)	D(41.4)	D(40.2)	D(48.9)	261	190	366	219	201	313	---	---	---	---	---	---	None
11				EBT	0	0	0	0	0	0	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
11				EBR	82	87	84	129	117	98	D(35.9)	D(36.2)	D(35.7)	D(38.9)	D(38.0)	D(36.9)	97	102	99	153	139	116	---	---	---	---	---	---	
11		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
11				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
11				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
11		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
11				NBT	289	333	341	235	342	365	C(30.0)	C(31.7)	C(20.6)	C(28.4)	C(32.1)	C(33.2)	292	344	292	234	356	387	---	---	---	---	---	---	
11				NBR	380	541	543	198	430	359	D(40.0)	F(172.4)	C(31.7)	C(28.6)	D(48.3)	D(37.8)	447	1401	600	201	561	410	375	500	500	200	400	350	
11		Southbound	Major	SBL	245	617	440	433	596	605	A(7.9)	C(20.1)	B(10.5)	A(9.5)	B(19.4)	C(23.2)	139	564	301	277	526	565	275	550	400	400	525	550	
11				SBT	144	302	246	471	675	682	A(5.6)	A(6.4)	A(3.6)	A(7.5)	A(9.3)	A(9.4)	72	157	101	261	421	427	---	---	---	---	---	---	
11				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
11		**OVERALL**	**Signal**	**AVG**	**1356**	**2042**	**1934**	**1651**	**2330**	**2358**	**C(28.9)**	**E(62.6)**	**C(24.7)**	**B(19.8)**	**C(26.2)**	**C(26.2)**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	
12	Maynard St At I-180 West Exit Ramp To Maynard St	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
12				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
12				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
12		Westbound	Minor	WBL	121	166	162	317	457	445	B(17.2)	B(17.9)	B(17.8)	C(20.5)	C(24.1)	C(23.7)	100	138	134	272	425	410	---	---	---	---	---	---	
12				WBT	0	0	0	0	0	0	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
12				WBR	400	497	549	330	522	572	C(24.1)	C(28.5)	C(32.2)	C(21.9)	C(30.1)	C(34.4)	374	514	612	295	558	664	375	475	500	350	500	525	
12		Northbound	Major	NBL	139	134	123	134	153	160	B(18.6)	C(25.4)	C(20.3)	C(21.7)	C(28.6)	C(29.7)	124	137	115	129	164	173	175	175	175	175	175	175	
12				NBT	365	360	498	286	359	454	C(21.1)	C(21.0)	C(24.4)	B(19.6)	C(21.0)	C(23.2)	315	311	467	241	310	412	---	---	---	---	---	---	
12				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
12		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
12				SBT	268	753	523	587	813	842	C(26.2)	C(33.3)	C(29.2)	C(30.2)	C(34.9)	D(35.8)	140	438	280	320	490	518	---	---	---	---	---	---	
12				SBR	67	149	130	149	312	342	C(25.4)	C(27.8)	C(27.1)	C(27.7)	D(35.4)	D(37.8)	69	152	132	151	344	388	---	175	175	175	325	350	
12		**OVERALL**	**Signal**	**AVG**	**1360**	**2059**	**1985**	**1803**	**2616**	**2815**	**C(22.6)**	**C(27.8)**	**C(27.2)**	**C(24.5)**	**C(29.8)**	**C(31.5)**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	
13	Via Bella St At Hepburn St	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
13				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
13				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
13		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
13				WBT	18	139	112	94	229	286	B(15.9)	B(17.3)	C(24.3)	B(16.8)	C(26.9)	C(28.5)	15	114	109	78	223	283	---	---	---	---	---	---	
13				WBR	109	135	113	106	165	140	B(17.3)	B(17.7)	C(24.8)	B(17.2)	C(26.3)	C(25.5)	91	114	112	89	163	138	---	---	---	---	150	150	
13		Northbound	Minor	NBL	0	0	0	0	0	0	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
13				NBT	179	238	340	112	228	260	B(17.9)	B(18.8)	B(13.3)	B(17.0)	B(12.1)	B(12.5)	148	198	241	92	157	181	---	---	---	---	---	---	
13				NBR	235	415	488	235	272	268	B(19.6)	C(24.6)	B(17.2)	B(19.6)	B(13.2)	B(13.2)	202	393	398	201	196	193	175	275	350	175	200	200	
13		Southbound	Minor	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
13				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
13				SBR	123	190	218	174	318	359	B(17.5)	B(18.6)	B(12.5)	B(18.3)	B(13.8)	B(14.5)	103	161	154	147	232	268	---	---	---	---	250	250	
13		**OVERALL**	**Signal**	**AVG**	**664**	**1117**	**1271**	**721**	**1212**	**1313**	**B(18.3)**	**C(20.6)**	**B(16.7)**	**B(18.2)**	**B(17.5)**	**B(18.0)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**---**	**4-Hour**	**4-Hour**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
14	Market St At I-180 West Ramp To Us-15 Sb	Eastbound	Minor	EBL	132	112	284	115	122	163	C(26.1)	C(25.6)	C(25.5)	C(25.7)	C(24.5)	C(22.7)	131	111	269	114	119	150	---	---	---	---	---	---	2nd US-15 NB Left-Turn Lane
14				EBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
14				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
14		Westbound	Minor	WBL	223	498	454	465	792	613	C(28.6)	D(51.6)	C(32.2)	D(44.6)	F(600.0)	E(55.6)	224	679	483	583	4508	911	---	---	---	---	---	---	
14				WBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
14				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
14		Northbound	Major	NBL	358	372	454	394	478	683	D(36.8)	D(37.8)	D(38.3)	D(39.9)	F(98.4)	D(54.5)	399	420	274	458	901	524	350	375	450	375	450	625	
14				NBT	510	526	521	399	582	555	D(42.7)	D(43.5)	D(36.8)	D(38.7)	D(43.5)	D(37.8)	332	347	313	247	386	339	---	---	---	---	---	---	
14				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
14		Southbound	Major	SBL	133	152	27	144	171	96	C(27.4)	C(28.0)	C(31.2)	C(27.7)	C(31.3)	C(33.6)	135	155	31	146	181	109	175	175	75	175	200	150	
14				SBT	337	500	511	542	879	641	D(37.2)	D(42.2)	D(36.6)	D(44.4)	F(292.5)	D(40.9)	205	323	306	362	1661	413	---	---	---	---	---	---	
14				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
14		**OVERALL**	**Signal**	**AVG**	**1693**	**2160**	**2251**	**2059**	**3024**	**2751**	**D(36.0)**	**D(42.1)**	**C(34.6)**	**D(40.3)**	**F(268.9)**	**D(45.6)**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	
15	I-180 West Ramp To Basin St At Basin St	Eastbound	---	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
15				EBT	157	197	178	108	116	152	B(17.6)	B(18.2)	D(43.4)	B(16.9)	D(38.9)	D(41.2)	129	163	216	89	138	182	---	---	---	---	---	---	
15				EBR	49	54	50	36	41	49	B(16.4)	B(16.4)	D(36.3)	B(16.2)	D(35.8)	D(36.2)	41	45	61	30	50	59	---	---	---	---	---	---	
15		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
15				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
15				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
15		Northbound	Major	NBL	41	64	161	52	171	164	B(16.2)	B(18.4)	A(6.2)	B(16.5)	A(6.5)	A(5.9)	34	57	82	44	88	83	---	100	200	---	200	200	
15				NBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
15				NBR	270	274	417	312	403	478	C(20.4)	C(20.5)	A(6.9)	C(21.4)	A(6.8)	A(7.4)	235	238	226	276	217	269	275	275	400	325	400	450	
15		Southbound	Major	SBL	0	0	0	0	0	0	C(23.8)	C(23.8)	C(21.0)	C(23.8)	C(21.0)	C(21.0)	0	0	0	0	0	0	---	---	---	---	---	---	
15				SBT	38	310	274	77	296	235	C(24.5)	C(31.8)	C(26.4)	C(25.3)	C(27.0)	C(25.4)	39	321	263	77	286	223	---	---	---	---	---	---	
15				SBR	168	212	246	100	233	266	C(28.4)	C(30.0)	C(27.2)	C(26.3)	C(26.7)	C(27.9)	171	219	242	102	228	265	---	250	275	---	250	275	
15		**OVERALL**	**Signal**	**AVG**	**723**	**1111**	**1326**	**685**	**1260**	**1344**	**C(21.3)**	**C(24.7)**	**C(20.6)**	**C(21.2)**	**B(19.1)**	**B(19.3)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**4-Hour**	**---**	**4-Hour**	**4-Hour**	
16	Northway Rd At Commerce Park Dr	Eastbound	Major	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
16				EBT	643	974	1056	454	979	918	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
16				EBR	101	117	116	31	44	45	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	295	295	295	---	295	295	
16		Westbound	Major	WBL	103	87	88	58	44	43	A(9.7)	B(11.4)	B(12.0)	A(8.5)	B(10.6)	B(10.3)	10	12	13	4	5	5	295	295	295	295	295	295	
16				WBT	141	183	224	260	186	225	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
16				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
16		Northbound	Minor	NBL	2	3	3	13	26	27	C(21.0)	D(31.9)	E(37.7)	C(16.8)	D(29.3)	D(28.4)	1	2	2	3	13	13	---	---	---	---	---	---	
16				NBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
16				NBR	12	10	10	107	94	93	B(13.3)	C(18.1)	C(19.6)	B(12.3)	C(22.6)	C(20.7)	2	3	3	16	34	30	---	---	---	---	---	---	
16		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
16				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
16				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
16		**OVERALL**	**2-way Stop**	**AVG**	**1002**	**1374**	**1497**	**923**	**1373**	**1351**	**A(1.2)**	**A(0.9)**	**A(0.9)**	**A(2.2)**	**A(2.4)**	**A(2.3)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**Pk Hour**	**Pk Hour 4-Hour**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
17	Broad St At I-180 East Ramp	Eastbound	Major	EBL	124	258	302	284	297	338	A(3.4)	A(3.5)	A(6.2)	A(6.9)	A(3.3)	A(6.1)	44	100	154	124	116	175	175	275	325	325	325	350	None
17				EBT	442	508	555	657	707	670	B(14.8)	B(15.9)	C(20.3)	B(18.9)	C(20.3)	C(23.8)	329	392	483	568	642	651	---	---	---	---	---	---	
17				EBR	58	109	109	38	59	59	B(10.9)	B(11.4)	B(13.7)	B(10.7)	B(10.9)	B(13.1)	40	76	82	27	41	45	100	150	150	75	100	100	
17		Westbound	Major	WBL	20	29	29	27	18	18	A(3.2)	A(3.9)	A(6.3)	A(6.1)	A(7.2)	A(8.5)	7	10	13	9	6	8	75	75	75	75	75	75	
17				WBT	348	178	192	492	167	168	B(14.6)	B(13.5)	B(17.3)	B(17.1)	B(12.7)	B(16.5)	307	227	295	456	176	255	---	---	---	---	---	---	
17				WBR	67	138	178	71	84	157	B(14.6)	B(13.5)	B(17.3)	B(17.1)	B(12.7)	B(16.5)	307	227	295	456	176	255	---	---	200	100	---	175	
17		Northbound	Minor	NBL	13	20	19	46	62	65	D(46.7)	D(48.5)	D(39.7)	E(60.6)	F(91.0)	D(47.3)	31	41	39	85	141	126	---	---	---	---	---	---	
17				NBT	9	9	10	12	25	32	D(46.7)	D(48.5)	D(39.7)	E(60.6)	F(91.0)	D(47.3)	31	41	39	85	141	126	---	---	---	---	---	---	
17				NBR	5	6	5	14	39	31	D(44.0)	D(44.2)	D(38.2)	D(45.6)	D(52.4)	D(40.0)	7	8	7	19	56	40	---	---	---	---	---	---	
17		Southbound	Minor	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
17				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
17				SBR	0	0	0	0	0	0	D(43.2)	D(43.2)	D(37.8)	D(43.2)	D(43.2)	D(37.8)	0	0	0	0	0	0	---	---	---	---	---	---	
17		**OVERALL**	**Signal**	**AVG**	**1086**	**1255**	**1399**	**1641**	**1458**	**1538**	**B(13.8)**	**B(13.0)**	**B(16.2)**	**B(17.5)**	**C(20.1)**	**B(19.6)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	
18	E 3Rd St At I-180 West Ramp From 3Rd St	Eastbound	Major	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
18				EBT	200	360	383	427	501	451	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
18				EBR	2	186	134	0	230	283	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	175	150	---	175	200	
18		Westbound	Major	WBL	3	109	101	1	116	123	A(7.6)	A(8.9)	A(8.8)	A(8.2)	A(9.7)	A(9.7)	0	9	8	0	11	12	---	---	100	---	100	150	
18				WBT	357	89	110	537	113	110	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
18				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
18		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
18				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
18				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
18		Southbound	Minor	SBL	1	63	48	1	106	64	B(13.2)	C(17.7)	C(17.6)	C(20.4)	D(28.9)	C(22.4)	0	17	12	0	51	23	---	---	---	---	---	---	
18				SBT	0	0	0	0	0	0	B(13.2)	C(17.7)	C(17.6)	C(20.4)	D(28.9)	C(22.4)	0	17	12	0	51	23	---	---	---	---	---	---	
18				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
18		**OVERALL**	**2-way Stop**	**AVG**	**563**	**807**	**776**	**966**	**1066**	**1031**	**A(0.1)**	**A(2.6)**	**A(2.2)**	**A(0.0)**	**A(3.9)**	**A(2.5)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
19	Pa Route 87 At Fairview Dr	Eastbound	Minor	EBL	45	104	105	212	347	307	C(22.6)	C(29.0)	B(15.5)	D(43.9)	F(123.3)	C(31.0)	78	249	146	358	859	462	---	100	---	175	250	250	None
19				EBT	36	140	81	77	47	111	C(22.6)	C(29.0)	B(15.5)	D(43.9)	F(123.3)	C(31.0)	78	249	146	358	859	462	---	---	---	---	---	---	
19				EBR	65	97	98	218	178	163	C(22.2)	C(22.9)	B(13.9)	C(26.2)	B(15.0)	B(14.8)	62	92	75	212	137	125	---	---	---	175	150	150	
19		Westbound	Minor	WBL	19	10	21	25	73	47	C(24.6)	C(25.1)	B(15.2)	C(25.6)	C(22.1)	B(16.3)	163	186	158	192	405	196	---	---	---	---	100	---	
19				WBT	3	44	73	1	60	63	C(24.6)	C(25.1)	B(15.2)	C(25.6)	C(22.1)	B(16.3)	163	186	158	192	405	196	---	---	---	---	---	---	
19				WBR	148	139	111	172	308	137	C(24.6)	C(25.1)	B(15.2)	C(25.6)	C(22.1)	B(16.3)	163	186	158	192	405	196	---	---	---	---	250	---	
19		Northbound	Major	NBL	75	90	110	160	114	150	B(12.8)	B(13.5)	C(26.9)	B(16.1)	C(23.2)	C(30.3)	57	70	115	133	111	163	---	---	---	150	100	150	
19				NBT	140	79	69	369	213	172	B(12.5)	B(12.0)	C(20.0)	B(15.4)	C(23.1)	C(22.0)	107	69	70	302	224	175	---	---	---	---	---	---	
19				NBR	11	18	8	30	33	23	B(12.5)	B(12.0)	C(20.0)	B(15.4)	C(23.1)	C(22.0)	107	69	70	302	224	175	---	---	---	---	---	---	
19		Southbound	Major	SBL	65	139	85	68	59	72	B(12.2)	B(13.3)	C(21.1)	B(13.3)	C(21.5)	C(21.5)	48	105	80	53	57	69	---	150	100	100	---	100	
19				SBT	216	150	121	277	96	178	B(14.0)	B(14.9)	C(25.7)	B(14.6)	C(22.0)	C(24.7)	206	246	304	248	161	278	---	---	---	---	---	---	
19				SBR	66	178	198	58	82	120	B(14.0)	B(14.9)	C(25.7)	B(14.6)	C(22.0)	C(24.7)	206	246	304	248	161	278	---	150	175	---	---	---	
19		**OVERALL**	**Signal**	**AVG**	**889**	**1188**	**1080**	**1667**	**1610**	**1543**	**B(16.9)**	**B(19.6)**	**C(20.2)**	**C(22.8)**	**D(46.3)**	**C(24.1)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
20	Pa Route 87 At I-180 West Ramp To/From N Loyalsock Ave	Eastbound	Minor	EBL	26	65	61	48	118	272	B(13.7)	C(23.7)	C(29.1)	D(28.2)	F(232.5)	D(53.6)	22	75	177	100	372	622	---	---	---	---	---	---	Traffic Signal
20				EBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
20				EBR	95	132	111	166	33	181	B(13.7)	C(23.7)	C(29.1)	D(28.2)	F(232.5)	D(53.6)	22	75	177	100	372	622	---	---	---	---	---	175	
20		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
20				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
20				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
20		Northbound	Major	NBL	154	177	144	274	240	199	A(8.7)	A(9.6)	B(16.3)	A(8.8)	A(8.8)	B(14.3)	12	17	121	22	19	156	150	150	150	200	200	175	
20				NBT	179	145	141	480	627	416	A(0.0)	A(0.0)	A(9.8)	A(0.0)	A(0.0)	B(12.3)	0	0	90	0	0	285	---	---	---	---	---	---	
20				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
20		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
20				SBT	251	335	293	237	204	188	A(0.0)	A(0.0)	B(15.3)	A(0.0)	A(0.0)	B(12.2)	0	0	448	0	0	259	---	---	---	---	---	---	
20				SBR	197	291	284	123	185	189	A(0.0)	A(0.0)	B(15.3)	A(0.0)	A(0.0)	B(12.2)	0	0	448	0	0	259	200	200	200	---	200	200	
20		**OVERALL**	**2-way Stop**	**AVG**	**902**	**1145**	**1034**	**1328**	**1407**	**1445**	**A(3.3)**	**A(5.5)**	**B(17.0)**	**A(6.4)**	**D(26.3)**	**C(25.5)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	
21	Fairfield Rd At I-180 East Ramp To Fairfield Rd	Eastbound	Minor	EBL	4	10	10	6	7	7	A(9.8)	C(17.1)	B(13.2)	A(10.0)	B(11.9)	B(11.3)	15	152	80	18	55	40	---	---	---	---	---	---	None
21				EBT	0	0	0	0	0	0	A(9.8)	C(17.1)	B(13.2)	A(10.0)	B(11.9)	B(11.3)	15	152	80	18	55	40	---	---	---	---	---	---	
21				EBR	145	611	468	167	381	298	A(9.8)	C(17.1)	B(13.2)	A(10.0)	B(11.9)	B(11.3)	15	152	80	18	55	40	---	400	325	---	275	200	
21		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
21				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
21				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
21		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
21				NBT	192	295	296	205	554	557	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
21				NBR	62	52	134	117	84	184	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	150	---	100	175	
21		Southbound	Major	SBL	2	4	5	3	4	5	A(7.7)	A(8.0)	A(8.2)	A(7.9)	A(8.8)	A(9.1)	9	9	9	10	11	14	---	---	---	---	---	---	
21				SBT	138	129	121	141	120	136	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
21				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
21		**OVERALL**	**2-way Stop**	**AVG**	**543**	**1101**	**1034**	**639**	**1150**	**1187**	**A(2.7)**	**A(9.7)**	**A(6.1)**	**A(2.7)**	**A(4.0)**	**A(2.9)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	
22	Rakestraw Rd At I-180 West Ramp To Fairfield Rd	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	Roundabout
22				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
22				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
22		Westbound	Minor	WBL	132	126	120	139	115	134	B(14.1)	C(20.6)	A(5.8)	C(15.0)	F(139.3)	A(8.1)	25	42	13	29	230	20	---	---	---	---	---	---	
22				WBT	0	0	0	0	0	0	B(14.1)	C(20.6)	A(5.8)	C(15.0)	F(139.3)	A(8.1)	25	42	13	29	230	20	---	---	---	---	---	---	
22				WBR	1	5	5	1	3	5	B(14.1)	C(20.6)	A(5.8)	C(15.0)	F(139.3)	A(8.1)	25	42	13	29	230	20	---	---	---	---	---	---	
22		Northbound	Major	NBL	180	293	294	197	550	555	A(7.5)	A(7.7)	A(5.7)	A(7.5)	A(8.4)	A(8.8)	10	17	28	11	40	74	---	---	---	---	---	---	
22				NBT	16	12	12	13	11	9	A(0.0)	A(0.0)	A(5.7)	A(0.0)	A(0.0)	A(8.8)	0	0	28	0	0	74	---	---	---	---	---	---	
22				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
22		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
22				SBT	8	7	7	5	9	7	A(0.0)	A(0.0)	A(5.0)	A(0.0)	A(0.0)	A(6.7)	0	0	1	0	0	2	---	---	---	---	---	---	
22				SBR	5	6	6	12	7	9	A(0.0)	A(0.0)	A(5.0)	A(0.0)	A(0.0)	A(6.7)	0	0	1	0	0	2	---	---	---	---	---	---	
22		**OVERALL**	**2-way Stop**	**AVG**	**342**	**449**	**444**	**367**	**695**	**719**	**A(9.5)**	**B(11.0)**	**A(5.7)**	**A(9.8)**	**D(30.3)**	**A(8.7)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
23	S Lycoming Mall Rd At Lycoming Mall Cir	Eastbound	Minor	EBL	16	77	72	46	38	90	A(9.2)	A(10.0)	C(32.8)	A(9.8)	F(329.7)	C(33.7)	52	108	229	112	365	230	---	---	100	---	---	150	None
23				EBT	76	90	143	232	68	118	A(9.2)	A(10.0)	C(32.8)	A(9.8)	F(329.7)	C(33.7)	52	108	229	112	365	230	---	---	---	---	---	---	
23				EBR	61	261	372	53	150	178	A(9.2)	B(11.1)	D(51.1)	A(9.8)	E(66.7)	C(33.7)	52	174	488	112	216	230	---	200	375	---	---	200	
23		Westbound	Minor	WBL	0	12	69	55	85	109	A(8.7)	A(8.8)	C(32.8)	A(9.5)	F(203.5)	D(43.9)	0	8	79	36	201	138	---	---	---	75	100	150	
23				WBT	5	25	79	47	223	228	A(8.7)	A(8.8)	C(27.6)	A(8.9)	F(114.3)	C(32.0)	3	16	83	30	409	240	---	---	---	---	---	---	
23				WBR	6	13	52	255	178	148	A(8.7)	A(8.8)	C(27.3)	B(11.0)	F(95.8)	C(30.5)	4	9	55	170	295	157	---	---	---	200	150	175	
23		Northbound	Major	NBL	18	86	110	35	247	380	C(25.3)	C(32.7)	B(18.2)	C(26.0)	A(4.7)	C(26.9)	19	99	97	37	117	385	---	100	150	---	200	375	
23				NBT	19	182	119	66	801	460	C(25.5)	C(30.9)	B(16.2)	C(27.2)	B(13.2)	D(43.1)	35	243	146	108	963	1057	---	---	---	---	---	---	
23				NBR	15	53	65	39	311	301	C(25.5)	C(30.9)	B(16.2)	C(27.2)	B(13.2)	D(43.1)	35	243	146	108	963	1057	---	---	---	---	250	325	
23		Southbound	Major	SBL	37	90	165	84	162	122	C(25.9)	C(33.7)	A(9.7)	C(28.7)	E(63.7)	C(22.8)	39	104	109	91	228	102	---	100	200	---	150	175	
23				SBT	36	215	349	68	220	119	C(25.5)	C(29.9)	B(10.5)	C(26.1)	A(3.6)	A(8.7)	38	220	223	70	91	73	---	---	---	---	---	---	
23				SBR	16	157	91	22	309	137	C(25.2)	C(29.3)	A(8.7)	C(25.3)	A(4.2)	A(9.0)	17	164	56	23	136	86	---	150	150	---	250	175	
23		**OVERALL**	**Signal**	**AVG**	**305**	**1261**	**1686**	**1002**	**2792**	**2390**	**B(16.7)**	**C(23.1)**	**C(25.5)**	**B(15.5)**	**D(47.6)**	**C(32.5)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	
24	Lycoming Mall Rd At I-180 West Ramp To/From Lycoming Mall Rd	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
24				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
24				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
24		Westbound	Minor	WBL	61	251	428	120	220	169	C(32.2)	E(60.1)	B(11.1)	D(35.6)	D(54.0)	D(41.6)	74	464	352	166	457	315	---	---	---	---	---	---	
24				WBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
24				WBR	4	83	99	27	124	99	C(32.2)	E(60.1)	B(11.1)	D(35.6)	D(54.0)	D(41.6)	74	464	352	166	457	315	---	---	100	---	---	---	
24		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
24				NBT	17	111	93	47	223	207	A(6.0)	A(6.4)	C(30.5)	A(6.1)	A(7.7)	A(7.6)	9	60	101	25	127	117	---	---	---	---	---	---	
24				NBR	23	162	149	320	794	491	A(6.0)	A(6.8)	C(33.6)	A(8.1)	B(18.4)	B(10.9)	12	89	165	186	741	327	---	---	---	250	500	350	
24		Southbound	Major	SBL	32	102	95	13	160	146	A(6.1)	A(6.7)	C(34.4)	A(6.0)	A(8.4)	A(8.2)	17	57	110	7	99	89	---	100	---	---	150	150	
24				SBT	28	212	176	54	471	208	A(6.0)	A(6.9)	C(33.2)	A(6.1)	A(9.5)	A(7.6)	15	116	191	29	289	118	---	---	---	---	---	---	
24				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
24		**OVERALL**	**Signal**	**AVG**	**165**	**921**	**1040**	**581**	**1992**	**1320**	**B(16.4)**	**C(26.1)**	**C(22.0)**	**B(14.6)**	**C(20.5)**	**B(15.8)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**Pk Hour 4-Hour**	**---**	**Pk Hour 4-Hour**	**4-Hour**	
25	Us-220 At I-180 East Ramp To Us-220	Eastbound	Minor	EBL	156	347	575	349	658	764	B(19.5)	F(351.2)	B(10.9)	C(22.7)	F(263.2)	C(26.4)	215	3566	197	366	2964	389	---	---	---	---	---	---	Ramp Dual EB Left-Turn Lane, 2nd US-220 NB Through Lane, 2nd US-220 SB Through Lane
25				EBT	0	0	0	0	0	0	B(19.5)	F(351.2)	A(0.0)	C(22.7)	F(263.2)	A(0.0)	215	3566	0	366	2964	0	---	---	---	---	---	---	
25				EBR	97	534	654	57	214	305	B(19.5)	F(351.2)	B(19.2)	C(22.7)	F(263.2)	C(26.6)	215	3566	590	366	2964	296	---	500	600	---	250	325	
25		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
25				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
25				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
25		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
25				NBT	104	281	172	274	719	889	C(25.8)	C(30.7)	D(37.3)	C(30.5)	F(447.8)	C(29.0)	104	287	109	280	3350	489	---	---	---	---	---	---	
25				NBR	48	90	57	123	454	502	C(24.9)	C(26.0)	D(37.4)	C(26.9)	E(63.0)	D(43.8)	49	92	70	125	682	641	---	---	---	175	450	475	
25		Southbound	Major	SBL	25	36	28	33	123	51	B(16.1)	B(17.4)	C(25.4)	B(17.2)	C(26.6)	B(17.2)	21	31	29	29	124	42	---	75	75	---	175	100	
25				SBT	180	683	809	239	375	325	B(17.9)	C(33.8)	D(36.4)	B(18.8)	C(21.3)	B(14.0)	149	797	500	199	326	128	---	---	---	---	---	---	
25				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
25		**OVERALL**	**Signal**	**AVG**	**610**	**1971**	**2295**	**1075**	**2543**	**2836**	**C(20.4)**	**F(174.6)**	**C(25.1)**	**C(24.1)**	**F(232.5)**	**C(28.7)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
26	Us-220 At I-180 West Ramp To Us-220	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	US-220 SB Right Turn Lane
26				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
26				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
26		Westbound	Minor	WBL	85	196	379	94	129	188	E(58.1)	F(593.5)	C(32.3)	E(62.4)	F(96.7)	D(41.1)	119	1056	398	135	212	222	---	---	---	---	---	---	
26				WBT	0	0	0	0	0	0	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
26				WBR	12	118	107	23	134	98	D(43.4)	F(110.5)	C(24.1)	D(45.0)	F(180.2)	D(36.5)	16	206	105	31	306	115	---	---	150	---	---	---	
26		Northbound	Major	NBL	34	114	74	89	206	406	A(3.4)	B(15.7)	B(14.6)	A(3.3)	B(16.0)	A(8.8)	12	50	57	33	106	260	---	150	100	150	250	400	
26				NBT	226	514	673	534	1171	1247	A(2.6)	A(3.5)	B(19.7)	A(3.6)	A(9.5)	D(42.1)	81	205	596	215	860	2004	---	---	---	---	---	---	
26				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
26		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
26				SBT	120	523	458	178	370	188	B(13.2)	C(29.5)	C(26.2)	B(12.0)	C(25.3)	B(15.5)	348	1154	441	283	970	145	---	---	---	---	---	---	
26				SBR	364	413	562	237	503	699	B(13.2)	C(29.5)	D(41.1)	B(12.0)	C(25.3)	D(43.1)	348	1154	711	283	970	964	489	514	639	364	589	739	
26		**OVERALL**	**Signal**	**AVG**	**841**	**1878**	**2253**	**1155**	**2513**	**2826**	**B(14.9)**	**F(85.5)**	**C(28.5)**	**B(12.2)**	**C(29.1)**	**D(35.5)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	
27	Pa Route 405 At I-180 East Ramp To Pa 405 Wb	Eastbound	Major	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
27				EBT	210	80	274	321	752	454	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
27				EBR	5	14	14	15	38	25	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
27		Westbound	Major	WBL	102	163	181	94	308	425	A(7.8)	A(7.7)	A(8.3)	A(8.2)	B(11.8)	B(10.4)	19	28	33	18	59	74	175	225	250	175	325	400	
27				WBT	171	247	214	141	63	120	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
27				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
27		Northbound	Minor	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
27				NBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
27				NBR	128	331	251	280	490	636	B(10.1)	B(10.6)	B(11.0)	B(13.2)	F(445.8)	E(46.6)	14	38	31	48	1410	437	---	250	200	200	350	400	
27		Southbound	Minor	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
27				SBT	0	0	0	0	0	0	A(9.7)	B(10.9)	B(10.6)	A(9.6)	B(10.5)	B(10.6)	10	23	22	13	40	35	---	---	---	---	---	---	
27				SBR	106	187	186	133	349	297	A(9.7)	B(10.9)	B(10.6)	A(9.6)	B(10.5)	B(10.6)	10	23	22	13	40	35	---	---	---	---	250	200	
27		**OVERALL**	**2-way Stop**	**AVG**	**722**	**1022**	**1120**	**984**	**2000**	**1957**	**A(4.3)**	**A(6.6)**	**A(5.6)**	**A(5.8)**	**F(112.9)**	**C(19.0)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**4-Hour**	**4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	
28	Pa Route 405 At I-180 West Ramp To/From Pa-405	Eastbound	Major	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	Ramp - NB Right-Turn Lane, Traffic Signal
28				EBT	215	361	353	472	857	873	A(0.0)	A(0.0)	A(8.1)	A(0.0)	A(0.0)	B(14.8)	0	0	202	0	0	721	---	---	---	---	---	---	
28				EBR	123	50	172	129	385	216	A(0.0)	A(0.0)	A(7.2)	A(0.0)	A(0.0)	A(7.5)	0	0	97	0	0	123	---	---	200	200	200	200	
28		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
28				WBT	263	267	381	229	360	540	A(0.0)	A(0.0)	C(20.5)	A(0.0)	A(0.0)	C(27.1)	0	0	962	0	0	1276	---	---	---	---	---	---	
28				WBR	218	508	556	184	515	494	A(0.0)	A(0.0)	C(20.5)	A(0.0)	A(0.0)	C(27.1)	0	0	962	0	0	1276	200	200	200	200	200	200	
28		Northbound	Minor	NBL	11	143	14	5	11	5	B(10.5)	F(57.9)	C(30.0)	B(13.1)	F(66.1)	C(29.8)	11	327	16	22	281	6	---	---	---	---	---	---	
28				NBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
28				NBR	87	229	236	124	267	284	B(10.5)	F(57.9)	D(43.1)	B(13.1)	F(66.1)	D(51.2)	11	327	283	22	281	366	---	175	---	---	200	200	
28		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
28				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
28				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
28		**OVERALL**	**2-way Stop**	**AVG**	**917**	**1558**	**1712**	**1143**	**2395**	**2412**	**A(1.1)**	**B(13.8)**	**B(19.8)**	**A(1.5)**	**A(7.7)**	**C(23.7)**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
29	W 3Rd St At Us-15 North Ramp To/From W. 3Rd St	Eastbound	Major	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	Traffic Signal
29				EBT	222	513	274	226	541	371	A(0.0)	A(0.0)	B(16.1)	A(0.0)	A(0.0)	C(25.5)	0	0	279	0	0	702	---	---	---	---	---	---	
29				EBR	31	88	87	129	295	314	A(0.0)	A(0.0)	B(16.1)	A(0.0)	A(0.0)	C(25.5)	0	0	279	0	0	702	---	100	---	---	200	250	
29		Westbound	Major	WBL	51	21	19	173	136	129	A(7.8)	A(8.7)	B(13.8)	A(8.5)	B(10.4)	D(41.4)	9	20	137	18	82	377	---	---	---	---	150	150	
29				WBT	92	188	166	68	290	171	A(0.0)	A(0.0)	B(13.8)	A(0.0)	A(0.0)	D(41.4)	0	0	137	0	0	377	---	---	---	---	---	---	
29				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
29		Northbound	Minor	NBL	354	213	366	222	123	377	D(31.6)	F(102.9)	E(58.2)	E(37.7)	F(176.2)	E(61.3)	242	514	906	181	401	944	---	---	---	---	---	---	
29				NBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
29				NBR	126	191	231	69	77	227	D(31.6)	F(102.9)	E(58.2)	E(37.7)	F(176.2)	E(61.3)	242	514	906	181	401	944	150	175	175	---	---	175	
29		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
29				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
29				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
29		**OVERALL**	**2-way Stop**	**AVG**	**876**	**1214**	**1143**	**887**	**1462**	**1589**	**C(17.8)**	**D(34.3)**	**D(37.7)**	**B(14.0)**	**D(25.1)**	**D(42.1)**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	
30	W 4Th St At Us-15 South Ramp To W. 4Th St	Eastbound	Major	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
30				EBT	102	262	176	228	294	192	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
30				EBR	412	222	647	321	382	573	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	275	175	400	250	275	375	
30		Westbound	Major	WBL	63	65	175	152	134	202	A(8.6)	A(8.5)	B(10.6)	A(9.1)	A(9.6)	B(10.5)	5	5	20	13	13	23	---	100	150	150	150	175	
30				WBT	131	191	198	168	433	385	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
30				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
30		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
30				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
30				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
30		Southbound	Minor	SBL	45	203	97	80	56	42	B(12.0)	E(43.0)	E(49.2)	C(20.3)	D(31.9)	D(31.5)	35	271	235	75	96	122	---	---	---	---	---	---	
30				SBT	0	0	0	0	0	0	B(12.0)	E(43.0)	E(49.2)	C(20.3)	D(31.9)	D(31.5)	35	271	235	75	96	122	---	---	---	---	---	---	
30				SBR	197	194	200	159	124	192	B(12.0)	E(43.0)	E(49.2)	C(20.3)	D(31.9)	D(31.5)	35	271	235	75	96	122	---	175	---	---	---	---	
30		**OVERALL**	**2-way Stop**	**AVG**	**950**	**1137**	**1493**	**1108**	**1423**	**1586**	**A(3.6)**	**C(15.5)**	**B(11.0)**	**A(5.6)**	**A(4.9)**	**A(6.0)**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	
31	Foy Ave At Us-15 North Ramp To Foy Ave	Eastbound	Major	EBL	71	50	61	184	204	225	A(7.7)	A(7.8)	A(5.0)	A(8.3)	A(8.2)	A(5.7)	4	3	19	13	14	28	---	---	---	---	175	175	Roundabout
31				EBT	73	290	167	48	171	83	A(0.0)	A(0.0)	A(5.0)	A(0.0)	A(0.0)	A(5.7)	0	0	19	0	0	28	---	---	---	---	---	---	
31				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
31		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
31				WBT	201	261	255	289	263	278	A(0.0)	A(0.0)	A(6.5)	A(0.0)	A(0.0)	B(13.0)	0	0	27	0	0	62	---	---	---	---	---	---	
31				WBR	2	1	0	10	0	0	A(0.0)	A(0.0)	A(6.5)	A(0.0)	A(0.0)	B(13.0)	0	0	27	0	0	62	---	---	---	---	---	---	
31		Northbound	Minor	NBL	146	127	110	250	208	389	B(14.0)	C(19.0)	A(4.6)	F(57.9)	F(77.0)	B(10.2)	34	45	12	231	248	70	---	---	---	---	---	---	
31				NBT	0	0	0	0	0	0	B(14.0)	C(19.0)	A(4.6)	F(57.9)	F(77.0)	B(10.2)	34	45	12	231	248	70	---	---	---	---	---	---	
31				NBR	38	29	36	0	1	50	B(14.0)	C(19.0)	A(4.6)	F(57.9)	F(77.0)	B(10.2)	34	45	12	231	248	70	---	---	---	---	---	---	
31		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
31				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
31				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
31		**OVERALL**	**2-way Stop**	**AVG**	**531**	**758**	**629**	**781**	**847**	**1025**	**A(5.9)**	**A(4.4)**	**A(5.5)**	**C(20.5)**	**C(21.0)**	**A(9.6)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**---**	**Pk Hour 4-Hour**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
32	Foy Ave At Us-15 South Ramp To Foy Ave	Eastbound	Major	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
32				EBT	109	106	122	206	299	284	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
32				EBR	244	149	246	200	204	196	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	200	---	200	175	175	175	
32		Westbound	Major	WBL	169	157	254	229	202	313	A(8.4)	A(8.1)	A(8.8)	A(8.9)	A(9.1)	A(9.6)	12	10	20	18	17	30	150	150	200	175	175	250	
32				WBT	178	231	112	310	269	354	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
32				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
32		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
32				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
32				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
32		Southbound	Minor	SBL	34	234	106	26	76	24	B(14.5)	F(52.0)	D(30.0)	C(19.2)	E(36.1)	D(35.0)	14	223	69	20	68	28	---	---	---	---	---	---	
32				SBT	0	0	0	0	0	0	B(14.5)	F(52.0)	D(30.0)	C(19.2)	E(36.1)	D(35.0)	14	223	69	20	68	28	---	---	---	---	---	---	
32				SBR	36	31	32	41	34	21	B(14.5)	F(52.0)	D(30.0)	C(19.2)	E(36.1)	D(35.0)	14	223	69	20	68	28	---	---	---	---	---	---	
32		**OVERALL**	**2-way Stop**	**AVG**	**770**	**908**	**872**	**1012**	**1084**	**1192**	**A(3.2)**	**C(16.6)**	**A(7.3)**	**A(3.3)**	**A(5.3)**	**A(3.9)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**---**	**---**	**4-Hour**	**---**	
33	Beautys Run Rd At Us-15 North Ramp To Beauty'S Run Rd	Eastbound	Major	EBL	1	5	5	6	16	16	A(7.6)	A(7.5)	A(7.5)	A(7.7)	A(8.5)	A(8.5)	0	0	0	0	1	1	---	---	---	---	---	---	None
33				EBT	80	249	262	61	152	175	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
33				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
33		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
33				WBT	144	56	85	147	96	106	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
33				WBR	62	78	75	76	423	415	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	200	200	
33		Northbound	Minor	NBL	3	10	11	14	49	48	A(9.0)	B(10.3)	B(10.6)	A(9.5)	B(11.5)	B(11.9)	6	10	12	17	23	18	---	---	---	---	---	---	
33				NBT	0	0	0	0	0	0	A(9.0)	B(10.3)	B(10.6)	A(9.5)	B(11.5)	B(11.9)	6	10	12	17	23	18	---	---	---	---	---	---	
33				NBR	74	83	95	169	124	75	A(9.0)	B(10.3)	B(10.6)	A(9.5)	B(11.5)	B(11.9)	6	10	12	17	23	18	---	---	---	---	---	---	
33		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
33				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
33				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
33		**OVERALL**	**2-way Stop**	**AVG**	**364**	**481**	**533**	**473**	**860**	**835**	**A(1.9)**	**A(2.1)**	**A(2.2)**	**A(3.8)**	**A(2.5)**	**A(1.9)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
34	Beautys Run Rd At Us-15 South Ramp To Beauty'S Run Rd	Eastbound	Major	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
34				EBT	35	48	34	30	50	44	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
34				EBR	25	39	43	9	26	26	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
34		Westbound	Major	WBL	124	47	75	105	66	76	A(7.5)	A(7.4)	A(7.5)	A(7.4)	A(7.4)	A(7.5)	6	2	4	5	3	4	---	---	---	---	---	---	
34				WBT	23	20	21	56	78	78	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
34				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
34		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
34				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
34				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
34		Southbound	Minor	SBL	47	205	233	37	119	147	B(11.5)	B(11.4)	B(12.6)	B(10.8)	B(11.5)	B(12.2)	6	29	38	5	18	24	---	---	---	---	---	---	
34				SBT	0	0	0	0	0	0	B(11.5)	B(11.4)	B(12.6)	B(10.8)	B(11.5)	B(12.2)	6	29	38	5	18	24	---	---	---	---	---	---	
34				SBR	0	9	9	6	14	14	B(11.5)	B(11.4)	B(12.6)	B(10.8)	B(11.5)	B(12.2)	6	29	38	5	18	24	---	---	---	---	---	---	
34		**OVERALL**	**2-way Stop**	**AVG**	**254**	**368**	**415**	**243**	**353**	**385**	**A(5.8)**	**A(7.6)**	**A(8.7)**	**A(5.1)**	**A(5.7)**	**A(6.6)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
35	Lycoming Creek Rd At Marshall Ave	Eastbound	Minor	EBL	31	17	16	119	109	54	B(19.9)	B(19.6)	C(22.6)	C(21.4)	C(25.0)	C(23.6)	29	16	16	110	108	54	---	---	---	---	---	---	None
35				EBT	1	1	1	8	17	17	C(20.4)	C(24.3)	C(28.5)	C(20.9)	C(27.0)	C(27.7)	55	216	232	80	192	212	---	---	---	---	---	---	
35				EBR	58	229	230	80	177	196	C(20.4)	C(24.3)	C(28.5)	C(20.9)	C(27.0)	C(27.7)	55	216	232	80	192	212	---	---	---	---	---	---	
35		Westbound	Minor	WBL	8	9	9	1	43	43	C(33.2)	C(33.2)	D(35.2)	C(32.9)	D(40.5)	D(41.4)	13	13	14	4	93	94	---	---	---	---	---	---	
35				WBT	1	1	1	1	21	21	C(33.2)	C(33.2)	D(35.2)	C(32.9)	D(40.5)	D(41.4)	13	13	14	4	93	94	---	---	---	---	---	---	
35				WBR	2	1	1	1	11	10	C(33.2)	C(33.2)	D(35.2)	C(32.9)	D(40.5)	D(41.4)	13	13	14	4	93	94	---	---	---	---	---	---	
35		Northbound	Major	NBL	52	104	103	89	309	302	B(13.3)	B(14.0)	B(11.7)	B(13.6)	B(14.3)	B(14.1)	40	81	73	69	239	231	---	289	289	264	514	514	
35				NBT	140	98	107	324	285	324	B(13.7)	B(13.3)	B(11.1)	B(16.0)	B(13.5)	B(14.0)	106	74	75	253	246	278	---	---	---	---	---	---	
35				NBR	2	2	2	6	59	59	B(13.7)	B(13.3)	B(11.1)	B(16.0)	B(13.5)	B(14.0)	106	74	75	253	246	278	---	---	---	---	235	235	
35		Southbound	Major	SBL	2	1	1	1	9	9	C(27.9)	C(28.0)	C(29.9)	C(27.1)	C(28.6)	C(28.6)	150	151	172	112	116	113	---	---	---	---	---	---	
35				SBT	276	279	311	206	201	196	C(27.9)	C(28.0)	C(29.9)	C(27.1)	C(28.6)	C(28.6)	150	151	172	112	116	113	---	---	---	---	---	---	
35				SBR	95	46	46	89	96	96	C(27.6)	C(26.2)	C(27.6)	C(27.4)	C(29.1)	C(29.1)	99	48	49	93	102	102	---	---	---	---	---	---	
35		**OVERALL**	**Signal**	**AVG**	**668**	**788**	**828**	**925**	**1337**	**1327**	**C(22.8)**	**C(23.0)**	**C(24.5)**	**C(20.6)**	**C(21.6)**	**C(21.5)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**4-Hour**	**4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	
36	Pa Route 14 At Pa Route 14	Eastbound	Minor	EBL	1	100	100	10	99	99	B(10.3)	B(10.0)	B(10.0)	B(10.7)	B(13.4)	B(13.4)	0	10	10	1	17	17	---	---	---	---	---	---	None
36				EBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
36				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
36		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
36				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
36				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
36		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
36				NBT	323	179	179	355	508	509	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
36				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
36		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
36				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
36				SBR	352	506	545	417	265	265	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	311	411	436	336	261	261	
36		**OVERALL**	**2-way Stop**	**AVG**	**676**	**785**	**824**	**782**	**872**	**873**	**A(0.0)**	**A(1.3)**	**A(1.2)**	**A(0.1)**	**A(1.5)**	**A(1.5)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
37	Arch St At Reach Rd	Eastbound	Minor	EBL	64	23	26	133	109	73	C(30.3)	C(28.2)	C(28.6)	C(33.4)	D(35.1)	C(32.0)	129	56	70	222	257	180	---	---	---	---	---	---	None
37				EBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
37				EBR	57	29	40	73	125	95	C(30.3)	C(28.2)	C(28.6)	C(33.4)	D(35.1)	C(32.0)	129	56	70	222	257	180	---	---	---	---	---	---	
37		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
37				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
37				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
37		Northbound	Major	NBL	79	94	75	45	54	54	A(9.6)	B(11.2)	A(9.6)	A(9.0)	B(11.1)	B(10.3)	166	273	171	131	282	231	---	100	---	---	75	75	
37				NBT	185	314	197	169	372	307	A(9.6)	B(11.2)	A(9.6)	A(9.0)	B(11.1)	B(10.3)	166	273	171	131	282	231	---	---	---	---	---	---	
37				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
37		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
37				SBT	107	287	166	188	396	314	A(9.2)	A(9.8)	A(8.8)	A(9.3)	B(10.8)	A(9.8)	151	211	130	166	290	214	---	---	---	---	---	---	
37				SBR	138	52	48	82	50	29	A(9.2)	A(9.8)	A(8.8)	A(9.3)	B(10.8)	A(9.8)	151	211	130	166	290	214	---	---	---	---	---	---	
37		**OVERALL**	**Signal**	**AVG**	**630**	**799**	**552**	**690**	**1106**	**872**	**B(13.4)**	**B(11.7)**	**B(11.6)**	**B(16.4)**	**B(16.1)**	**B(14.3)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
38	Arch St At W 3Rd St	Eastbound	Minor	EBL	16	1	6	20	23	9	B(16.7)	B(16.3)	B(12.6)	B(16.9)	B(16.5)	B(16.2)	14	1	4	18	20	8	---	---	---	---	---	---	None
38				EBT	91	246	118	175	225	139	B(17.7)	C(24.0)	B(14.9)	C(20.2)	C(21.3)	B(19.1)	95	385	163	224	295	188	---	---	---	---	---	---	
38				EBR	22	170	98	87	113	84	B(17.7)	C(24.0)	B(14.9)	C(20.2)	C(21.3)	B(19.1)	95	385	163	224	295	188	---	150	---	---	---	---	
38		Westbound	Minor	WBL	99	163	212	49	195	202	C(22.0)	D(46.3)	C(23.9)	C(21.0)	D(48.8)	E(58.0)	272	402	392	249	475	757	---	150	175	---	175	175	
38				WBT	152	115	54	200	36	80	C(22.0)	D(46.3)	C(23.9)	C(21.0)	D(48.8)	E(58.0)	272	402	392	249	475	757	---	---	---	---	---	---	
38				WBR	53	31	141	37	122	217	C(22.0)	D(46.3)	C(23.9)	C(21.0)	D(48.8)	E(58.0)	272	402	392	249	475	757	---	---	150	---	---	175	
38		Northbound	Major	NBL	23	107	17	114	44	42	B(19.0)	C(25.1)	C(25.9)	C(23.3)	D(50.2)	D(36.6)	217	404	291	374	1017	763	---	100	---	100	75	75	
38				NBT	125	48	84	168	210	182	B(19.0)	C(25.1)	C(25.9)	C(23.3)	D(50.2)	D(36.6)	217	404	291	374	1017	763	---	---	---	---	---	---	
38				NBR	111	264	203	123	436	403	B(19.0)	C(25.1)	C(25.9)	C(23.3)	D(50.2)	D(36.6)	217	404	291	374	1017	763	---	200	175	150	325	275	
38		Southbound	Major	SBL	44	150	66	45	102	82	B(16.5)	C(22.3)	C(23.5)	B(16.7)	C(34.4)	C(25.1)	38	144	67	39	118	84	---	150	---	---	100	100	
38				SBT	291	207	152	96	219	205	B(19.1)	B(17.7)	C(21.6)	B(16.5)	B(18.3)	B(18.1)	248	174	140	95	184	172	---	---	---	---	---	---	
38				SBR	8	6	3	21	4	4	B(19.1)	B(17.7)	C(21.6)	B(16.5)	B(18.3)	B(18.1)	248	174	140	95	184	172	---	---	---	---	---	---	
38		**OVERALL**	**Signal**	**AVG**	**1035**	**1508**	**1154**	**1135**	**1729**	**1649**	**B(19.6)**	**C(27.8)**	**C(22.3)**	**C(20.9)**	**D(38.8)**	**D(37.7)**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**Pk Hour 4-Hour**	**4-Hour**	**4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	
39	Dewey Ave At W 4Th St	Eastbound	Minor	EBL	73	106	117	98	193	201	B(17.8)	B(18.8)	A(9.3)	B(18.9)	D(36.7)	C(21.1)	64	95	76	88	229	187	100	150	150	150	200	200	None
39				EBT	392	369	704	417	487	570	C(22.3)	C(21.6)	B(14.9)	C(24.2)	C(25.1)	B(19.7)	369	337	567	446	490	517	---	---	---	---	---	---	
39				EBR	23	17	17	62	27	26	C(22.3)	C(21.6)	B(14.9)	C(24.2)	C(25.1)	B(19.7)	369	337	567	446	490	517	---	---	---	100	---	---	
39		Westbound	Minor	WBL	96	109	110	58	57	100	E(57.2)	D(53.8)	D(42.1)	D(53.3)	F(90.4)	E(73.0)	133	148	135	78	91	150	150	150	150	100	100	150	
39				WBT	232	269	280	261	487	465	C(29.8)	C(30.4)	B(16.8)	C(31.2)	D(47.0)	C(28.9)	253	277	222	298	634	474	---	---	---	---	---	---	
39				WBR	18	3	2	28	5	5	C(29.8)	C(30.4)	B(16.8)	C(31.2)	D(47.0)	C(28.9)	253	277	222	298	634	474	---	---	---	---	---	---	
39		Northbound	Major	NBL	1	5	152	3	158	171	B(18.0)	B(16.6)	D(45.2)	B(19.9)	C(28.8)	D(43.0)	147	57	248	246	371	420	---	---	---	---	175	200	
39				NBT	112	22	9	188	62	31	B(18.0)	B(16.6)	D(45.2)	B(19.9)	C(28.8)	D(43.0)	147	57	248	246	371	420	---	---	---	---	---	---	
39				NBR	63	41	38	98	137	138	B(18.0)	B(16.6)	D(45.2)	B(19.9)	C(28.8)	D(43.0)	147	57	248	246	371	420	---	---	---	---	---	---	
39		Southbound	Major	SBL	67	59	66	52	42	48	B(18.9)	B(18.5)	C(32.2)	B(18.2)	B(19.7)	C(24.6)	178	163	183	140	222	185	---	---	---	---	---	---	
39				SBT	144	135	104	114	219	147	B(18.9)	B(18.5)	C(32.2)	B(18.2)	B(19.7)	C(24.6)	178	163	183	140	222	185	---	---	---	---	---	---	
39				SBR	65	92	77	134	235	184	B(16.6)	B(17.0)	C(28.9)	B(17.7)	B(19.6)	C(24.5)	55	77	82	113	201	175	---	---	---	---	250	200	
39		**OVERALL**	**Signal**	**AVG**	**1286**	**1227**	**1676**	**1513**	**2109**	**2086**	**C(24.7)**	**C(25.0)**	**C(22.6)**	**C(24.3)**	**C(32.4)**	**C(29.1)**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	
40	Grampian Blvd At Market St	Eastbound	Major	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
40				EBT	254	494	421	218	416	373	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
40				EBR	116	110	113	74	102	97	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	100	100	---	100	100	
40		Westbound	Major	WBL	113	9	9	95	55	57	A(8.3)	A(8.7)	A(8.5)	A(8.0)	A(8.6)	A(8.4)	8	1	1	6	4	4	100	---	---	100	75	75	
40				WBT	195	300	271	309	477	433	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
40				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
40		Northbound	Minor	NBL	42	4	4	48	22	33	B(13.9)	B(13.0)	B(12.2)	B(14.0)	C(18.3)	C(18.2)	18	3	2	20	10	12	---	---	---	---	---	---	
40				NBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
40				NBR	56	11	12	62	12	12	B(13.9)	B(13.0)	B(12.2)	B(14.0)	C(18.3)	C(18.2)	18	3	2	20	10	12	---	---	---	---	---	---	
40		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
40				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
40				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
40		**OVERALL**	**2-way Stop**	**AVG**	**776**	**928**	**830**	**806**	**1084**	**1005**	**A(3.0)**	**A(0.3)**	**A(0.3)**	**A(2.8)**	**A(1.0)**	**A(1.3)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
41	Four Mile Dr At Northway Rd	Eastbound	Major	EBL	26	32	33	60	89	94	B(16.6)	B(16.7)	A(9.8)	B(17.4)	B(12.1)	B(12.2)	22	28	23	53	67	70	---	150	150	175	175	175	None
41				EBT	177	358	308	214	415	367	C(21.0)	C(21.7)	B(12.0)	C(22.9)	B(13.3)	B(12.7)	286	339	224	367	313	274	---	---	---	---	---	---	
41				EBR	153	29	23	191	27	28	C(21.0)	C(21.7)	B(12.0)	C(22.9)	B(13.3)	B(12.7)	286	339	224	367	313	274	200	---	---	200	---	---	
41		Westbound	Major	WBL	98	112	145	58	155	155	C(20.2)	C(22.8)	B(12.5)	B(19.0)	B(14.3)	B(13.6)	91	109	108	53	123	120	175	175	225	150	225	225	
41				WBT	266	253	284	164	378	366	C(20.1)	B(19.4)	B(11.8)	B(18.5)	B(14.1)	B(13.9)	263	228	214	176	356	343	---	---	---	---	---	---	
41				WBR	43	19	32	48	108	105	C(20.1)	B(19.4)	B(11.8)	B(18.5)	B(14.1)	B(13.9)	263	228	214	176	356	343	---	---	---	---	200	200	
41		Northbound	Minor	NBL	138	23	5	168	12	10	C(21.1)	B(16.3)	C(24.1)	C(20.8)	C(24.3)	C(24.2)	129	20	6	154	13	11	150	---	---	150	---	---	
41				NBT	93	46	33	173	100	89	B(18.4)	B(17.5)	C(25.7)	B(20.0)	C(29.6)	C(28.0)	160	109	87	244	227	176	---	---	---	---	---	---	
41				NBR	98	85	53	113	122	85	B(18.4)	B(17.5)	C(25.7)	B(20.0)	C(29.6)	C(28.0)	160	109	87	244	227	176	---	---	---	100	---	---	
41		Southbound	Minor	SBL	57	126	118	33	72	72	B(17.2)	B(18.8)	C(28.8)	B(16.8)	C(29.0)	C(27.8)	50	110	125	29	79	77	---	150	---	---	---	---	
41				SBT	182	124	119	124	81	80	B(19.5)	B(18.6)	C(28.9)	B(18.0)	C(26.9)	C(26.9)	222	176	209	148	138	138	---	---	---	---	---	---	
41				SBR	82	86	88	53	57	58	B(19.5)	B(18.6)	C(28.9)	B(18.0)	C(26.9)	C(26.9)	222	176	209	148	138	138	---	---	---	---	---	---	
41		**OVERALL**	**Signal**	**AVG**	**1413**	**1293**	**1241**	**1399**	**1616**	**1509**	**B(19.9)**	**B(19.9)**	**B(17.4)**	**C(20.2)**	**B(17.7)**	**B(17.0)**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	
42	Broad St At N Loyalsock Ave	Eastbound	Major	EBL	99	140	148	220	224	185	B(14.0)	B(14.1)	B(13.2)	B(19.2)	B(15.6)	B(17.7)	75	106	110	187	156	152	175	200	200	325	325	275	None
42				EBT	385	505	444	468	499	385	B(16.3)	B(18.6)	B(15.9)	B(17.6)	B(11.0)	B(14.6)	360	490	403	436	375	328	---	---	---	---	---	---	
42				EBR	77	76	76	68	67	58	B(16.3)	B(18.6)	B(15.9)	B(17.6)	B(11.0)	B(14.6)	360	490	403	436	375	328	150	150	150	150	150	100	
42		Westbound	Major	WBL	4	12	13	10	33	40	C(26.8)	C(31.3)	C(22.9)	C(30.6)	C(27.0)	C(25.1)	5	14	13	12	36	42	---	---	---	---	100	100	
42				WBT	333	283	301	462	467	431	D(37.9)	D(35.0)	C(27.9)	E(55.3)	D(44.7)	D(36.2)	386	320	310	643	681	547	---	---	---	---	---	---	
42				WBR	11	12	15	1	65	53	D(37.9)	D(35.0)	C(27.9)	E(55.3)	D(44.7)	D(36.2)	386	320	310	643	681	547	---	---	---	---	150	---	
42		Northbound	Minor	NBL	39	43	52	82	76	87	C(23.1)	C(23.3)	C(25.4)	C(25.5)	C(34.7)	C(28.3)	39	43	54	85	90	93	---	---	---	---	---	---	
42				NBT	24	10	5	32	19	18	C(21.6)	C(21.6)	C(22.8)	C(21.8)	C(29.8)	C(23.1)	31	27	18	40	53	37	---	---	---	---	---	---	
42				NBR	7	18	13	10	29	19	C(21.6)	C(21.6)	C(22.8)	C(21.8)	C(29.8)	C(23.1)	31	27	18	40	53	37	---	---	---	---	---	---	
42		Southbound	Minor	SBL	9	4	21	4	11	29	D(38.8)	D(39.0)	D(45.0)	D(42.4)	F(94.7)	E(67.1)	212	215	251	267	362	407	---	---	---	---	---	---	
42				SBT	30	24	23	33	11	13	D(38.8)	D(39.0)	D(45.0)	D(42.4)	F(94.7)	E(67.1)	212	215	251	267	362	407	---	---	---	---	---	---	
42				SBR	144	157	161	187	195	239	D(38.8)	D(39.0)	D(45.0)	D(42.4)	F(94.7)	E(67.1)	212	215	251	267	362	407	---	---	---	---	---	325	
42		**OVERALL**	**Signal**	**AVG**	**1162**	**1284**	**1272**	**1577**	**1696**	**1557**	**C(26.5)**	**C(25.2)**	**C(23.8)**	**C(33.1)**	**C(34.8)**	**C(32.4)**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**4-Hour**	**4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	
43	Lycoming Mall Dr At S Lycoming Mall Rd	Eastbound	Major	EBL	20	42	113	35	151	292	A(2.4)	A(3.6)	A(8.5)	A(3.1)	A(7.1)	B(13.6)	7	15	67	12	68	223	---	100	150	---	175	325	None
43				EBT	231	795	319	401	427	381	A(2.6)	A(4.9)	A(8.3)	A(3.1)	A(3.6)	A(8.8)	83	376	185	152	173	226	---	---	---	---	---	---	
43				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
43		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
43				WBT	200	368	292	323	636	438	B(20.0)	C(23.3)	C(33.4)	C(22.3)	B(13.6)	B(18.6)	172	332	310	286	469	360	---	---	---	---	---	---	
43				WBR	31	252	148	56	977	663	B(17.6)	C(22.0)	C(29.5)	B(18.0)	E(75.7)	C(33.3)	27	227	155	49	1913	788	---	275	175	---	825	600	
43		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
43				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
43				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
43		Southbound	Minor	SBL	49	187	386	70	205	264	D(48.9)	F(524.8)	E(66.5)	D(53.6)	F(353.1)	D(40.2)	68	926	575	97	769	305	---	---	---	---	---	---	
43				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
43				SBR	8	119	215	61	136	72	D(43.0)	F(116.1)	D(39.1)	D(54.3)	F(95.5)	C(31.3)	11	212	248	86	225	81	---	---	250	---	---	---	
43		**OVERALL**	**Signal**	**AVG**	**539**	**1763**	**1473**	**946**	**2532**	**2110**	**B(14.7)**	**E(73.9)**	**D(35.2)**	**B(17.5)**	**E(67.4)**	**C(23.9)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
44	Lycoming Mall Drive At John Brady Dr	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
44				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
44				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
44		Westbound	Minor	WBL	136	494	313	208	922	493	C(29.3)	C(34.9)	C(24.0)	C(30.2)	C(33.7)	C(25.9)	76	285	154	116	551	247	---	---	---	---	---	---	
44				WBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
44				WBR	53	292	164	63	415	462	C(29.4)	D(44.6)	C(25.1)	C(29.8)	D(37.9)	D(44.6)	58	355	159	69	479	585	---	200	150	---	275	325	
44		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
44				NBT	108	282	157	234	501	546	A(7.2)	A(7.7)	B(11.4)	A(7.6)	B(12.9)	B(13.2)	33	86	58	71	187	205	---	---	---	---	---	---	
44				NBR	129	451	303	245	470	459	A(7.9)	B(11.1)	B(14.5)	A(8.8)	B(17.8)	B(17.5)	76	302	226	149	388	376	---	325	250	200	325	325	
44		Southbound	Major	SBL	46	370	491	47	313	290	A(7.5)	B(14.8)	C(28.6)	A(7.6)	D(36.6)	D(36.7)	59	293	533	68	374	345	---	275	350	---	250	200	
44				SBT	145	511	526	175	393	331	A(7.5)	B(10.7)	B(16.9)	A(7.6)	B(14.8)	B(14.0)	59	331	418	68	292	240	---	---	---	---	---	---	
44				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
44		**OVERALL**	**Signal**	**AVG**	**617**	**2400**	**1954**	**972**	**3014**	**2581**	**B(14.2)**	**C(20.2)**	**C(20.8)**	**B(14.2)**	**C(26.2)**	**C(24.7)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	
45	John Brady Dr At Industrial Park Rd	Eastbound	Major	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	Traffic Sginal
45				EBT	164	593	456	294	784	450	A(0.0)	A(0.0)	B(15.1)	A(0.0)	A(0.0)	C(27.3)	0	0	363	0	0	911	---	---	---	---	---	---	
45				EBR	0	0	26	0	0	364	A(0.0)	A(0.0)	B(15.1)	A(0.0)	A(0.0)	C(27.3)	0	0	363	0	0	911	---	---	---	---	---	275	
45		Westbound	Major	WBL	0	29	0	0	0	0	A(5.0)	A(8.7)	A(0.0)	A(5.0)	A(5.0)	A(0.0)	0	1278	0	0	0	0	---	125	---	---	---	---	
45				WBT	180	1006	410	267	837	517	A(0.0)	A(0.0)	B(14.0)	A(0.0)	A(0.0)	B(15.6)	0	0	297	0	0	396	---	---	---	---	---	---	
45				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
45		Northbound	Minor	NBL	0	0	203	0	147	150	A(9.8)	D(26.3)	C(26.8)	B(11.1)	F(600.0)	C(25.5)	0	0	199	0	637	146	---	---	---	---	---	---	
45				NBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
45				NBR	0	0	0	0	1	0	A(9.8)	D(26.3)	A(0.0)	B(11.1)	F(600.0)	A(0.0)	0	0	0	0	637	0	---	---	---	---	---	---	
45		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
45				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
45				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
45		**OVERALL**	**2-way Stop**	**AVG**	**344**	**1628**	**1095**	**561**	**1769**	**1481**	**A(0.0)**	**A(0.2)**	**B(16.9)**	**A(0.0)**	**F(50.5)**	**C(23.0)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**---**	**Pk Hour**	**Pk Hour 4-Hour**	
46	Pa Route 405 At N Main St	Eastbound	Major	EBL	69	374	122	89	239	46	C(31.9)	F(600.0)	C(20.1)	D(41.1)	F(600.0)	C(21.4)	229	2323	320	417	2803	297	---	---	150	---	325	---	Construct 0.7 mile Bypass Road between PA Route 405 and Industrial Parkway.
46				EBT	123	0	131	240	240	265	C(31.9)	A(0.0)	C(20.1)	D(41.1)	F(600.0)	C(21.4)	229	0	320	417	2803	297	---	---	---	---	---	---	
46				EBR	22	0	112	22	0	27	C(31.9)	A(0.0)	C(20.1)	D(41.1)	F(600.0)	C(21.4)	229	0	320	417	2803	297	---	---	---	---	---	---	
46		Westbound	Major	WBL	27	12	85	46	213	184	C(30.9)	D(47.2)	B(18.8)	C(31.0)	F(275.6)	C(34.0)	280	553	333	257	1191	444	---	---	100	---	325	175	
46				WBT	220	73	240	178	105	164	C(30.9)	D(47.2)	B(18.8)	C(31.0)	F(275.6)	C(34.0)	280	553	333	257	1191	444	---	---	---	---	---	---	
46				WBR	25	345	71	23	42	43	C(30.9)	D(47.2)	B(18.8)	C(31.0)	F(275.6)	C(34.0)	280	553	333	257	1191	444	---	450	---	---	---	---	
46		Northbound	Minor	NBL	46	166	69	29	101	26	B(19.1)	F(329.6)	D(36.5)	B(18.1)	E(69.2)	C(21.0)	192	2276	593	145	1406	278	---	250	100	---	175	---	
46				NBT	141	392	346	115	289	180	B(19.1)	F(329.6)	D(36.5)	B(18.1)	E(69.2)	C(21.0)	192	2276	593	145	1406	278	---	---	---	---	---	---	
46				NBR	41	30	98	30	385	112	B(19.1)	F(329.6)	D(36.5)	B(18.1)	E(69.2)	C(21.0)	192	2276	593	145	1406	278	---	---	100	---	475	---	
46		Southbound	Minor	SBL	14	30	24	39	111	77	B(17.9)	C(25.1)	C(22.8)	C(21.0)	E(74.9)	C(31.2)	134	420	178	282	1435	613	---	175	---	---	250	175	
46				SBT	80	115	140	182	410	439	B(17.9)	C(25.1)	C(22.8)	C(21.0)	E(74.9)	C(31.2)	134	420	178	282	1435	613	---	---	---	---	---	---	
46				SBR	66	293	29	103	244	44	B(17.9)	C(25.1)	C(22.8)	C(21.0)	E(74.9)	C(31.2)	134	420	178	282	1435	613	---	200	---	---	200	---	
46		**OVERALL**	**Signal**	**AVG**	**874**	**1830**	**1467**	**1096**	**2379**	**1607**	**C(25.7)**	**F(245.5)**	**C(25.8)**	**C(29.3)**	**F(209.3)**	**C(27.8)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
47	Pa Route 405 At Pa Route 405	Eastbound	Minor	EBL	22	132	99	30	136	239	D(45.7)	F(164.4)	D(47.9)	D(47.1)	F(203.7)	E(59.5)	31	282	130	42	335	327	---	200	175	---	200	325	None
47				EBT	79	264	107	165	196	217	C(29.0)	C(31.4)	C(33.6)	C(30.2)	C(30.9)	D(46.4)	51	161	71	108	142	183	---	---	---	---	---	---	
47				EBR	11	21	10	24	54	49	C(29.0)	C(31.4)	C(33.6)	C(30.2)	C(30.9)	D(46.4)	51	161	71	108	142	183	---	---	---	---	---	---	
47		Westbound	Minor	WBL	64	89	92	77	168	241	E(55.4)	E(68.0)	D(46.8)	E(61.1)	F(539.5)	E(60.2)	90	131	120	111	843	331	225	225	250	225	325	400	
47				WBT	113	188	120	139	404	190	C(31.0)	C(33.6)	D(36.3)	C(31.8)	D(54.5)	E(65.2)	122	203	138	150	545	269	---	---	---	---	---	---	
47				WBR	343	354	485	210	492	558	E(58.4)	E(63.1)	C(25.4)	D(37.0)	F(436.8)	C(27.9)	476	511	472	238	2235	582	200	200	200	200	200	200	
47		Northbound	Major	NBL	9	78	30	21	27	26	B(13.0)	B(15.8)	C(29.7)	B(13.6)	C(28.5)	D(46.4)	7	65	34	17	28	35	---	243	193	---	175	175	
47				NBT	180	334	383	141	186	164	B(14.7)	B(16.7)	E(55.7)	B(14.2)	B(14.7)	D(38.6)	137	260	520	107	141	190	---	---	---	---	---	---	
47				NBR	62	252	208	94	84	98	B(13.6)	B(16.3)	D(38.5)	B(14.0)	B(13.8)	D(36.5)	47	199	239	72	65	115	---	443	368	---	---	---	
47		Southbound	Major	SBL	152	271	310	331	486	523	C(28.9)	D(53.8)	D(37.1)	C(34.0)	E(65.7)	C(34.8)	86	209	186	199	420	301	325	425	475	525	675	700	
47				SBT	81	90	94	208	415	362	B(18.9)	C(21.9)	D(42.3)	C(22.0)	E(56.2)	E(60.7)	70	177	232	194	669	621	---	---	---	---	---	---	
47				SBR	18	157	100	65	200	237	B(18.9)	C(21.9)	D(42.3)	C(22.0)	E(56.2)	E(60.7)	70	177	232	194	669	621	---	200	200	200	200	200	
47		**OVERALL**	**Signal**	**AVG**	**1134**	**2230**	**2038**	**1505**	**2848**	**2904**	**D(35.8)**	**D(43.1)**	**D(39.1)**	**C(29.8)**	**F(152.4)**	**D(46.4)**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	
48	Pa Route 405 At Pa Route 118	Eastbound	Minor	EBL	12	33	23	14	29	25	B(19.5)	B(19.8)	B(18.3)	B(19.7)	C(27.9)	C(33.8)	48	49	47	60	70	76	---	---	---	---	---	---	PA-118 WB right-turn lane and PA-405, NB right-turn lane
48				EBT	17	5	5	38	13	13	B(19.5)	B(19.8)	B(18.3)	B(19.7)	C(27.9)	C(33.8)	48	49	47	60	70	76	---	---	---	---	---	---	
48				EBR	23	15	25	14	23	28	B(19.5)	B(19.8)	B(18.3)	B(19.7)	C(27.9)	C(33.8)	48	49	47	60	70	76	---	---	---	---	---	---	
48		Westbound	Minor	WBL	117	363	382	129	171	183	C(25.6)	F(600.0)	C(34.3)	C(25.9)	F(179.7)	D(54.1)	274	4552	443	279	1139	253	235	389	389	264	264	289	
48				WBT	35	11	11	32	7	7	C(25.6)	F(600.0)	C(34.3)	C(25.9)	F(179.7)	D(54.1)	274	4552	443	279	1139	253	---	---	---	---	---	---	
48				WBR	133	387	368	128	259	248	C(25.6)	F(600.0)	C(25.9)	C(25.9)	F(179.7)	D(50.9)	274	4552	355	279	1139	318	---	389	389	---	314	314	
48		Northbound	Major	NBL	14	40	24	17	41	27	B(16.3)	C(22.6)	B(15.3)	B(19.8)	F(356.1)	A(6.9)	216	504	82	398	5020	154	---	---	---	---	75	75	
48				NBT	163	266	79	294	446	255	B(16.3)	C(22.6)	B(15.3)	B(19.8)	F(356.1)	A(6.9)	216	504	82	398	5020	154	---	---	---	---	---	---	
48				NBR	99	238	130	155	724	448	B(16.3)	C(22.6)	B(15.8)	B(19.8)	F(356.1)	A(8.7)	216	504	104	398	5020	269	---	175	---	150	475	325	
48		Southbound	Major	SBL	84	39	147	121	158	434	B(17.1)	B(16.1)	C(20.2)	C(21.9)	D(36.5)	C(23.2)	229	193	302	303	356	610	---	---	150	150	150	325	
48				SBT	190	198	178	200	131	129	B(17.1)	B(16.1)	C(20.2)	C(21.9)	D(36.5)	C(23.2)	229	193	302	303	356	610	---	---	---	---	---	---	
48				SBR	11	9	25	9	9	22	B(17.1)	B(16.1)	C(20.2)	C(21.9)	D(36.5)	C(23.2)	229	193	302	303	356	610	---	---	---	---	---	---	
48		**OVERALL**	**Signal**	**AVG**	**898**	**1604**	**1397**	**1151**	**2011**	**1819**	**B(19.7)**	**F(295.7)**	**C(24.8)**	**C(21.9)**	**F(259.8)**	**C(24.5)**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	
49	Pa Route 405 At Us-220	Eastbound	Minor	EBL	100	17	175	169	143	523	C(17.3)	F(120.9)	C(22.2)	D(31.2)	F(432.7)	D(35.3)	44	38	159	155	554	594	---	---	---	---	---	---	Traffic Signal, Easbound Left Turn Lane on PA 405, SB Right-Turn Lane on US-220
49				EBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
49				EBR	75	0	157	133	23	442	C(17.3)	F(120.9)	C(22.3)	D(31.2)	F(432.7)	C(33.9)	44	38	145	155	554	488	---	---	---	---	---	439	
49		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
49				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
49				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
49		Northbound	Major	NBL	174	479	432	145	262	276	A(8.3)	B(13.0)	E(62.1)	A(8.2)	A(9.1)	C(27.7)	21	197	784	34	112	551	150	325	325	150	200	200	
49				NBT	104	203	59	251	428	247	A(0.0)	A(0.0)	E(62.1)	A(0.0)	A(0.0)	C(27.7)	0	0	784	0	0	551	---	---	---	---	---	---	
49				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
49		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
49				SBT	165	225	197	159	233	141	A(0.0)	A(0.0)	B(14.4)	A(0.0)	A(0.0)	B(13.8)	0	0	148	0	0	106	---	---	---	---	---	---	
49				SBR	144	451	459	147	196	180	A(0.0)	A(0.0)	C(20.4)	A(0.0)	A(0.0)	B(14.7)	0	0	402	0	0	138	---	325	325	---	175	150	
49		**OVERALL**	**2-way Stop**	**AVG**	**762**	**1375**	**1479**	**1004**	**1285**	**1809**	**A(5.9)**	**A(6.1)**	**C(33.9)**	**B(10.6)**	**F(57.6)**	**C(29.0)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**4-Hour**	**---**	**Pk Hour 4-Hour**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
50	Pa Route 405 At Pa Route 54	Eastbound	Major	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	Traffic Signal, PA 405 WB Left-Turn Lane, PA 54 EB Right-Turn Lane
50				EBT	34	485	380	45	526	539	A(7.4)	B(10.3)	D(35.3)	A(7.5)	A(9.3)	C(32.4)	5	83	415	7	200	584	---	---	---	---	---	---	
50				EBR	63	132	98	79	475	223	A(0.0)	A(0.0)	C(26.2)	A(0.0)	A(0.0)	C(23.1)	0	0	100	0	0	205	---	150	150	---	325	250	
50		Westbound	Minor	WBL	58	135	134	111	214	465	B(10.0)	F(206.1)	C(22.9)	B(11.2)	F(600.0)	D(47.6)	9	801	130	21	2513	601	---	150	175	---	175	450	
50				WBT	25	296	341	54	317	434	B(10.0)	F(206.1)	C(20.6)	B(11.2)	F(600.0)	A(9.2)	9	801	292	21	2513	263	---	---	---	---	---	---	
50				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
50		Northbound	Major	NBL	59	218	228	88	119	117	A(0.0)	A(0.0)	E(56.5)	A(0.0)	A(0.0)	E(56.6)	0	0	1101	0	0	462	---	---	---	---	---	---	
50				NBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
50				NBR	77	366	475	81	204	223	A(0.0)	A(0.0)	E(56.5)	A(0.0)	A(0.0)	E(56.6)	0	0	1101	0	0	462	---	336	511	---	236	311	
50		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
50				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
50				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
50		**OVERALL**	**2-way Stop**	**AVG**	**316**	**1632**	**1656**	**458**	**1855**	**2001**	**A(3.5)**	**F(57.5)**	**D(39.7)**	**A(4.8)**	**F(174.4)**	**C(34.0)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	
51	Us-15 At Pa Route 54	Eastbound	Minor	EBL	41	55	54	35	67	71	D(45.7)	F(246.6)	D(45.3)	E(58.4)	F(508.6)	E(55.2)	133	589	149	193	627	165	---	---	---	---	---	---	Elmsport Rd EBR lanes
51				EBT	55	77	63	89	57	50	D(45.7)	F(246.6)	D(45.3)	E(58.4)	F(508.6)	E(55.2)	133	589	149	193	627	165	---	---	---	---	---	---	
51				EBR	7	69	67	16	7	44	D(45.7)	F(246.6)	D(40.5)	E(58.4)	F(508.6)	D(38.8)	133	589	85	193	627	55	---	---	---	---	---	---	
51		Westbound	Minor	WBL	26	98	49	34	121	57	D(39.8)	F(251.8)	D(42.3)	D(54.5)	F(232.8)	E(56.9)	51	358	97	187	557	208	---	243	---	---	268	193	
51				WBT	15	27	28	105	77	96	D(39.8)	F(251.8)	D(42.3)	D(54.5)	F(232.8)	E(56.9)	51	358	97	187	557	208	---	---	---	---	---	---	
51				WBR	139	280	249	171	293	362	D(54.3)	F(556.3)	C(29.5)	E(67.4)	F(600.0)	D(36.0)	187	1463	254	245	1679	404	---	368	443	---	418	568	
51		Northbound	Major	NBL	5	23	32	20	109	97	B(18.0)	C(26.4)	B(13.1)	B(19.1)	E(61.5)	B(17.1)	5	25	25	18	154	84	---	235	235	235	264	289	
51				NBT	452	510	717	500	928	939	C(26.7)	C(29.0)	B(19.0)	C(28.6)	F(197.4)	C(31.1)	438	520	634	505	2692	1170	---	---	---	---	---	---	
51				NBR	11	43	57	31	329	73	B(18.0)	B(18.5)	B(10.2)	B(18.3)	C(20.9)	B(10.3)	10	38	39	28	288	49	---	---	235	---	464	264	
51		Southbound	Major	SBL	103	306	305	157	430	277	A(6.4)	B(10.7)	C(20.7)	A(7.9)	D(36.5)	D(50.6)	46	168	241	74	379	290	264	439	514	289	514	489	
51				SBT	414	853	865	497	768	710	A(4.8)	A(8.6)	A(9.7)	A(5.7)	A(8.2)	A(8.0)	198	573	619	282	530	468	---	---	---	---	---	---	
51				SBR	16	47	49	73	90	73	A(4.8)	A(8.6)	A(9.7)	A(5.7)	A(8.2)	A(8.0)	198	573	619	282	530	468	---	235	235	235	264	264	
51		**OVERALL**	**Signal**	**AVG**	**1284**	**2388**	**2535**	**1728**	**3276**	**2849**	**C(22.6)**	**F(110.6)**	**B(19.1)**	**C(27.2)**	**F(155.0)**	**C(28.8)**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	
58	Locust St At Mount Pleasant Ave	Eastbound	Major	EBL	10	12	9	19	67	26	A(7.3)	A(7.4)	A(7.4)	A(7.4)	A(7.6)	A(7.6)	2	3	2	3	10	5	---	---	---	---	---	---	None
58				EBT	31	40	36	37	106	67	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
58				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
58		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
58				WBT	45	45	53	55	50	84	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
58				WBR	7	40	40	13	74	74	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
58		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
58				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
58				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
58		Southbound	Minor	SBL	11	56	47	10	101	60	A(8.8)	A(9.4)	A(9.3)	A(8.9)	B(11.4)	B(10.1)	2	10	6	3	29	9	---	---	---	---	---	---	
58				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
58				SBR	17	53	19	27	122	22	A(8.8)	A(9.4)	A(9.3)	A(8.9)	B(11.4)	B(10.1)	2	10	6	3	29	9	---	---	---	---	---	---	
58		**OVERALL**	**2-way Stop**	**AVG**	**121**	**246**	**204**	**161**	**520**	**333**	**A(2.6)**	**A(4.5)**	**A(3.3)**	**A(2.9)**	**A(5.8)**	**A(3.1)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
60	Culvert St At Railroad St	Eastbound	Major	EBL	0	0	0	0	0	0	A(5.0)	A(5.0)	A(5.0)	A(5.0)	A(5.0)	A(5.0)	0	0	0	0	0	0	---	---	---	---	---	---	None
60				EBT	160	122	113	151	232	77	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
60				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
60		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
60				WBT	129	39	119	160	354	211	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
60				WBR	10	97	0	14	0	6	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
60		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
60				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
60				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
60		Southbound	Minor	SBL	0	11	204	0	5	142	A(9.5)	A(9.7)	B(11.5)	A(9.7)	B(12.6)	B(11.4)	0	1	27	0	1	19	---	---	---	---	---	---	
60				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
60				SBR	0	0	0	0	0	0	A(9.5)	A(9.7)	B(11.5)	A(9.7)	B(12.6)	B(11.4)	0	1	27	0	1	19	---	---	---	---	---	---	
60		**OVERALL**	**2-way Stop**	**AVG**	**299**	**269**	**436**	**325**	**591**	**436**	**A(0.0)**	**A(0.4)**	**A(5.4)**	**A(0.0)**	**A(0.1)**	**A(3.7)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
62	Allegheny St At Mount Pleasant Ave	Eastbound	Major	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
62				EBT	122	56	231	118	147	134	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
62				EBR	38	77	86	33	89	85	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
62		Westbound	Major	WBL	34	72	20	49	168	32	A(7.6)	A(7.6)	A(7.9)	A(7.6)	A(8.1)	A(7.7)	10	9	6	13	30	9	---	---	---	---	150	---	
62				WBT	134	91	74	157	220	119	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
62				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
62		Northbound	Minor	NBL	5	44	46	17	134	98	A(9.4)	B(10.5)	B(11.2)	A(9.8)	C(22.4)	B(11.6)	3	8	8	7	60	18	---	---	---	---	---	---	
62				NBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
62				NBR	32	24	19	54	35	30	A(9.4)	B(10.5)	B(11.2)	A(9.8)	C(22.4)	B(11.6)	3	8	8	7	60	18	---	---	---	---	---	---	
62		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
62				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
62				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
62		**OVERALL**	**2-way Stop**	**AVG**	**365**	**364**	**476**	**428**	**793**	**498**	**A(1.7)**	**A(3.5)**	**A(1.9)**	**A(2.5)**	**A(6.5)**	**A(3.5)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
63	River Rd At Poplar St	Eastbound	Major	EBL	10	52	52	18	55	100	A(7.3)	A(7.4)	A(7.4)	A(7.3)	A(7.5)	A(7.5)	2	7	7	2	10	10	---	---	---	---	---	---	None
63				EBT	33	77	74	22	117	71	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
63				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
63		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
63				WBT	23	68	46	46	84	84	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
63				WBR	3	2	2	3	1	1	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
63		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
63				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
63				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
63		Southbound	Minor	SBL	1	0	0	2	3	3	A(8.5)	A(8.8)	A(8.8)	A(8.6)	A(9.1)	A(9.1)	0	5	6	1	7	7	---	---	---	---	---	---	
63				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
63				SBR	4	58	79	8	75	75	A(8.5)	A(8.8)	A(8.8)	A(8.6)	A(9.1)	A(9.1)	0	5	6	1	7	7	---	---	---	---	---	---	
63		**OVERALL**	**2-way Stop**	**AVG**	**74**	**257**	**253**	**99**	**335**	**334**	**A(1.6)**	**A(3.5)**	**A(4.3)**	**A(2.1)**	**A(3.3)**	**A(4.4)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
66	Allegheny St At Calvert St	Eastbound	Major	EBL	41	54	24	81	52	15	A(7.5)	A(7.4)	A(7.4)	A(7.6)	A(7.4)	A(7.4)	9	5	14	7	8	7	---	---	---	---	---	---	None
66				EBT	111	51	224	50	102	120	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
66				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
66		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
66				WBT	120	49	49	137	67	65	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
66				WBR	2	6	15	10	13	13	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
66		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
66				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
66				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
66		Southbound	Minor	SBL	22	257	105	7	65	66	A(9.8)	B(13.2)	B(11.2)	A(9.5)	B(11.6)	A(9.9)	6	66	18	6	53	15	---	---	---	---	---	---	
66				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
66				SBR	40	133	35	55	318	84	A(9.8)	B(13.2)	B(11.2)	A(9.5)	B(11.6)	A(9.9)	6	66	18	6	53	15	---	150	---	---	250	---	
66		**OVERALL**	**2-way Stop**	**AVG**	**336**	**550**	**452**	**340**	**617**	**363**	**A(2.7)**	**B(10.1)**	**A(3.8)**	**A(3.6)**	**A(7.9)**	**A(4.4)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
77	S Main St At Locust St	Eastbound	Minor	EBL	72	98	94	44	115	76	A(9.8)	B(10.9)	B(10.7)	B(10.1)	B(12.3)	B(11.6)	8	12	12	7	19	12	---	---	---	---	---	---	None
77				EBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
77				EBR	10	4	4	17	12	12	A(9.8)	B(10.9)	B(10.7)	B(10.1)	B(12.3)	B(11.6)	8	12	12	7	19	12	---	---	---	---	---	---	
77		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
77				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
77				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
77		Northbound	Major	NBL	14	7	7	21	11	11	A(7.4)	A(7.5)	A(7.5)	A(7.7)	A(7.7)	A(7.9)	5	9	9	4	12	9	---	---	---	---	---	---	
77				NBT	77	146	143	56	169	123	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
77				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
77		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
77				SBT	38	95	73	110	166	166	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
77				SBR	59	51	68	106	84	160	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
77		**OVERALL**	**2-way Stop**	**AVG**	**270**	**401**	**389**	**354**	**557**	**548**	**A(3.4)**	**A(2.9)**	**A(2.8)**	**A(2.2)**	**A(3.0)**	**A(2.0)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
80	Pa Route 44 At Pa Route 44	Eastbound	Minor	EBL	36	268	301	31	67	106	B(16.7)	C(31.4)	C(33.5)	B(16.7)	B(16.4)	B(18.0)	31	292	341	27	57	93	---	---	---	---	---	---	None
80				EBT	67	52	30	13	62	43	B(16.6)	B(16.4)	B(14.5)	B(15.9)	B(15.0)	B(14.7)	66	49	29	14	64	48	---	---	---	---	---	---	
80				EBR	12	7	7	3	19	17	B(16.6)	B(16.4)	B(14.5)	B(15.9)	B(15.0)	B(14.7)	66	49	29	14	64	48	---	---	---	---	---	---	
80		Westbound	Minor	WBL	38	51	51	26	65	64	B(19.5)	C(20.3)	B(18.9)	C(20.0)	C(20.4)	C(20.3)	210	235	259	230	317	311	---	---	150	---	175	175	
80				WBT	84	37	36	52	36	33	B(19.5)	C(20.3)	B(18.9)	C(20.0)	C(20.4)	C(20.3)	210	235	259	230	317	311	---	---	---	---	---	---	
80				WBR	125	184	222	190	265	263	B(19.5)	C(20.3)	B(18.9)	C(20.0)	C(20.4)	C(20.3)	210	235	259	230	317	311	---	---	200	---	200	200	
80		Northbound	Major	NBL	8	10	10	26	19	19	B(15.8)	B(15.9)	B(17.6)	B(16.8)	B(18.0)	B(18.3)	7	9	9	23	17	17	---	---	---	---	---	---	
80				NBT	169	193	229	121	227	150	B(18.2)	B(19.8)	C(21.7)	B(17.2)	C(22.3)	C(20.6)	162	241	244	107	266	187	---	---	---	---	---	---	
80				NBR	26	90	48	9	71	64	B(18.2)	B(19.8)	C(21.7)	B(17.2)	C(22.3)	C(20.6)	162	241	244	107	266	187	---	---	---	---	---	---	
80		Southbound	Major	SBL	95	207	143	335	282	319	B(18.4)	C(26.7)	C(24.8)	C(28.9)	E(60.9)	D(44.7)	84	211	143	350	411	407	---	175	150	250	200	250	
80				SBT	82	119	114	278	235	313	B(17.0)	B(17.7)	B(19.6)	C(21.4)	C(21.5)	C(23.1)	89	132	134	316	233	310	---	---	---	---	---	---	
80				SBR	26	41	41	84	31	31	B(17.0)	B(17.7)	B(19.6)	C(21.4)	C(21.5)	C(23.1)	89	132	134	316	233	310	---	---	---	100	---	---	
80		**OVERALL**	**Signal**	**AVG**	**768**	**1259**	**1232**	**1168**	**1379**	**1422**	**B(18.2)**	**C(23.1)**	**C(23.8)**	**C(22.5)**	**C(28.8)**	**C(26.1)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
84	Us-220 Wb At Us-220 West Ramp From Main St	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
84				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
84				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
84		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
84				WBT	653	463	513	673	1860	2044	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
84				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
84		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
84				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
84				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
84		Southbound	Minor	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
84				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
84				SBR	59	157	160	268	618	578	B(0.0)	B(0.0)	B(0.0)	B(0.0)	B(0.0)	B(0.0)	45	45	45	45	45	45	---	---	---	200	400	375	
84		**OVERALL**	**Uncontrolled**	**AVG**	**712**	**620**	**673**	**941**	**2478**	**2622**	**(0.0)**	**(0.0)**	**(0.0)**	**(0.0)**	**(0.0)**	**(0.0)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**Pk Hour**	**Pk Hour 4-Hour**	
85	Main St At Baer St	Eastbound	Minor	EBL	22	79	48	36	53	15	B(12.4)	E(36.0)	D(25.8)	C(21.8)	E(36.7)	D(27.2)	3	50	21	13	35	7	---	---	---	---	---	---	None
85				EBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
85				EBR	0	0	0	0	1	0	B(12.4)	E(36.0)	D(25.8)	C(21.8)	E(36.7)	D(27.2)	3	50	21	13	35	7	---	---	---	---	---	---	
85		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
85				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
85				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
85		Northbound	Major	NBL	2	0	0	0	2	1	A(7.6)	A(9.2)	A(8.2)	A(9.1)	B(10.1)	A(9.6)	24	243	158	46	271	150	---	---	---	---	---	---	
85				NBT	328	666	774	330	571	531	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
85				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
85		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
85				SBT	196	380	313	708	582	697	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
85				SBR	21	391	130	39	403	169	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	275	150	---	275	150	
85		**OVERALL**	**2-way Stop**	**AVG**	**569**	**1516**	**1265**	**1113**	**1612**	**1413**	**A(0.5)**	**A(1.9)**	**A(1.0)**	**A(0.7)**	**A(1.2)**	**A(0.3)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
90	Main St At Us-220 West Exit Ramp To Main St (Jersey Shore)	Eastbound	Major	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
90				EBT	59	157	160	268	618	578	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
90				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
90		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
90				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
90				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
90		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
90				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
90				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
90		Southbound	Minor	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
90				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
90				SBR	120	269	221	552	726	579	A(8.7)	A(9.4)	A(9.1)	B(11.7)	B(14.8)	B(12.0)	9	25	19	76	145	84	---	200	---	375	475	375	
90		**OVERALL**	**2-way Stop**	**AVG**	**179**	**426**	**381**	**820**	**1344**	**1157**	**A(5.8)**	**A(5.9)**	**A(5.3)**	**A(7.9)**	**A(8.0)**	**A(6.0)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**Pk Hour**	**Pk Hour 4-Hour**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
93	Main St At Rt 220 Hwy	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
93				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
93				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
93		Westbound	Minor	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
93				WBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
93				WBR	21	19	19	26	200	201	B(10.1)	B(11.0)	B(11.6)	B(10.3)	C(15.5)	B(14.0)	2	2	3	3	43	38	---	---	---	---	---	---	
93		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
93				NBT	326	440	517	337	545	469	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
93				NBR	35	311	311	45	86	86	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	250	250	---	100	100	
93		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
93				SBT	229	779	452	767	996	878	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
93				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
93		**OVERALL**	**2-way Stop**	**AVG**	**611**	**1549**	**1299**	**1175**	**1827**	**1634**	**A(0.3)**	**A(0.1)**	**A(0.2)**	**A(0.2)**	**A(1.7)**	**A(1.7)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour**	**Pk Hour 4-Hour**	
96	Us-220 Eb At Us-220 East Ramp From Main St	Eastbound	Minor	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
96				EBT	0	0	2468	0	0	637	---	---	A(0.0)	---	---	A(0.0)	---	---	0	---	---	0	---	---	---	---	---	---	
96				EBR	250	361	0	202	207	0	B(0.0)	B(0.0)	---	B(0.0)	B(0.0)	---	18	18	---	18	18	---	200	275	---	---	---	---	
96		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
96				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
96				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
96		Northbound	---	NBL	---	---	0	---	---	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
96				NBT	---	---	0	---	---	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
96				NBR	---	---	441	---	---	180	---	---	B(0.0)	---	---	B(0.0)	---	---	18	---	---	18	---	---	325	---	---	---	
96		Southbound	Major	SBL	0	0	---	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
96				SBT	652	2298	---	651	613	---	A(0.0)	A(0.0)	---	A(0.0)	A(0.0)	---	0	0	---	0	0	---	---	---	---	---	---	---	
96				SBR	0	0	---	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
96		**OVERALL**	**Uncontrolled**	**AVG**	**902**	**2659**	**2909**	**853**	**820**	**817**	**(0.0)**	**(0.0)**	**(0.0)**	**(0.0)**	**(0.0)**	**(0.0)**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**4-Hour**	**4-Hour**	**4-Hour**	
105	Pa Route 287 At Pa Route 973	Eastbound	Minor	EBL	15	32	22	0	27	27	A(9.0)	B(10.5)	A(9.7)	A(8.8)	B(10.5)	B(10.5)	5	17	6	1	5	5	---	---	---	---	---	---	None
105				EBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
105				EBR	50	113	39	8	15	17	A(9.0)	B(10.5)	A(9.7)	A(8.8)	B(10.5)	B(10.5)	5	17	6	1	5	5	---	---	---	---	---	---	
105		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
105				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
105				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
105		Northbound	Major	NBL	6	5	5	15	39	34	A(7.4)	A(7.5)	A(7.5)	A(7.4)	A(7.5)	A(7.5)	3	16	6	6	13	14	---	---	---	---	---	---	
105				NBT	53	251	95	103	178	191	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
105				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
105		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
105				SBT	75	153	146	96	96	119	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
105				SBR	1	7	7	0	47	28	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
105		**OVERALL**	**2-way Stop**	**AVG**	**200**	**561**	**314**	**222**	**402**	**416**	**A(3.1)**	**A(2.8)**	**A(2.0)**	**A(0.8)**	**A(1.8)**	**A(1.7)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
106	Pa Route 287 At Pa Route 973	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
106				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
106				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
106		Westbound	Minor	WBL	58	80	70	58	98	103	A(9.1)	B(10.7)	A(9.9)	A(9.3)	B(10.5)	B(10.6)	5	11	8	5	16	15	---	---	---	---	---	---	
106				WBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
106				WBR	2	10	9	0	38	27	A(9.1)	B(10.7)	A(9.9)	A(9.3)	B(10.5)	B(10.6)	5	11	8	5	16	15	---	---	---	---	---	---	
106		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
106				NBT	31	35	36	44	109	119	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
106				NBR	37	248	81	59	97	99	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	314	---	---	---	---	
106		Southbound	Major	SBL	2	17	15	0	14	14	A(7.3)	A(7.8)	A(7.5)	A(7.4)	A(7.6)	A(7.7)	1	6	5	2	3	3	---	---	---	---	---	---	
106				SBT	19	80	82	39	44	44	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
106				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
106		**OVERALL**	**2-way Stop**	**AVG**	**149**	**470**	**293**	**200**	**400**	**406**	**A(3.7)**	**A(2.3)**	**A(3.0)**	**A(2.7)**	**A(3.8)**	**A(3.7)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
107	Us-220 Eb At Us-220 East Ramp From Old Us 220	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
107				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
107				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
107		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
107				WBT	902	2659	2909	853	820	817	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
107				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
107		Northbound	Minor	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
107				NBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
107				NBR	3	43	43	15	133	132	B(0.0)	B(0.0)	B(0.0)	B(0.0)	B(0.0)	B(0.0)	2	2	2	2	2	2	---	---	---	---	---	---	
107		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
107				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
107				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
107		**OVERALL**	**Uncontrolled**	**AVG**	**905**	**2702**	**2952**	**868**	**953**	**949**	**(0.0)**	**(0.0)**	**(0.0)**	**(0.0)**	**(0.0)**	**(0.0)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	
113	Pa Route 973 At Pine Run Rd	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
113				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
113				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
113		Westbound	Minor	WBL	21	13	10	22	15	29	A(8.9)	B(10.3)	A(9.3)	A(9.0)	A(9.5)	A(9.7)	2	2	1	3	2	4	---	---	---	---	---	---	
113				WBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
113				WBR	6	2	2	9	8	8	A(8.9)	B(10.3)	A(9.3)	A(9.0)	A(9.5)	A(9.7)	2	2	1	3	2	4	---	---	---	---	---	---	
113		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
113				NBT	30	178	77	30	94	96	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
113				NBR	8	87	19	29	17	17	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
113		Southbound	Major	SBL	2	4	4	14	5	5	A(7.3)	A(7.8)	A(7.4)	A(7.3)	A(7.4)	A(7.4)	2	5	4	2	7	6	---	---	---	---	---	---	
113				SBT	38	77	70	35	121	101	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
113				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
113		**OVERALL**	**2-way Stop**	**AVG**	**105**	**361**	**182**	**139**	**260**	**256**	**A(2.4)**	**A(0.5)**	**A(0.7)**	**A(2.7)**	**A(1.0)**	**A(1.5)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
126	Pa Route 44 At Pa Route 880	Eastbound	Major	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
126				EBT	107	309	161	182	240	250	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
126				EBR	56	50	51	69	102	103	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
126		Westbound	Major	WBL	1	32	31	0	78	77	A(7.5)	A(8.1)	A(7.7)	A(7.7)	A(8.1)	A(8.2)	8	13	12	8	29	29	---	---	---	---	175	175	
126				WBT	139	148	161	133	266	260	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
126				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
126		Northbound	Minor	NBL	37	89	94	58	57	57	B(10.3)	B(14.1)	B(12.0)	B(11.1)	C(15.5)	C(15.5)	4	35	27	7	16	16	---	---	---	---	---	---	
126				NBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
126				NBR	0	98	93	0	16	16	B(10.3)	B(14.1)	B(12.0)	B(11.1)	C(15.5)	C(15.5)	4	35	27	7	16	16	---	---	---	---	---	---	
126		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
126				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
126				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
126		**OVERALL**	**2-way Stop**	**AVG**	**340**	**726**	**591**	**442**	**759**	**763**	**A(1.2)**	**A(4.0)**	**A(4.2)**	**A(1.5)**	**A(2.3)**	**A(2.3)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
127	Pa Route 973 At Hensler Rd	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
127				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
127				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
127		Westbound	Minor	WBL	2	9	6	49	53	24	A(8.8)	A(9.7)	A(9.0)	A(9.1)	A(9.6)	A(9.4)	0	1	1	4	5	2	---	---	---	---	---	---	
127				WBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
127				WBR	0	0	0	3	1	1	A(8.8)	A(9.7)	A(9.0)	A(9.1)	A(9.6)	A(9.4)	0	1	1	4	5	2	---	---	---	---	---	---	
127		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
127				NBT	26	170	69	48	80	79	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
127				NBR	41	9	8	7	8	8	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
127		Southbound	Major	SBL	0	0	0	3	1	1	A(7.3)	A(7.6)	A(7.3)	A(7.3)	A(7.4)	A(7.4)	2	2	2	1	4	4	---	---	---	---	---	---	
127				SBT	37	39	32	26	68	74	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
127				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
127		**OVERALL**	**2-way Stop**	**AVG**	**106**	**227**	**115**	**136**	**211**	**187**	**A(0.2)**	**A(0.4)**	**A(0.5)**	**A(3.6)**	**A(2.5)**	**A(1.3)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
130	Pa Route 44 At Quarry Rd	Eastbound	Minor	EBL	45	94	100	44	103	103	A(9.7)	B(12.6)	B(11.1)	B(10.1)	B(12.6)	B(12.6)	4	15	13	5	17	17	---	---	---	---	---	---	None
130				EBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
130				EBR	0	1	1	0	2	2	A(9.7)	B(12.6)	B(11.1)	B(10.1)	B(12.6)	B(12.6)	4	15	13	5	17	17	---	---	---	---	---	---	
130		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
130				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
130				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
130		Northbound	Major	NBL	0	2	2	0	3	3	A(7.4)	A(8.1)	A(7.7)	A(7.6)	A(7.7)	A(7.8)	5	6	6	5	17	16	---	---	---	---	---	---	
130				NBT	95	86	92	89	240	233	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
130				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
130		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
130				SBT	72	313	161	119	134	133	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
130				SBR	35	93	93	63	122	132	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
130		**OVERALL**	**2-way Stop**	**AVG**	**247**	**589**	**449**	**315**	**604**	**606**	**A(1.8)**	**A(2.1)**	**A(2.5)**	**A(1.4)**	**A(2.2)**	**A(2.2)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
134	Middle Rd At Quarry Rd	Eastbound	Major	EBL	6	55	59	1	28	28	A(7.4)	A(7.4)	A(7.4)	A(7.4)	A(7.6)	A(7.6)	2	9	9	2	4	4	---	---	---	---	---	---	None
134				EBT	25	105	101	44	42	42	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
134				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
134		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
134				WBT	38	33	34	45	115	110	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
134				WBR	39	41	43	43	78	78	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
134		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
134				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
134				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
134		Southbound	Minor	SBL	29	64	64	61	66	71	A(9.0)	B(10.3)	B(10.3)	A(9.4)	B(10.4)	B(10.4)	3	10	10	6	14	15	---	---	---	---	---	---	
134				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
134				SBR	7	31	31	2	59	64	A(9.0)	B(10.3)	B(10.3)	A(9.4)	B(10.4)	B(10.4)	3	10	10	6	14	15	---	---	---	---	---	---	
134		**OVERALL**	**2-way Stop**	**AVG**	**144**	**329**	**332**	**196**	**388**	**393**	**A(2.5)**	**A(4.2)**	**A(4.3)**	**A(3.0)**	**A(3.9)**	**A(4.1)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
142	Pa Route 973 At Clark Hill Rd	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
142				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
142				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
142		Westbound	Minor	WBL	13	10	8	20	24	27	A(8.8)	A(9.4)	A(8.9)	A(8.9)	A(9.1)	A(9.2)	1	1	1	2	2	2	---	---	---	---	---	---	
142				WBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
142				WBR	0	0	0	0	0	0	A(8.8)	A(9.4)	A(8.9)	A(8.9)	A(9.1)	A(9.2)	1	1	1	2	2	2	---	---	---	---	---	---	
142		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
142				NBT	25	123	50	28	55	53	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
142				NBR	4	45	18	28	17	19	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
142		Southbound	Major	SBL	0	0	0	1	0	0	A(7.3)	A(7.5)	A(7.3)	A(7.3)	A(7.3)	A(7.3)	1	1	1	1	2	2	---	---	---	---	---	---	
142				SBT	22	21	20	23	45	48	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
142				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
142		**OVERALL**	**2-way Stop**	**AVG**	**64**	**199**	**96**	**100**	**141**	**147**	**A(1.8)**	**A(0.5)**	**A(0.7)**	**A(1.9)**	**A(1.6)**	**A(1.7)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
147	West Line Rd At Spook Hollow Rd	Eastbound	Minor	EBL	1	8	1	1	3	1	A(8.4)	A(8.5)	A(8.4)	A(8.4)	A(8.5)	A(8.5)	1	2	0	1	1	0	---	---	---	---	---	---	None
147				EBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
147				EBR	11	24	1	9	10	0	A(8.4)	A(8.5)	A(8.4)	A(8.4)	A(8.5)	A(8.5)	1	2	0	1	1	0	---	---	---	---	---	---	
147		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
147				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
147				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
147		Northbound	Major	NBL	1	0	0	6	28	1	A(7.2)	A(7.2)	A(7.2)	A(7.2)	A(7.3)	A(7.2)	0	0	0	0	1	0	---	---	---	---	---	---	
147				NBT	0	0	0	0	0	0	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
147				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
147		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
147				SBT	0	0	0	0	0	0	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
147				SBR	1	10	2	2	11	3	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
147		**OVERALL**	**2-way Stop**	**AVG**	**14**	**42**	**4**	**18**	**52**	**5**	**A(7.5)**	**A(6.4)**	**A(3.6)**	**A(7.1)**	**A(6.0)**	**A(3.0)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
152	Little Pine Rd At West Line Rd	Eastbound	Minor	EBL	0	0	0	0	0	0	A(8.3)	A(8.7)	A(8.4)	A(8.4)	A(8.4)	A(8.5)	0	1	0	0	0	0	---	---	---	---	---	---	None
152				EBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
152				EBR	1	7	1	1	3	1	A(8.3)	A(8.7)	A(8.4)	A(8.4)	A(8.4)	A(8.5)	0	1	0	0	0	0	---	---	---	---	---	---	
152		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
152				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
152				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
152		Northbound	Major	NBL	1	0	0	0	2	1	A(7.2)	A(7.4)	A(7.3)	A(7.2)	A(7.3)	A(7.2)	0	0	0	0	2	2	---	---	---	---	---	---	
152				NBT	8	5	5	4	35	35	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
152				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
152		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
152				SBT	2	82	26	7	18	12	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
152				SBR	0	10	2	2	9	2	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
152		**OVERALL**	**2-way Stop**	**AVG**	**12**	**104**	**34**	**14**	**67**	**51**	**A(1.5)**	**A(0.6)**	**A(0.3)**	**A(0.8)**	**A(0.6)**	**A(0.3)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
160	Pine Run Rd At West Line Rd	Eastbound	Minor	EBL	0	1	1	0	0	0	A(8.4)	A(8.6)	A(9.7)	A(8.5)	A(9.6)	A(10.0)	1	2	0	1	1	0	---	---	---	---	---	---	None
160				EBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
160				EBR	11	23	0	9	10	0	A(8.4)	A(8.6)	A(9.7)	A(8.5)	A(9.6)	A(10.0)	1	2	0	1	1	0	---	---	---	---	---	---	
160		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
160				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
160				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
160		Northbound	Major	NBL	1	0	0	6	28	0	A(7.2)	A(7.3)	A(5.0)	A(7.3)	A(7.8)	A(5.0)	1	5	0	2	7	0	---	---	---	---	---	---	
160				NBT	17	99	161	31	78	86	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
160				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
160		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
160				SBT	26	44	69	32	248	182	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
160				SBR	0	0	0	0	1	1	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
160		**OVERALL**	**2-way Stop**	**AVG**	**55**	**167**	**231**	**78**	**365**	**269**	**A(1.8)**	**A(1.2)**	**A(0.0)**	**A(1.5)**	**A(0.9)**	**A(0.0)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
163	Pine Run Rd At W Emerys Church Rd	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
163				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
163				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
163		Westbound	Minor	WBL	1	35	24	6	128	61	A(8.4)	A(9.9)	A(9.0)	A(8.6)	A(9.6)	A(9.2)	0	4	2	1	14	6	---	---	---	---	---	---	
163				WBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
163				WBR	3	2	2	4	16	13	A(8.4)	A(9.9)	A(9.0)	A(8.6)	A(9.6)	A(9.2)	0	4	2	1	14	6	---	---	---	---	---	---	
163		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
163				NBT	7	4	6	12	33	36	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
163				NBR	3	25	60	2	36	35	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
163		Southbound	Major	SBL	3	81	10	6	9	5	A(7.2)	A(7.4)	A(7.3)	A(7.2)	A(7.3)	A(7.3)	0	5	2	1	1	1	---	---	---	---	---	---	
163				SBT	7	15	25	10	20	16	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
163				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
163		**OVERALL**	**2-way Stop**	**AVG**	**24**	**162**	**127**	**40**	**242**	**166**	**A(2.3)**	**A(5.9)**	**A(2.4)**	**A(3.2)**	**A(6.0)**	**A(4.3)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
172	Pa Route 44 At Middle Rd	Eastbound	Major	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
172				EBT	69	320	167	104	129	127	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
172				EBR	6	2	2	22	4	4	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
172		Westbound	Major	WBL	59	52	53	44	201	191	A(7.4)	A(8.0)	A(7.6)	A(7.5)	A(7.8)	A(7.8)	7	9	8	7	33	31	---	---	---	---	250	250	
172				WBT	78	77	83	84	244	236	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
172				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
172		Northbound	Minor	NBL	2	1	1	20	4	4	A(8.8)	B(11.3)	A(9.9)	A(9.6)	A(9.8)	A(9.7)	3	20	15	6	10	10	---	---	---	---	---	---	
172				NBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
172				NBR	41	150	144	41	94	94	A(8.8)	B(11.3)	A(9.9)	A(9.6)	A(9.8)	A(9.7)	3	20	15	6	10	10	---	---	---	---	---	---	
172		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
172				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
172				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
172		**OVERALL**	**2-way Stop**	**AVG**	**255**	**602**	**450**	**315**	**676**	**656**	**A(3.2)**	**A(3.5)**	**A(4.1)**	**A(2.9)**	**A(3.7)**	**A(3.7)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
176	Pa Route 44 At Rt 654 Hwy	Eastbound	Major	EBL	72	332	237	95	167	168	A(7.4)	A(7.9)	A(7.7)	A(7.5)	A(7.9)	A(7.8)	6	32	18	8	14	14	---	325	---	---	---	---	None
176				EBT	38	137	74	49	56	53	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
176				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
176		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
176				WBT	32	29	30	39	128	124	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
176				WBR	14	19	16	26	33	31	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
176		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
176				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
176				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
176		Southbound	Minor	SBL	13	13	14	20	39	33	A(9.1)	B(10.4)	A(9.7)	A(9.3)	B(12.5)	B(12.0)	10	13	12	10	55	49	---	---	---	---	---	---	
176				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
176				SBR	106	100	106	90	316	302	A(9.1)	B(10.4)	A(9.7)	A(9.3)	B(12.5)	B(12.0)	10	13	12	10	55	49	---	---	---	---	343	343	
176		**OVERALL**	**2-way Stop**	**AVG**	**275**	**630**	**477**	**319**	**739**	**711**	**A(5.9)**	**A(6.0)**	**A(6.3)**	**A(5.4)**	**A(7.8)**	**A(7.5)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour**	**Pk Hour 4 Hour**	
177	Clark Hill Rd At Kiess Hill Rd	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
177				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
177				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
177		Westbound	Minor	WBL	8	28	34	8	18	19	A(8.6)	A(9.4)	A(8.9)	A(8.7)	A(9.3)	A(9.0)	1	3	3	1	4	3	---	---	---	---	---	---	
177				WBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
177				WBR	1	6	6	0	22	21	A(8.6)	A(9.4)	A(8.9)	A(8.7)	A(9.3)	A(9.0)	1	3	3	1	4	3	---	---	---	---	---	---	
177		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
177				NBT	8	4	4	16	31	30	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
177				NBR	8	33	11	15	142	64	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
177		Southbound	Major	SBL	0	59	18	2	29	23	A(7.2)	A(7.4)	A(7.3)	A(7.3)	A(7.6)	A(7.4)	1	3	2	1	2	2	---	---	---	---	---	---	
177				SBT	16	3	19	13	8	10	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
177				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
177		**OVERALL**	**2-way Stop**	**AVG**	**41**	**133**	**92**	**54**	**250**	**167**	**A(2.0)**	**A(5.7)**	**A(5.3)**	**A(1.6)**	**A(2.4)**	**A(3.2)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
179	Quenshukeny Rd At Jobs Run Rd	Eastbound	Minor	EBL	1	5	2	0	12	5	A(8.6)	A(8.6)	A(8.6)	A(8.5)	B(10.3)	A(8.9)	4	2	2	1	2	1	---	---	---	---	---	---	None
179				EBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
179				EBR	57	15	19	20	2	10	A(8.6)	A(8.6)	A(8.6)	A(8.5)	B(10.3)	A(8.9)	4	2	2	1	2	1	---	---	---	---	---	---	
179		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
179				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
179				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
179		Northbound	Major	NBL	4	6	4	66	63	35	A(7.2)	A(7.3)	A(7.3)	A(7.3)	A(7.3)	A(7.3)	1	2	1	5	12	6	---	---	---	---	---	---	
179				NBT	16	31	13	30	160	89	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
179				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
179		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
179				SBT	24	29	51	19	22	25	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
179				SBR	0	1	1	2	4	4	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
179		**OVERALL**	**2-way Stop**	**AVG**	**102**	**87**	**90**	**137**	**263**	**168**	**A(5.2)**	**A(2.5)**	**A(2.3)**	**A(4.8)**	**A(2.3)**	**A(2.3)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
181	Pa Route 973 At Daughertys Run Rd	Eastbound	Major	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
181				EBT	26	125	51	10	57	53	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
181				EBR	1	5	7	1	5	6	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
181		Westbound	Major	WBL	7	32	34	21	29	27	A(7.3)	A(7.5)	A(7.4)	A(7.2)	A(7.4)	A(7.4)	1	3	3	2	4	4	---	---	---	---	---	---	
181				WBT	17	19	19	12	46	50	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
181				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
181		Northbound	Minor	NBL	0	1	1	1	12	10	A(8.5)	A(9.0)	A(8.7)	A(8.4)	A(9.0)	A(8.9)	1	1	1	1	6	6	---	---	---	---	---	---	
181				NBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
181				NBR	11	10	9	15	63	60	A(8.5)	A(9.0)	A(8.7)	A(8.4)	A(9.0)	A(8.9)	1	1	1	1	6	6	---	---	---	---	---	---	
181		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
181				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
181				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
181		**OVERALL**	**2-way Stop**	**AVG**	**62**	**192**	**121**	**60**	**212**	**206**	**A(2.4)**	**A(1.8)**	**A(2.8)**	**A(4.7)**	**A(4.2)**	**A(4.0)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
182	Quenshukeny Rd At W Emerys Church Rd	Eastbound	Minor	EBL	4	24	5	2	93	37	A(8.8)	A(9.0)	A(8.8)	A(8.6)	B(11.5)	A(9.3)	2	6	2	2	13	8	---	---	---	---	---	---	None
182				EBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
182				EBR	24	46	26	25	1	53	A(8.8)	A(9.0)	A(8.8)	A(8.6)	B(11.5)	A(9.3)	2	6	2	2	13	8	---	---	---	---	---	---	
182		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
182				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
182				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
182		Northbound	Major	NBL	9	49	38	29	85	28	A(7.4)	A(7.4)	A(7.4)	A(7.3)	A(7.4)	A(7.3)	1	3	3	6	12	6	---	---	---	---	---	---	
182				NBT	16	13	13	95	130	87	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
182				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
182		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
182				SBT	79	22	50	34	3	26	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
182				SBR	1	23	20	4	21	8	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
182		**OVERALL**	**2-way Stop**	**AVG**	**133**	**177**	**152**	**189**	**333**	**239**	**A(2.4)**	**A(5.6)**	**A(3.7)**	**A(2.3)**	**A(5.1)**	**A(4.3)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
187	Daughertys Run Rd At Daughertys Run Rd	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
187				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
187				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
187		Westbound	Minor	WBL	2	3	4	2	11	12	A(8.4)	A(8.8)	A(8.7)	A(8.5)	A(9.2)	A(9.0)	1	1	1	1	2	2	---	---	---	---	---	---	
187				WBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
187				WBR	6	4	3	9	12	11	A(8.4)	A(8.8)	A(8.7)	A(8.5)	A(9.2)	A(9.0)	1	1	1	1	2	2	---	---	---	---	---	---	
187		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
187				NBT	5	31	15	8	79	69	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
187				NBR	3	61	14	9	92	18	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
187		Southbound	Major	SBL	2	10	5	10	8	7	A(7.2)	A(7.4)	A(7.3)	A(7.2)	A(7.6)	A(7.4)	0	2	2	1	2	2	---	---	---	---	---	---	
187				SBT	8	31	36	6	29	28	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
187				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
187		**OVERALL**	**2-way Stop**	**AVG**	**26**	**140**	**77**	**44**	**231**	**145**	**A(3.1)**	**A(1.0)**	**A(1.3)**	**A(3.7)**	**A(1.1)**	**A(1.7)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
192	Daughertys Run Rd At Beautys Run Rd	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
192				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
192				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
192		Westbound	Minor	WBL	2	4	5	8	10	10	A(8.5)	A(8.7)	A(8.8)	A(8.6)	A(9.0)	A(8.9)	0	0	1	1	2	2	---	---	---	---	---	---	
192				WBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
192				WBR	2	2	2	5	11	10	A(8.5)	A(8.7)	A(8.8)	A(8.6)	A(9.0)	A(8.9)	0	0	1	1	2	2	---	---	---	---	---	---	
192		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
192				NBT	7	10	10	7	68	64	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
192				NBR	5	25	9	10	23	16	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
192		Southbound	Major	SBL	2	5	11	5	7	8	A(7.2)	A(7.3)	A(7.3)	A(7.2)	A(7.4)	A(7.4)	0	2	2	1	2	2	---	---	---	---	---	---	
192				SBT	7	37	35	7	27	25	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
192				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
192		**OVERALL**	**2-way Stop**	**AVG**	**25**	**83**	**72**	**42**	**146**	**133**	**A(2.1)**	**A(1.1)**	**A(2.0)**	**A(3.6)**	**A(1.7)**	**A(1.8)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
194	Rt 654 Hwy At Jacks Hollow Rd	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
194				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
194				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
194		Westbound	Minor	WBL	4	7	7	10	23	21	A(9.5)	B(11.3)	B(10.5)	A(9.1)	B(12.0)	B(11.7)	0	1	1	2	4	3	---	---	---	---	---	---	
194				WBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
194				WBR	0	1	1	14	3	3	A(9.5)	B(11.3)	B(10.5)	A(9.1)	B(12.0)	B(11.7)	0	1	1	2	4	3	---	---	---	---	---	---	
194		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
194				NBT	86	347	246	80	174	172	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
194				NBR	9	13	13	13	14	14	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
194		Southbound	Major	SBL	0	1	1	10	2	2	A(7.4)	A(8.0)	A(7.7)	A(7.4)	A(7.6)	A(7.6)	6	7	6	5	24	22	---	---	---	---	---	---	
194				SBT	105	97	100	85	334	314	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
194				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
194		**OVERALL**	**2-way Stop**	**AVG**	**204**	**466**	**368**	**212**	**550**	**526**	**A(0.2)**	**A(0.2)**	**A(0.3)**	**A(1.4)**	**A(0.6)**	**A(0.6)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
204	Daughertys Run Rd At Bottle Run Rd	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
204				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
204				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
204		Westbound	Minor	WBL	17	16	16	3	33	34	A(8.6)	A(9.3)	A(8.8)	A(8.5)	A(9.5)	A(8.9)	2	2	2	0	5	4	---	---	---	---	---	---	
204				WBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
204				WBR	5	5	5	3	21	21	A(8.6)	A(9.3)	A(8.8)	A(8.5)	A(9.5)	A(8.9)	2	2	2	0	5	4	---	---	---	---	---	---	
204		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
204				NBT	0	3	2	0	7	6	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
204				NBR	24	22	14	3	27	21	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
204		Southbound	Major	SBL	6	65	18	6	81	19	A(7.3)	A(7.3)	A(7.3)	A(7.2)	A(7.4)	A(7.3)	0	4	1	0	5	1	---	---	---	---	---	---	
204				SBT	1	10	5	0	19	6	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
204				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
204		**OVERALL**	**2-way Stop**	**AVG**	**53**	**121**	**60**	**15**	**188**	**107**	**A(4.5)**	**A(5.5)**	**A(5.2)**	**A(6.1)**	**A(5.9)**	**A(5.9)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
207	Us-220 Wb At Us-220 West Entrance From W. 4Th St	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
207				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
207				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
207		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
207				WBT	487	1028	1015	1253	1676	1682	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
207				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
207		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
207				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
207				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
207		Southbound	Minor	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
207				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
207				SBR	265	165	162	203	215	212	C(0.0)	C(0.0)	C(0.0)	C(0.0)	C(0.0)	C(0.0)	47	47	47	47	47	47	200	---	---	---	---	---	
207		**OVERALL**	**Uncontrolled**	**AVG**	**752**	**1193**	**1177**	**1456**	**1891**	**1894**	**(0.0)**	**(0.0)**	**(0.0)**	**(0.0)**	**(0.0)**	**(0.0)**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	
210	Pa Route 973 At Saint Micheals Rd	Eastbound	Major	EBL	7	99	40	7	86	85	A(7.3)	A(7.4)	A(7.3)	A(7.3)	A(7.5)	A(7.5)	2	8	3	2	7	7	---	---	---	---	---	---	None
210				EBT	42	45	29	28	43	37	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
210				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
210		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
210				WBT	28	44	45	41	73	75	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
210				WBR	1	1	1	3	5	5	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
210		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
210				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
210				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
210		Southbound	Minor	SBL	0	0	0	0	0	0	A(8.4)	A(8.5)	A(8.5)	A(8.5)	A(8.7)	A(8.7)	0	1	1	1	1	1	---	---	---	---	---	---	
210				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
210				SBR	3	12	12	7	16	16	A(8.4)	A(8.5)	A(8.5)	A(8.5)	A(8.7)	A(8.7)	0	1	1	1	1	1	---	---	---	---	---	---	
210		**OVERALL**	**2-way Stop**	**AVG**	**81**	**201**	**127**	**86**	**223**	**218**	**A(0.9)**	**A(4.2)**	**A(3.1)**	**A(1.3)**	**A(3.5)**	**A(3.5)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
220	Pa Route 973 At Us-15 South Ramp To Pa Route 973	Eastbound	Major	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
220				EBT	73	69	53	49	53	47	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
220				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
220		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
220				WBT	44	22	22	70	60	63	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
220				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
220		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
220				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
220				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
220		Southbound	Minor	SBL	2	91	121	9	156	147	A(9.0)	A(9.4)	A(9.5)	A(8.9)	B(10.0)	A(10.0)	0	11	14	1	21	20	---	---	---	---	---	---	
220				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
220				SBR	0	33	33	7	44	44	A(9.0)	A(9.4)	A(9.5)	A(8.9)	B(10.0)	A(10.0)	0	11	14	1	21	20	---	---	---	---	---	---	
220		**OVERALL**	**2-way Stop**	**AVG**	**119**	**215**	**229**	**135**	**313**	**301**	**A(0.2)**	**A(5.4)**	**A(6.4)**	**A(1.0)**	**A(6.4)**	**A(6.3)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
222	Daughertys Run Rd At Fox Hollow Rd	Eastbound	Major	EBL	9	7	6	38	11	6	A(7.4)	A(7.3)	A(7.3)	A(7.4)	A(7.4)	A(7.4)	2	2	3	3	4	3	---	---	---	---	---	---	None
222				EBT	32	41	47	15	56	52	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
222				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
222		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
222				WBT	4	10	13	16	38	40	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
222				WBR	68	36	40	70	73	78	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
222		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
222				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
222				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
222		Southbound	Minor	SBL	258	69	63	80	165	68	B(10.6)	A(9.2)	A(9.2)	A(9.7)	B(10.4)	A(9.6)	31	7	6	12	20	7	---	---	---	---	---	---	
222				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
222				SBR	13	6	5	38	11	5	B(10.6)	A(9.2)	A(9.2)	A(9.7)	B(10.4)	A(9.6)	31	7	6	12	20	7	---	---	---	---	---	---	
222		**OVERALL**	**2-way Stop**	**AVG**	**384**	**169**	**174**	**257**	**354**	**249**	**A(7.6)**	**A(4.4)**	**A(3.9)**	**A(5.6)**	**A(5.4)**	**A(3.0)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
223	Lycoming Creek Rd At Upper Powys Rd	Eastbound	Minor	EBL	8	104	45	13	99	98	A(8.8)	A(9.5)	A(9.0)	A(8.7)	A(10.0)	A(10.0)	1	10	4	1	10	10	---	---	---	---	---	---	None
223				EBT	0	0	0	0	0	0	A(8.8)	A(9.5)	A(9.0)	A(8.7)	A(10.0)	A(10.0)	1	10	4	1	10	10	---	---	---	---	---	---	
223				EBR	0	0	0	0	0	0	A(8.8)	A(9.5)	A(9.0)	A(8.7)	A(10.0)	A(10.0)	1	10	4	1	10	10	---	---	---	---	---	---	
223		Westbound	Minor	WBL	0	0	0	0	0	0	A(8.8)	A(9.0)	A(8.8)	A(8.7)	A(9.4)	A(9.4)	0	0	0	0	0	0	---	---	---	---	---	---	
223				WBT	0	0	0	0	0	0	A(8.8)	A(9.0)	A(8.8)	A(8.7)	A(9.4)	A(9.4)	0	0	0	0	0	0	---	---	---	---	---	---	
223				WBR	0	0	0	0	0	0	A(8.8)	A(9.0)	A(8.8)	A(8.7)	A(9.4)	A(9.4)	0	0	0	0	0	0	---	---	---	---	---	---	
223		Northbound	Major	NBL	0	0	0	0	0	0	A(5.0)	A(5.0)	A(5.0)	A(5.0)	A(5.0)	A(5.0)	0	0	0	0	0	0	---	---	---	---	---	---	
223				NBT	43	39	39	19	129	129	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
223				NBR	0	0	0	0	0	0	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
223		Southbound	Major	SBL	0	0	0	0	0	0	A(5.0)	A(5.0)	A(5.0)	A(5.0)	A(5.0)	A(5.0)	0	0	0	0	0	0	---	---	---	---	---	---	
223				SBT	0	44	5	0	11	11	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
223				SBR	3	14	14	7	18	18	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
223		**OVERALL**	**2-way Stop**	**AVG**	**54**	**201**	**103**	**39**	**257**	**256**	**A(1.3)**	**A(4.9)**	**A(3.9)**	**A(2.9)**	**A(3.9)**	**A(3.8)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
230	W 4Th St At Daughertys Run Rd	Eastbound	Major	EBL	53	46	54	100	99	107	A(7.4)	A(7.5)	A(7.5)	A(7.6)	A(7.7)	A(7.8)	5	5	6	8	11	8	---	---	---	---	175	---	None
230				EBT	141	135	151	182	260	160	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
230				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
230		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
230				WBT	55	97	97	107	104	117	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
230				WBR	17	18	17	20	56	57	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
230		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
230				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
230				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
230		Southbound	Minor	SBL	58	64	68	24	144	60	B(10.6)	B(10.3)	B(10.5)	A(9.9)	B(14.7)	B(11.5)	35	17	18	13	51	21	---	---	---	---	---	---	
230				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
230				SBR	248	94	90	105	112	96	B(10.6)	B(10.3)	B(10.5)	A(9.9)	B(14.7)	B(11.5)	35	17	18	13	51	21	200	---	---	---	---	---	
230		**OVERALL**	**2-way Stop**	**AVG**	**572**	**454**	**477**	**538**	**775**	**597**	**A(6.3)**	**A(4.3)**	**A(4.3)**	**A(3.8)**	**A(5.8)**	**A(4.4)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
234	Pa Route 44 At Vandyke Rd	Eastbound	Major	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
234				EBT	33	138	76	32	61	53	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
234				EBR	4	4	4	4	6	6	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
234		Westbound	Major	WBL	1	2	2	0	6	6	A(7.3)	A(7.5)	A(7.4)	A(7.3)	A(7.3)	A(7.3)	1	2	2	2	8	7	---	---	---	---	---	---	
234				WBT	25	30	28	33	136	131	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
234				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
234		Northbound	Minor	NBL	1	2	2	3	3	4	A(8.7)	A(9.2)	A(8.8)	A(8.8)	A(9.2)	A(9.2)	0	0	0	0	1	1	---	---	---	---	---	---	
234				NBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
234				NBR	0	2	2	1	2	2	A(8.7)	A(9.2)	A(8.8)	A(8.8)	A(9.2)	A(9.2)	0	0	0	0	1	1	---	---	---	---	---	---	
234		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
234				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
234				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
234		**OVERALL**	**2-way Stop**	**AVG**	**64**	**178**	**114**	**73**	**214**	**202**	**A(0.2)**	**A(0.3)**	**A(0.5)**	**A(0.5)**	**A(0.5)**	**A(0.5)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
237	Lycoming Creek Rd At Upper Powys Rd	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
237				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
237				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
237		Westbound	Minor	WBL	0	0	0	0	0	0	A(8.6)	A(9.3)	A(8.8)	A(8.6)	A(9.7)	A(9.6)	0	0	0	0	0	0	---	---	---	---	---	---	
237				WBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
237				WBR	0	0	0	0	0	0	A(8.6)	A(9.3)	A(8.8)	A(8.6)	A(9.7)	A(9.6)	0	0	0	0	0	0	---	---	---	---	---	---	
237		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
237				NBT	51	143	84	31	228	227	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
237				NBR	0	0	0	0	0	0	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
237		Southbound	Major	SBL	0	0	0	0	0	0	A(5.0)	A(5.0)	A(5.0)	A(5.0)	A(5.0)	A(5.0)	0	0	0	0	0	0	---	---	---	---	---	---	
237				SBT	3	58	19	7	29	29	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
237				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
237		**OVERALL**	**2-way Stop**	**AVG**	**54**	**201**	**103**	**38**	**257**	**256**	**A(0.0)**	**A(0.0)**	**A(0.0)**	**A(0.0)**	**A(0.0)**	**A(0.0)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
245	Lycoming Creek Rd At Pa Route 973	Eastbound	Minor	EBL	0	7	7	1	16	15	A(8.9)	A(9.6)	A(9.4)	A(8.8)	A(9.5)	A(9.5)	10	18	19	7	21	19	---	---	---	---	---	---	None
245				EBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
245				EBR	116	188	202	85	209	195	A(8.9)	A(9.6)	A(9.4)	A(8.8)	A(9.5)	A(9.5)	10	18	19	7	21	19	---	---	---	---	---	---	
245		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
245				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
245				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
245		Northbound	Major	NBL	54	23	24	104	83	85	A(7.4)	A(7.4)	A(7.3)	A(7.4)	A(7.4)	A(7.4)	3	1	1	5	4	4	---	---	---	---	---	---	
245				NBT	53	34	34	58	131	132	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
245				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
245		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
245				SBT	42	75	36	30	18	18	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
245				SBR	0	1	1	3	2	2	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
245		**OVERALL**	**2-way Stop**	**AVG**	**265**	**328**	**304**	**281**	**459**	**447**	**A(5.4)**	**A(6.2)**	**A(7.0)**	**A(5.4)**	**A(6.0)**	**A(5.8)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
246	Pa Route 973 At Pleasant Valley Rd	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
246				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
246				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
246		Westbound	Minor	WBL	55	33	35	40	27	27	B(10.3)	B(10.6)	B(10.3)	B(10.4)	B(10.7)	B(10.6)	7	6	6	6	10	9	---	---	---	---	---	---	
246				WBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
246				WBR	13	15	15	18	53	52	B(10.3)	B(10.6)	B(10.3)	B(10.4)	B(10.7)	B(10.6)	7	6	6	6	10	9	---	---	---	---	---	---	
246		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
246				NBT	94	42	42	144	161	165	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
246				NBR	28	15	16	67	38	39	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
246		Southbound	Major	SBL	8	66	44	16	69	58	A(7.4)	A(7.4)	A(7.4)	A(7.7)	A(7.7)	A(7.7)	0	3	2	1	4	3	---	---	---	---	---	---	
246				SBT	151	197	193	98	158	156	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
246				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
246		**OVERALL**	**2-way Stop**	**AVG**	**349**	**368**	**345**	**383**	**506**	**497**	**A(2.2)**	**A(2.7)**	**A(2.4)**	**A(1.9)**	**A(2.8)**	**A(2.6)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
248	W 4Th St At Trenton Ave	Eastbound	Major	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
248				EBT	135	127	208	116	295	206	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
248				EBR	74	103	43	65	123	27	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	200	---	
248		Westbound	Major	WBL	2	1	1	5	3	3	A(7.6)	A(7.7)	A(7.7)	A(7.6)	A(8.1)	A(7.7)	0	0	0	0	0	0	---	---	---	---	---	---	
248				WBT	17	93	87	61	136	134	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
248				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
248		Northbound	Minor	NBL	49	25	29	42	47	64	A(9.6)	A(9.8)	B(10.4)	A(9.7)	B(11.7)	B(11.1)	5	3	3	5	7	9	---	---	---	---	---	---	
248				NBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
248				NBR	0	0	0	5	3	5	A(9.6)	A(9.8)	B(10.4)	A(9.7)	B(11.7)	B(11.1)	5	3	3	5	7	9	---	---	---	---	---	---	
248		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
248				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
248				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
248		**OVERALL**	**2-way Stop**	**AVG**	**277**	**349**	**368**	**294**	**607**	**439**	**A(1.8)**	**A(0.7)**	**A(0.9)**	**A(1.7)**	**A(1.0)**	**A(1.8)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
267	Pa Route 973 At Pa Route 973	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
267				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
267				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
267		Westbound	Minor	WBL	56	100	103	50	167	161	B(10.8)	B(12.7)	B(12.2)	B(12.8)	C(15.8)	C(15.5)	7	19	18	9	50	48	---	---	---	---	---	---	
267				WBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
267				WBR	5	16	16	3	59	63	B(10.8)	B(12.7)	B(12.2)	B(12.8)	C(15.8)	C(15.5)	7	19	18	9	50	48	---	---	---	---	---	---	
267		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
267				NBT	147	65	70	388	241	243	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
267				NBR	27	51	53	56	163	145	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	150	150	
267		Southbound	Major	SBL	9	120	92	11	87	84	A(7.6)	A(7.6)	A(7.6)	A(8.2)	A(8.3)	A(8.3)	1	7	5	1	6	6	---	150	---	---	---	---	
267				SBT	316	225	255	246	138	139	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
267				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
267		**OVERALL**	**2-way Stop**	**AVG**	**560**	**577**	**589**	**754**	**855**	**835**	**A(1.3)**	**A(4.1)**	**A(3.6)**	**A(1.0)**	**A(5.0)**	**A(5.0)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
272	W 4Th St At Fox Hollow Rd	Eastbound	Major	EBL	14	23	23	18	35	36	A(8.0)	A(8.3)	C(23.9)	A(8.5)	A(9.2)	B(12.0)	23	21	300	43	101	301	---	---	---	---	75	75	Traffic Signal
272				EBT	276	223	304	365	480	404	A(0.0)	A(0.0)	C(23.9)	A(0.0)	A(0.0)	B(12.0)	0	0	300	0	0	301	---	---	---	---	---	---	
272				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
272		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
272				WBT	243	263	254	296	333	316	A(0.0)	A(0.0)	C(27.8)	A(0.0)	A(0.0)	B(16.8)	0	0	435	0	0	596	---	---	---	---	---	---	
272				WBR	103	187	185	235	391	390	A(0.0)	A(0.0)	C(27.8)	A(0.0)	A(0.0)	B(16.8)	0	0	435	0	0	596	---	175	175	175	275	275	
272		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
272				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
272				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
272		Southbound	Minor	SBL	114	445	449	245	276	352	C(15.3)	F(175.9)	C(20.8)	E(43.2)	F(481.9)	D(44.9)	25	780	414	187	923	478	---	---	---	---	---	---	
272				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
272				SBR	2	21	24	18	9	36	C(15.3)	F(175.9)	C(20.8)	E(43.2)	F(481.9)	D(44.9)	25	780	414	187	923	478	---	---	---	---	---	---	
272		**OVERALL**	**2-way Stop**	**AVG**	**752**	**1162**	**1239**	**1177**	**1524**	**1534**	**A(2.5)**	**F(70.7)**	**C(24.1)**	**A(9.8)**	**F(90.3)**	**C(22.5)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	
290	W 4Th St At Poplar St	Eastbound	Major	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
290				EBT	407	444	684	541	670	668	C(23.6)	D(50.6)	A(4.6)	C(34.7)	A(4.6)	A(4.6)	424	1090	379	795	373	373	---	---	---	---	---	---	
290				EBR	55	289	134	130	140	142	C(23.6)	D(50.6)	A(4.6)	C(34.7)	A(4.6)	A(4.6)	424	1090	379	795	373	373	---	200	150	150	150	150	
290		Westbound	Major	WBL	25	24	35	25	51	38	B(19.8)	C(27.5)	A(3.2)	C(24.9)	A(5.1)	A(4.6)	237	331	188	330	397	363	---	---	75	---	75	75	
290				WBT	255	302	454	319	765	746	B(19.8)	C(27.5)	A(3.2)	C(24.9)	A(5.1)	A(4.6)	237	331	188	330	397	363	---	---	---	---	---	---	
290				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
290		Northbound	Minor	NBL	118	168	4	272	13	13	B(17.7)	B(18.0)	D(48.6)	B(20.0)	D(47.1)	E(56.1)	124	144	38	245	32	73	---	---	---	---	---	---	
290				NBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
290				NBR	32	6	23	16	10	38	B(17.7)	B(18.0)	D(48.6)	B(20.0)	D(47.1)	E(56.1)	124	144	38	245	32	73	---	---	---	---	---	---	
290		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
290				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
290				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
290		**OVERALL**	**Signal**	**AVG**	**892**	**1233**	**1334**	**1303**	**1649**	**1645**	**C(21.4)**	**D(39.9)**	**A(5.0)**	**C(28.8)**	**A(5.4)**	**A(6.2)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**---**	**---**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
296	Poplar St At Trenton Ave	Eastbound	Minor	EBL	16	15	13	12	9	30	A(9.4)	B(11.4)	A(9.5)	B(10.1)	B(10.1)	B(10.1)	8	15	5	13	19	9	---	---	---	---	---	---	None
296				EBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
296				EBR	69	101	45	107	173	57	A(9.4)	B(11.4)	A(9.5)	B(10.1)	B(10.1)	B(10.1)	8	15	5	13	19	9	---	---	---	---	---	---	
296		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
296				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
296				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
296		Northbound	Major	NBL	76	59	52	64	56	82	A(7.5)	A(8.0)	A(7.6)	A(7.6)	A(7.6)	A(7.7)	10	15	3	21	4	6	---	---	---	---	---	---	
296				NBT	101	150	8	243	11	19	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
296				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
296		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
296				SBT	58	304	128	142	126	121	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
296				SBR	23	20	33	23	41	35	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
296		**OVERALL**	**2-way Stop**	**AVG**	**343**	**649**	**279**	**591**	**416**	**344**	**A(4.0)**	**A(2.8)**	**A(3.4)**	**A(2.9)**	**A(5.4)**	**A(4.4)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
299	Spring Run Rd At Kenwood Ave	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
299				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
299				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
299		Westbound	Minor	WBL	0	0	0	0	1	1	A(8.5)	A(8.6)	A(8.6)	A(8.5)	A(8.7)	A(9.0)	0	0	0	0	0	0	---	---	---	---	---	---	
299				WBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
299				WBR	6	0	0	5	2	2	A(8.5)	A(8.6)	A(8.6)	A(8.5)	A(8.7)	A(9.0)	0	0	0	0	0	0	---	---	---	---	---	---	
299		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
299				NBT	41	25	12	41	22	96	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
299				NBR	0	0	0	0	1	1	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
299		Southbound	Major	SBL	3	1	1	2	1	1	A(7.3)	A(7.2)	A(7.2)	A(7.3)	A(7.2)	A(7.4)	3	4	6	2	9	6	---	---	---	---	---	---	
299				SBT	62	81	119	31	173	103	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
299				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
299		**OVERALL**	**2-way Stop**	**AVG**	**112**	**107**	**132**	**79**	**200**	**204**	**A(0.7)**	**A(0.1)**	**A(0.1)**	**A(0.7)**	**A(0.2)**	**A(0.2)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
300	Pa Route 14 At Lycoming Creek Rd	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
300				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
300				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
300		Westbound	Minor	WBL	17	92	33	16	135	134	B(11.8)	C(22.1)	B(14.1)	B(13.4)	E(46.2)	E(45.7)	7	50	16	6	175	172	---	---	---	---	---	---	
300				WBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
300				WBR	34	52	51	15	93	93	B(11.8)	C(22.1)	B(14.1)	B(13.4)	E(46.2)	E(45.7)	7	50	16	6	175	172	---	---	---	---	---	---	
300		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
300				NBT	323	275	275	365	600	600	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
300				NBR	0	3	3	0	8	8	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
300		Southbound	Major	SBL	3	54	15	7	21	21	A(7.9)	A(7.9)	A(7.8)	A(8.0)	A(8.8)	A(8.8)	30	69	69	42	58	58	---	75	---	---	75	75	
300				SBT	353	570	609	428	407	407	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
300				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
300		**OVERALL**	**2-way Stop**	**AVG**	**730**	**1046**	**986**	**831**	**1264**	**1263**	**A(0.9)**	**A(3.4)**	**A(1.3)**	**A(0.6)**	**A(8.5)**	**A(8.4)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**---**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
302	Mill Ln At Spring Run Rd	Eastbound	Major	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
302				EBT	61	107	14	85	26	29	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
302				EBR	43	57	95	16	151	80	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
302		Westbound	Major	WBL	1	5	5	3	27	11	A(7.4)	A(7.5)	A(7.4)	A(7.4)	A(7.6)	A(7.4)	1	1	2	5	8	4	---	---	---	---	---	---	
302				WBT	12	20	34	88	116	58	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
302				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
302		Northbound	Minor	NBL	28	17	3	17	15	73	A(9.1)	A(9.4)	A(8.8)	A(9.3)	A(9.8)	A(9.7)	3	2	1	2	2	8	---	---	---	---	---	---	
302				NBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
302				NBR	12	3	3	8	8	8	A(9.1)	A(9.4)	A(8.8)	A(9.3)	A(9.8)	A(9.7)	3	2	1	2	2	8	---	---	---	---	---	---	
302		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
302				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
302				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
302		**OVERALL**	**2-way Stop**	**AVG**	**157**	**209**	**154**	**217**	**343**	**259**	**A(2.4)**	**A(1.1)**	**A(0.6)**	**A(1.2)**	**A(1.2)**	**A(3.4)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
303	Reach Rd At Boyd St	Eastbound	Major	EBL	53	41	12	50	92	71	A(7.7)	A(7.6)	A(7.5)	A(7.6)	A(7.8)	A(7.7)	13	13	10	15	23	16	---	---	---	---	---	---	None
303				EBT	149	172	163	193	233	176	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
303				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
303		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
303				WBT	184	144	123	165	205	193	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
303				WBR	0	0	0	0	0	0	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
303		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
303				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
303				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
303		Southbound	Minor	SBL	0	0	0	0	0	0	A(9.4)	A(9.3)	A(9.1)	A(9.3)	A(9.6)	A(9.6)	5	6	5	5	5	6	---	---	---	---	---	---	
303				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
303				SBR	51	62	55	53	56	65	A(9.4)	A(9.3)	A(9.1)	A(9.3)	A(9.6)	A(9.6)	5	6	5	5	5	6	---	---	---	---	---	---	
303		**OVERALL**	**2-way Stop**	**AVG**	**437**	**419**	**353**	**461**	**586**	**505**	**A(2.0)**	**A(2.1)**	**A(1.7)**	**A(1.9)**	**A(2.1)**	**A(2.3)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
325	Dewey Ave At Memorial Ave	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
325				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
325				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
325		Westbound	Minor	WBL	71	27	20	68	101	52	A(8.4)	A(7.8)	A(7.7)	A(8.9)	B(10.0)	A(9.0)	0	0	0	0	0	0	---	---	---	---	---	---	
325				WBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
325				WBR	74	42	44	75	71	84	A(8.4)	A(7.8)	A(7.7)	A(8.9)	B(10.0)	A(9.0)	0	0	0	0	0	0	---	---	---	---	---	---	
325		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
325				NBT	171	136	133	246	236	218	A(8.7)	A(8.1)	A(8.1)	A(9.7)	B(10.3)	A(9.6)	0	0	0	0	0	0	---	---	---	---	---	---	
325				NBR	38	12	23	16	22	17	A(8.7)	A(8.1)	A(8.1)	A(9.7)	B(10.3)	A(9.6)	0	0	0	0	0	0	---	---	---	---	---	---	
325		Southbound	Major	SBL	30	56	68	86	46	63	A(8.5)	A(9.0)	A(8.9)	B(10.0)	B(13.9)	B(11.9)	0	0	0	0	0	0	---	---	---	---	---	100	
325				SBT	123	188	166	185	396	327	A(8.5)	A(9.0)	A(8.9)	B(10.0)	B(13.9)	B(11.9)	0	0	0	0	0	0	---	---	---	---	---	---	
325				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
325		**OVERALL**	**Multi-way Stop**	**AVG**	**507**	**461**	**454**	**676**	**872**	**761**	**A(8.6)**	**A(8.5)**	**A(8.4)**	**A(9.7)**	**B(12.1)**	**B(10.7)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
337	Arch St At Boyd St	Eastbound	Minor	EBL	52	49	24	76	102	88	B(13.4)	C(18.1)	B(14.2)	B(13.1)	D(31.0)	C(24.3)	10	14	5	14	56	37	---	---	---	---	---	---	None
337				EBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
337				EBR	3	3	3	4	5	5	B(13.4)	C(18.1)	B(14.2)	B(13.1)	D(31.0)	C(24.3)	10	14	5	14	56	37	---	---	---	---	---	---	
337		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
337				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
337				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
337		Northbound	Major	NBL	0	4	2	3	4	4	A(8.1)	A(8.5)	A(8.3)	A(7.7)	A(8.4)	A(8.3)	16	42	26	24	96	74	---	---	---	---	---	---	
337				NBT	207	370	281	329	589	539	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
337				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
337		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
337				SBT	354	466	390	158	466	413	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
337				SBR	58	74	72	74	61	77	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	100	---	---	---	100	
337		**OVERALL**	**2-way Stop**	**AVG**	**674**	**966**	**772**	**644**	**1227**	**1126**	**A(1.1)**	**A(1.0)**	**A(0.5)**	**A(1.7)**	**A(2.7)**	**A(2.0)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
340	Dewey Ave At Foy Ave	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
340				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
340				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
340		Westbound	Minor	WBL	84	172	64	171	250	196	B(10.2)	B(11.3)	A(10.0)	B(12.4)	C(16.2)	B(13.8)	0	0	0	0	0	0	---	---	---	---	---	---	
340				WBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
340				WBR	129	90	80	180	53	180	A(9.1)	A(8.3)	A(8.6)	B(10.2)	A(9.0)	B(10.7)	0	0	0	0	0	0	---	---	---	150	---	150	
340		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
340				NBT	150	104	92	147	139	116	B(10.7)	A(9.8)	A(9.5)	B(13.7)	B(13.9)	B(13.8)	0	0	0	0	0	0	---	---	---	---	---	---	
340				NBR	91	73	86	188	173	197	B(10.7)	A(9.8)	A(9.5)	B(13.7)	B(13.9)	B(13.8)	0	0	0	0	0	0	---	---	---	175	---	175	
340		Southbound	Major	SBL	262	182	282	218	330	284	B(12.7)	B(11.1)	B(12.5)	B(13.0)	C(18.0)	C(15.9)	0	0	0	0	0	0	200	---	200	175	250	200	
340				SBT	83	88	188	112	195	204	A(8.7)	A(8.9)	A(9.6)	A(9.9)	B(11.3)	B(11.7)	0	0	0	0	0	0	---	---	---	---	---	---	
340				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
340		**OVERALL**	**Multi-way Stop**	**AVG**	**799**	**709**	**792**	**1016**	**1140**	**1177**	**B(10.8)**	**B(10.2)**	**B(10.5)**	**B(12.3)**	**B(14.9)**	**B(13.5)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**---**	**Pk Hour 4-Hour**	
342	Dewey Ave At Marydale Ave	Eastbound	Minor	EBL	2	4	3	3	8	7	B(10.3)	A(9.8)	B(11.4)	B(10.2)	B(12.4)	B(12.1)	11	12	22	12	37	26	---	---	---	---	---	---	None
342				EBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
342				EBR	101	121	161	104	236	166	B(10.3)	A(9.8)	B(11.4)	B(10.2)	B(12.4)	B(12.1)	11	12	22	12	37	26	---	---	---	---	---	---	
342		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
342				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
342				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
342		Northbound	Major	NBL	108	91	77	118	76	154	A(7.9)	A(7.7)	A(8.1)	A(7.9)	A(8.0)	A(8.3)	7	5	5	7	5	11	---	---	---	100	---	150	
342				NBT	171	103	94	209	116	142	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
342				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
342		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
342				SBT	244	149	309	226	290	321	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
342				SBR	1	6	6	2	19	16	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
342		**OVERALL**	**2-way Stop**	**AVG**	**627**	**474**	**650**	**662**	**745**	**806**	**A(3.1)**	**A(4.0)**	**A(3.8)**	**A(3.1)**	**A(4.9)**	**A(4.2)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
346	Dewey Ave At Kenwood Ave	Eastbound	Minor	EBL	1	2	2	3	4	4	A(9.6)	A(9.1)	B(10.1)	A(9.7)	B(10.2)	B(10.4)	2	2	3	3	4	4	---	---	---	---	---	---	None
346				EBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
346				EBR	22	26	26	27	29	29	A(9.6)	A(9.1)	B(10.1)	A(9.7)	B(10.2)	B(10.4)	2	2	3	3	4	4	---	---	---	---	---	---		
346		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
346				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
346				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
346		Northbound	Major	NBL	20	18	18	38	27	28	A(7.7)	A(7.5)	A(7.9)	A(7.7)	A(7.9)	A(7.9)	11	6	6	14	8	10	---	---	---	---	---	---		
346				NBT	154	88	79	174	98	121	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---		
346				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---		
346		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
346				SBT	223	130	289	201	280	308	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---		
346				SBR	1	5	6	0	13	11	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---		
346		**OVERALL**	**2-way Stop**	**AVG**	**421**	**269**	**420**	**443**	**451**	**501**	**A(0.9)**	**A(1.5)**	**A(1.0)**	**A(1.3)**	**A(1.2)**	**A(1.1)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**		
358	Us-15 North Ramp To Foy Ave At High St Nb To Foy Ave	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
358				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
358				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
358		Westbound	Minor	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
358				WBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
358				WBR	38	9	10	0	0	2	A(9.1)	A(9.0)	A(9.0)	A(9.5)	A(9.3)	B(10.8)	3	1	1	0	0	0	---	---	---	---	---	---		
358		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
358				NBT	147	146	137	249	209	437	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---		
358				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---		
358		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
358				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
358				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
358		**OVERALL**	**2-way Stop**	**AVG**	**185**	**155**	**147**	**249**	**209**	**439**	**A(1.9)**	**A(0.5)**	**A(0.6)**	**A(0.0)**	**A(0.0)**	**A(0.0)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**		
363	Mill Ln At Dewey Ave	Eastbound	Major	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
363				EBT	76	231	78	125	82	91	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---		
363				EBR	193	99	160	162	143	142	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---		
363		Westbound	Major	WBL	13	20	117	23	154	168	A(7.8)	A(7.9)	A(7.9)	A(7.9)	A(8.0)	A(8.1)	4	7	15	21	41	32	---	---	---	---	150	150		
363				WBT	57	92	106	254	326	239	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---		
363				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---		
363		Northbound	Minor	NBL	18	11	11	41	21	39	B(10.1)	B(10.5)	A(10.0)	B(11.4)	B(11.6)	B(13.0)	16	10	8	21	14	18	---	---	---	---	---	---		
363				NBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---		
363				NBR	130	76	65	114	79	71	B(10.1)	B(10.5)	A(10.0)	B(11.4)	B(11.6)	B(13.0)	16	10	8	21	14	18	---	---	---	---	---	---		
363		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
363				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
363				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
363		**OVERALL**	**2-way Stop**	**AVG**	**487**	**529**	**537**	**719**	**805**	**750**	**A(3.3)**	**A(2.0)**	**A(3.1)**	**A(2.7)**	**A(3.0)**	**A(3.7)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**		

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
374	High St At Foy Ave To High St Sb	Eastbound	Minor	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
374				EBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
374				EBR	111	319	203	48	171	133	A(9.9)	B(14.0)	B(10.7)	A(9.5)	B(10.5)	B(10.1)	11	59	24	5	19	14	---	250	---	---	---	---	
374		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
374				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
374				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
374		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
374				NBT	419	245	252	440	554	518	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
374				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
374		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
374				SBT	337	567	364	351	371	355	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
374				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
374		**OVERALL**	**2-way Stop**	**AVG**	**867**	**1131**	**819**	**839**	**1096**	**1006**	**A(1.3)**	**A(3.9)**	**A(2.6)**	**A(0.5)**	**A(1.6)**	**A(1.3)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
379	Lycoming Creek Rd At Us-15 North Ramp To Lycoming Creek Rd Nb	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
379				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
379				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
379		Westbound	Minor	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
379				WBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
379				WBR	75	284	319	389	638	618	A(9.8)	B(10.7)	B(11.0)	B(13.9)	E(41.2)	D(31.5)	7	33	40	72	398	303	---	200	250	275	400	400	
379		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
379				NBT	381	236	243	439	554	517	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
379				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
379		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
379				SBT	540	829	619	650	634	633	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
379				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
379		**OVERALL**	**2-way Stop**	**AVG**	**996**	**1349**	**1181**	**1478**	**1826**	**1768**	**A(0.7)**	**A(2.2)**	**A(3.0)**	**A(3.7)**	**B(14.4)**	**B(11.0)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	
381	Us-15 North Ramp To Lycoming Creek Rd At High Ave Nb To Foy Ave	Eastbound	Minor	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
381				EBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
381				EBR	38	9	10	0	0	2	A(8.4)	A(8.3)	A(8.3)	A(8.3)	A(8.3)	A(8.3)	3	1	1	0	0	0	---	---	---	---	---	---	
381		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
381				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
381				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
381		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
381				NBT	75	284	319	389	638	618	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
381				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
381		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
381				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
381				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
381		**OVERALL**	**2-way Stop**	**AVG**	**113**	**293**	**329**	**389**	**638**	**620**	**A(2.8)**	**A(0.3)**	**A(0.2)**	**A(0.0)**	**A(0.0)**	**A(0.0)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
383	Lycoming Creek Rd At Mill Ln	Eastbound	Minor	EBL	99	90	75	135	109	98	B(16.9)	B(16.8)	D(53.3)	B(17.4)	E(67.8)	E(61.7)	82	75	103	112	159	139	---	---	---	---	---	---	None
383				EBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
383				EBR	100	219	67	108	66	75	B(17.1)	B(19.3)	D(54.5)	B(17.3)	D(54.2)	E(57.5)	84	186	93	91	92	106	---	175	---	---	---	---	
383		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
383				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
383				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
383		Northbound	Major	NBL	61	89	104	239	328	226	B(18.2)	B(19.5)	A(2.9)	D(49.6)	A(8.5)	A(5.0)	152	183	89	318	198	291	100	100	100	175	250	175	
383				NBT	280	304	329	523	787	833	B(18.2)	B(19.5)	A(2.9)	C(25.2)	A(5.0)	A(5.0)	152	183	89	500	376	291	---	---	---	---	---	---	
383				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
383		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
383				SBT	495	653	594	489	505	496	B(18.9)	C(20.4)	A(3.0)	B(19.0)	A(2.9)	A(2.9)	228	319	149	233	133	138	---	---	---	---	---	---	
383				SBR	24	47	141	38	162	189	B(18.9)	C(20.4)	A(3.0)	B(19.0)	A(2.9)	A(2.9)	228	319	149	233	133	138	---	235	264	---	264	289	
383		**OVERALL**	**Signal**	**AVG**	**1059**	**1402**	**1310**	**1532**	**1957**	**1917**	**B(18.3)**	**B(19.7)**	**A(8.4)**	**C(25.6)**	**B(10.0)**	**A(9.2)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	
390	W 4Th St At Beeber St	Eastbound	Major	EBL	0	0	0	20	14	16	A(7.6)	A(7.8)	A(8.0)	A(8.0)	A(9.1)	A(9.0)	0	0	0	1	1	1	---	---	---	---	---	---	None
390				EBT	147	465	274	288	337	218	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
390				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
390		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
390				WBT	181	245	315	304	543	551	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
390				WBR	21	49	45	58	179	125	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	150	150	
390		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
390				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
390				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
390		Southbound	Minor	SBL	11	116	94	18	61	47	A(9.9)	C(17.8)	B(14.5)	B(12.4)	C(21.2)	C(17.1)	2	34	30	5	28	21	---	---	---	---	---	---	
390				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
390				SBR	14	11	57	16	23	36	A(9.9)	C(17.8)	B(14.5)	B(12.4)	C(21.2)	C(17.1)	2	34	30	5	28	21	---	---	---	---	---	---	
390		**OVERALL**	**2-way Stop**	**AVG**	**374**	**886**	**785**	**704**	**1157**	**993**	**A(0.6)**	**A(2.6)**	**A(2.8)**	**A(0.8)**	**A(1.7)**	**A(1.6)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
396	Euclid Ave At S Arch St	Eastbound	Major	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
396				EBT	259	490	387	178	278	279	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
396				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
396		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
396				WBT	140	80	79	204	299	308	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
396				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
396		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
396				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
396				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
396		Southbound	Minor	SBL	89	217	62	131	291	200	B(11.9)	C(18.3)	B(12.2)	B(12.3)	C(23.7)	C(18.0)	13	59	9	20	110	53	---	---	---	---	---	---	
396				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
396				SBR	29	49	51	46	207	182	A(9.1)	A(8.8)	A(8.8)	A(9.5)	B(11.7)	B(11.5)	2	4	4	4	29	25	---	---	---	---	175	175	
396		**OVERALL**	**2-way Stop**	**AVG**	**517**	**836**	**579**	**559**	**1075**	**969**	**A(2.6)**	**A(5.3)**	**A(2.1)**	**A(3.7)**	**A(8.7)**	**A(5.9)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**---**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
402	High St At Park Ave	Eastbound	Major	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
402				EBT	404	856	540	361	527	465	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
402				EBR	44	30	27	38	15	23	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
402		Westbound	Major	WBL	6	15	14	9	19	18	A(8.2)	A(9.8)	A(8.6)	A(8.1)	A(8.5)	A(8.4)	38	34	22	40	73	56	---	---	---	---	---	---	
402				WBT	376	224	213	399	495	447	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
402				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
402		Northbound	Minor	NBL	43	21	40	41	59	71	C(16.0)	C(20.5)	C(15.6)	C(15.5)	C(23.0)	C(20.5)	12	14	13	12	74	32	---	---	---	---	---	---	
402				NBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
402				NBR	9	24	22	12	142	30	C(16.0)	C(20.5)	C(15.6)	C(15.5)	C(23.0)	C(20.5)	12	14	13	12	74	32	---	---	---	---	---	---	
402		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
402				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
402				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
402		**OVERALL**	**2-way Stop**	**AVG**	**882**	**1170**	**856**	**860**	**1257**	**1054**	**A(1.0)**	**A(0.9)**	**A(1.3)**	**A(1.0)**	**A(3.8)**	**A(2.1)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour**	**---**	
404	Riverside Dr At Jacks Hollow Rd	Eastbound	Major	EBL	83	176	120	29	116	112	A(8.2)	A(8.3)	A(7.9)	A(8.0)	A(8.9)	A(8.8)	30	93	37	26	91	60	100	150	150	---	100	100	Riverside Drive WB Right Turn Lane
404				EBT	237	507	305	272	395	313	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
404				EBR	28	24	24	9	59	54	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	75	---	
404		Westbound	Major	WBL	35	33	33	118	86	90	A(7.8)	A(8.6)	A(8.0)	A(8.1)	A(8.5)	A(8.2)	33	35	7	44	96	37	---	75	---	100	100	100	
404				WBT	139	79	78	202	297	305	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
404				WBR	226	224	151	158	250	201	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	175	175	---	150	200	175	
404		Northbound	Minor	NBL	0	1	1	2	3	3	C(15.2)	D(30.1)	C(16.0)	B(12.9)	E(45.0)	D(30.6)	30	68	31	18	91	61	---	---	---	---	---	---	
404				NBT	42	43	42	15	49	48	C(15.2)	D(30.1)	C(16.0)	B(12.9)	E(45.0)	D(30.6)	30	68	31	18	91	61	---	---	---	---	---	---	
404				NBR	97	90	91	93	65	67	C(15.2)	D(30.1)	C(16.0)	B(12.9)	E(45.0)	D(30.6)	30	68	31	18	91	61	---	---	---	---	---	---	
404		Southbound	Minor	SBL	60	14	63	61	0	15	D(28.7)	F(54.0)	D(27.8)	D(32.1)	D(34.5)	E(43.3)	29	15	30	36	0	13	---	---	---	---	---	---	
404				SBT	0	1	1	3	0	1	D(28.7)	F(54.0)	D(27.8)	D(32.1)	D(34.5)	E(43.3)	29	15	30	36	0	13	---	---	---	---	---	---	
404				SBR	0	0	0	0	0	0	D(28.7)	F(54.0)	D(27.8)	D(32.1)	D(34.5)	E(43.3)	29	15	30	36	0	13	---	---	---	---	---	---	
404		**OVERALL**	**2-way Stop**	**AVG**	**947**	**1192**	**909**	**962**	**1320**	**1209**	**A(5.1)**	**A(5.5)**	**A(5.6)**	**A(4.8)**	**A(5.3)**	**A(5.0)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**---**	**---**	**4-Hour**	**4-Hour**	
408	W 4Th St At Cemetery Street	Eastbound	Major	EBL	15	18	19	23	137	35	A(7.8)	A(8.0)	A(8.2)	A(8.1)	B(10.3)	A(9.3)	12	76	35	30	91	38	---	---	---	---	150	75	None
408				EBT	162	588	352	311	312	258	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
408				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
408		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
408				WBT	208	313	333	299	728	629	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
408				WBR	70	56	79	92	98	110	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	100	100	
408		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
408				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
408				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
408		Southbound	Minor	SBL	39	60	38	66	57	42	B(11.1)	C(19.4)	B(13.8)	B(14.6)	E(47.5)	C(20.0)	11	24	15	26	73	32	---	---	---	---	---	---	
408				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
408				SBR	45	21	45	64	30	60	B(11.1)	C(19.4)	B(13.8)	B(14.6)	E(47.5)	C(20.0)	11	24	15	26	73	32	---	---	---	---	---	---	
408		**OVERALL**	**2-way Stop**	**AVG**	**539**	**1056**	**866**	**855**	**1362**	**1134**	**A(1.9)**	**A(1.6)**	**A(1.5)**	**A(2.4)**	**A(4.1)**	**A(2.1)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
411	High St At Rose St	Eastbound	Major	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
411				EBT	302	740	477	287	541	348	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
411				EBR	137	201	149	133	175	176	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	150	175	150	150	150	150	
411		Westbound	Major	WBL	61	234	166	70	280	192	A(8.4)	B(12.2)	A(9.5)	A(8.3)	B(10.9)	A(9.2)	44	137	51	53	573	130	100	175	150	100	200	175	
411				WBT	357	249	229	410	551	482	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
411				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
411		Northbound	Minor	NBL	5	5	16	50	17	17	B(11.5)	D(26.9)	C(18.3)	C(16.3)	E(39.6)	C(18.8)	5	75	53	32	105	64	---	---	---	---	---	---	
411				NBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
411				NBR	35	165	179	86	138	209	B(11.5)	D(26.9)	C(18.3)	C(16.3)	E(39.6)	C(18.8)	5	75	53	32	105	64	---	---	---	---	---	---	
411		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
411				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
411				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
411		**OVERALL**	**2-way Stop**	**AVG**	**897**	**1594**	**1216**	**1036**	**1702**	**1424**	**A(1.1)**	**A(4.6)**	**A(4.2)**	**A(2.7)**	**A(5.4)**	**A(4.2)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**4-Hour**	**4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	
415	W 4Th St At Rose St	Eastbound	Major	EBL	26	120	107	55	5	85	B(16.2)	B(19.5)	C(21.8)	B(17.1)	B(18.4)	C(23.3)	22	108	102	48	5	85	---	100	100	---	---	100	None
415				EBT	125	436	158	253	301	154	B(18.0)	C(26.2)	C(23.1)	C(20.5)	C(24.8)	C(21.4)	148	523	260	279	343	193	---	---	---	---	---	---	
415				EBR	53	97	129	72	67	64	B(18.0)	C(26.2)	C(23.1)	C(20.5)	C(24.8)	C(21.4)	148	523	260	279	343	193	---	100	150	---	---	---	
415		Westbound	Major	WBL	86	93	46	27	59	58	B(17.9)	C(30.6)	C(20.0)	B(16.7)	C(21.9)	B(20.0)	75	102	44	23	58	54	---	100	---	---	75	75	
415				WBT	146	215	194	181	472	332	B(17.5)	B(18.5)	C(20.9)	B(18.0)	C(27.9)	C(23.7)	122	181	174	153	472	305	---	---	---	---	---	---	
415				WBR	2	3	4	5	4	4	B(17.5)	B(18.5)	C(20.9)	B(18.0)	C(27.9)	C(23.7)	122	181	174	153	472	305	---	---	---	---	---	---	
415		Northbound	Minor	NBL	80	37	106	128	155	251	B(17.6)	B(17.9)	B(18.0)	C(21.9)	C(31.5)	D(44.6)	93	121	199	263	514	629	---	---	---	---	150	200	
415				NBT	14	53	87	82	150	142	B(17.6)	B(17.9)	B(18.0)	C(21.9)	C(31.5)	D(44.6)	93	121	199	263	514	629	---	---	---	---	---	---	
415				NBR	15	54	45	82	157	78	B(17.6)	B(17.9)	B(18.0)	C(21.9)	C(31.5)	D(44.6)	93	121	199	263	514	629	---	---	---	---	150	100	
415		Southbound	Minor	SBL	53	107	45	52	88	71	B(18.5)	C(24.8)	B(18.0)	B(18.6)	C(23.0)	B(19.6)	156	403	252	148	401	288	---	100	---	---	100	100	
415				SBT	80	197	151	36	140	108	B(18.5)	C(24.8)	B(18.0)	B(18.6)	C(23.0)	B(19.6)	156	403	252	148	401	288	---	---	---	---	---	---	
415				SBR	52	120	113	85	203	158	B(18.5)	C(24.8)	B(18.0)	B(18.6)	C(23.0)	B(19.6)	156	403	252	148	401	288	---	100	---	---	175	---	
415		**OVERALL**	**Signal**	**AVG**	**732**	**1532**	**1185**	**1058**	**1801**	**1505**	**B(17.9)**	**C(23.7)**	**C(20.1)**	**B(19.9)**	**C(26.8)**	**C(28.8)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**4-Hour**	**4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	
418	W 3Rd St At Rose St	Eastbound	Major	EBL	38	115	131	124	341	291	A(7.6)	A(7.6)	A(8.0)	A(8.2)	A(9.6)	A(9.1)	2	6	8	8	33	25	---	100	150	150	250	200	None
418				EBT	235	497	283	177	444	448	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
418				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
418		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
418				WBT	65	75	148	154	358	230	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
418				WBR	83	23	110	159	96	179	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	100	150	
418		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
418				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
418				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
418		Southbound	Minor	SBL	45	88	133	75	37	49	B(10.8)	C(17.5)	C(22.5)	B(14.7)	E(41.7)	D(32.0)	26	97	115	26	165	119	---	---	---	---	---	---	
418				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
418				SBR	171	291	195	55	201	176	B(10.8)	C(17.5)	C(22.5)	B(14.7)	E(41.7)	D(32.0)	26	97	115	26	165	119	---	200	175	---	---	---	
418		**OVERALL**	**2-way Stop**	**AVG**	**637**	**1089**	**1000**	**744**	**1477**	**1373**	**A(4.1)**	**A(6.9)**	**A(8.4)**	**A(3.9)**	**A(8.9)**	**A(7.2)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**4-Hour**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
423	Pa Route 973 At Bloomingrove Rd	Eastbound	Major	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
423				EBT	28	91	75	58	167	152	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
423				EBR	13	82	72	20	74	69	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
423		Westbound	Major	WBL	48	100	99	61	65	66	A(7.3)	A(7.7)	A(7.7)	A(7.4)	A(7.8)	A(7.8)	5	11	11	6	13	13	---	---	---	---	---	---	
423				WBT	48	83	84	48	135	129	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
423				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
423		Northbound	Minor	NBL	11	28	28	18	87	90	A(8.9)	B(10.4)	B(10.3)	A(9.3)	B(12.7)	B(12.5)	5	8	8	7	31	31	---	---	---	---	---	---	
423				NBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
423				NBR	48	46	43	58	111	107	A(8.9)	B(10.4)	B(10.3)	A(9.3)	B(12.7)	B(12.5)	5	8	8	7	31	31	---	---	---	---	---	---	
423		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
423				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
423				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
423		**OVERALL**	**2-way Stop**	**AVG**	**196**	**430**	**401**	**263**	**639**	**613**	**A(4.5)**	**A(3.6)**	**A(3.7)**	**A(4.4)**	**A(4.7)**	**A(4.8)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	
431	Pa Route 973 At Rose Valley Rd	Eastbound	Major	EBL	24	33	32	21	89	91	A(7.3)	A(7.4)	A(7.4)	A(7.4)	A(7.6)	A(7.6)	2	6	5	4	13	13	---	---	---	---	---	---	None
431				EBT	26	76	57	53	136	120	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
431				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
431		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
431				WBT	40	66	68	53	118	118	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
431				WBR	4	3	3	12	5	5	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
431		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
431				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
431				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
431		Southbound	Minor	SBL	1	2	2	14	3	3	A(8.6)	A(9.0)	A(9.0)	A(9.0)	A(9.3)	A(9.3)	2	7	7	3	4	4	---	---	---	---	---	---	
431				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
431				SBR	24	83	80	23	39	39	A(8.6)	A(9.0)	A(9.0)	A(9.0)	A(9.3)	A(9.3)	2	7	7	3	4	4	---	---	---	---	---	---	
431		**OVERALL**	**2-way Stop**	**AVG**	**119**	**263**	**242**	**176**	**390**	**376**	**A(3.3)**	**A(3.8)**	**A(4.0)**	**A(2.8)**	**A(2.7)**	**A(2.9)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
436	Pleasant Valley Rd At Rose Valley Rd	Eastbound	Major	EBL	3	8	8	10	11	11	A(6.9)	A(7.5)	A(7.4)	A(7.0)	A(7.6)	A(7.6)	0	0	0	0	0	0	---	---	---	---	---	---	None
436				EBT	8	59	37	15	55	45	A(6.9)	A(7.5)	A(7.4)	A(7.0)	A(7.6)	A(7.6)	0	0	0	0	0	0	---	---	---	---	---	---	
436				EBR	8	15	13	21	11	12	A(6.9)	A(7.5)	A(7.4)	A(7.0)	A(7.6)	A(7.6)	0	0	0	0	0	0	---	---	---	---	---	---	
436		Westbound	Major	WBL	4	5	5	4	5	5	A(7.0)	A(7.2)	A(7.2)	A(7.0)	A(7.4)	A(7.4)	0	0	0	0	0	0	---	---	---	---	---	---	
436				WBT	17	11	11	11	40	39	A(7.0)	A(7.2)	A(7.2)	A(7.0)	A(7.4)	A(7.4)	0	0	0	0	0	0	---	---	---	---	---	---	
436				WBR	8	9	9	9	33	32	A(7.0)	A(7.2)	A(7.2)	A(7.0)	A(7.4)	A(7.4)	0	0	0	0	0	0	---	---	---	---	---	---	
436		Northbound	Minor	NBL	8	7	6	13	13	14	A(7.2)	A(7.4)	A(7.3)	A(7.2)	A(7.8)	A(7.8)	0	0	0	0	0	0	---	---	---	---	---	---	
436				NBT	20	27	27	13	74	75	A(7.2)	A(7.4)	A(7.3)	A(7.2)	A(7.8)	A(7.8)	0	0	0	0	0	0	---	---	---	---	---	---	
436				NBR	0	2	2	6	7	7	A(7.2)	A(7.4)	A(7.3)	A(7.2)	A(7.8)	A(7.8)	0	0	0	0	0	0	---	---	---	---	---	---	
436		Southbound	Minor	SBL	4	23	24	9	11	11	A(7.1)	A(7.7)	A(7.6)	A(7.1)	A(7.5)	A(7.4)	0	0	0	0	0	0	---	---	---	---	---	---	
436				SBT	13	65	64	12	26	26	A(7.1)	A(7.7)	A(7.6)	A(7.1)	A(7.5)	A(7.4)	0	0	0	0	0	0	---	---	---	---	---	---	
436				SBR	2	5	5	10	10	10	A(7.1)	A(7.7)	A(7.6)	A(7.1)	A(7.5)	A(7.4)	0	0	0	0	0	0	---	---	---	---	---	---	
436		**OVERALL**	**Multi-way Stop**	**AVG**	**95**	**236**	**211**	**133**	**296**	**287**	**A(7.0)**	**A(7.5)**	**A(7.4)**	**A(7.1)**	**A(7.6)**	**A(7.6)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
437	High St At Fifth Ave	Eastbound	Major	EBL	39	476	427	58	434	399	A(8.0)	A(9.0)	B(13.1)	A(8.1)	B(12.9)	B(16.3)	34	180	323	35	315	336	---	325	400	75	325	400	Traffic Signal and High St WB Left-Turn Lane
437				EBT	349	506	310	335	306	228	A(0.0)	A(0.0)	B(10.1)	A(0.0)	A(0.0)	A(9.5)	0	0	196	0	0	142	---	---	---	---	---	---	
437				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
437		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
437				WBT	328	201	128	329	700	317	A(0.0)	A(0.0)	C(22.6)	A(0.0)	A(0.0)	C(27.3)	0	0	122	0	0	319	---	---	---	---	---	---	
437				WBR	2	5	3	10	20	12	A(0.0)	A(0.0)	C(22.6)	A(0.0)	A(0.0)	C(27.3)	0	0	122	0	0	319	---	---	---	---	---	---	
437		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
437				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
437				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
437		Southbound	Minor	SBL	15	12	12	10	9	10	B(12.0)	C(20.7)	D(37.3)	B(11.6)	E(44.2)	D(50.7)	9	98	316	9	123	496	---	---	---	---	---	---	
437				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
437				SBR	48	295	269	59	154	369	B(12.0)	C(20.7)	D(37.3)	B(11.6)	E(44.2)	D(50.7)	9	98	316	9	123	496	---	200	275	---	---	375	
437		**OVERALL**	**2-way Stop**	**AVG**	**781**	**1495**	**1149**	**801**	**1623**	**1335**	**A(1.4)**	**A(7.1)**	**B(19.3)**	**A(1.6)**	**A(7.9)**	**C(27.6)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	
440	Bloomingrove Rd At Northway Road Ext	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
440				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
440				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
440		Westbound	Minor	WBL	0	0	0	4	0	0	A(8.6)	A(8.6)	A(8.6)	A(9.0)	A(9.2)	A(9.2)	5	2	2	6	7	7	---	---	---	---	---	---	
440				WBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
440				WBR	65	24	25	69	75	76	A(8.6)	A(8.6)	A(8.6)	A(9.0)	A(9.2)	A(9.2)	5	2	2	6	7	7	---	---	---	---	---	---	
440		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
440				NBT	20	42	40	64	124	126	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
440				NBR	0	1	0	6	4	4	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
440		Southbound	Major	SBL	83	85	76	64	54	51	A(7.4)	A(7.4)	A(7.4)	A(7.4)	A(7.5)	A(7.5)	6	11	10	7	7	7	---	---	---	---	---	---	
440				SBT	30	117	114	60	75	75	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
440				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
440		**OVERALL**	**2-way Stop**	**AVG**	**198**	**269**	**255**	**267**	**332**	**332**	**A(5.9)**	**A(3.1)**	**A(3.1)**	**A(4.3)**	**A(3.3)**	**A(3.3)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
444	W 4Th St At Maynard St	Eastbound	Major	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	Traffic Signal, 4th St WB Left-Turn Lane
444				EBT	171	228	112	197	163	91	A(0.0)	A(0.0)	C(27.0)	A(0.0)	A(0.0)	B(19.4)	0	0	395	0	0	295	---	---	---	---	---	---	
444				EBR	203	615	340	191	466	300	A(0.0)	A(0.0)	C(27.0)	A(0.0)	A(0.0)	B(19.4)	0	0	395	0	0	295	175	400	350	175	325	325	
444		Westbound	Major	WBL	182	203	353	239	560	402	A(8.6)	B(11.0)	B(10.3)	A(8.8)	B(13.9)	B(10.0)	24	68	196	46	3489	233	175	175	350	175	375	375	
444				WBT	105	180	152	210	656	430	A(0.0)	A(0.0)	A(4.5)	A(0.0)	A(0.0)	A(5.8)	0	0	62	0	0	191	---	---	---	---	---	---	
444				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
444		Northbound	Minor	NBL	68	103	43	107	0	100	C(16.1)	F(59.5)	C(32.2)	D(34.4)	F(600.0)	D(46.9)	34	128	92	93	0	222	---	---	---	---	---	---	
444				NBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
444				NBR	80	24	49	52	0	104	C(16.1)	F(59.5)	C(32.2)	D(34.4)	F(600.0)	D(46.9)	34	128	92	93	0	222	---	---	---	---	---	---	
444		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
444				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
444				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
444		**OVERALL**	**2-way Stop**	**AVG**	**809**	**1353**	**1049**	**996**	**1845**	**1427**	**A(4.9)**	**A(7.2)**	**B(18.6)**	**A(7.6)**	**A(4.2)**	**B(16.6)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**---**	**Pk Hour 4-Hour**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
446	W 3Rd St At Maynard St	Eastbound	Major	EBL	21	2	18	7	5	79	B(16.0)	B(15.7)	C(22.2)	B(15.8)	C(22.9)	C(24.2)	18	1	18	6	5	79	---	---	---	---	---	100	None
446				EBT	201	236	120	137	232	173	B(19.4)	C(28.4)	C(32.5)	C(21.1)	F(84.2)	E(57.0)	223	559	381	288	979	768	---	---	---	---	---	---	
446				EBR	63	305	239	192	314	352	B(19.4)	C(28.4)	C(32.5)	C(21.1)	F(84.2)	E(57.0)	223	559	381	288	979	768	---	250	250	175	250	350	
446		Westbound	Major	WBL	43	114	15	50	21	16	B(16.8)	C(25.4)	C(22.3)	B(17.2)	C(25.0)	C(23.8)	61	148	25	77	57	72	---	---	---	---	---	---	
446				WBT	29	32	11	41	34	57	B(16.8)	C(25.4)	C(22.3)	B(17.2)	C(25.0)	C(23.8)	61	148	25	77	57	72	---	---	---	---	---	---	
446				WBR	0	0	0	0	0	0	B(16.8)	C(25.4)	C(22.3)	B(17.2)	C(25.0)	C(23.8)	61	148	25	77	57	72	---	---	---	---	---	---	
446		Northbound	Minor	NBL	227	69	231	196	80	262	C(31.9)	F(161.1)	C(24.4)	C(30.1)	F(104.8)	D(47.3)	250	145	227	212	135	331	175	100	250	175	100	275	
446				NBT	116	128	72	154	19	133	B(18.4)	C(23.9)	C(26.8)	B(19.0)	B(18.9)	C(31.8)	166	390	343	199	501	494	---	---	---	---	---	---	
446				NBR	83	292	281	83	557	329	B(18.4)	C(23.9)	C(26.8)	B(19.0)	B(18.9)	C(31.8)	166	390	343	199	501	494	---	200	325	---	375	350	
446		Southbound	Minor	SBL	84	163	187	83	185	107	B(18.0)	C(32.1)	B(15.2)	B(18.3)	C(25.5)	B(15.2)	74	181	150	73	188	84	100	150	200	100	175	150	
446				SBT	244	554	374	229	497	446	C(20.4)	D(36.6)	C(33.9)	C(21.2)	C(31.5)	D(41.1)	272	842	593	302	1068	760	---	---	---	---	---	---	
446				SBR	74	133	158	118	368	156	C(20.4)	D(36.6)	C(33.9)	C(21.2)	C(31.5)	D(41.1)	272	842	593	302	1068	760	---	150	175	100	275	175	
446		**OVERALL**	**Signal**	**AVG**	**1185**	**2028**	**1706**	**1290**	**2312**	**2110**	**C(21.6)**	**C(34.9)**	**C(28.5)**	**C(21.6)**	**D(42.6)**	**D(41.2)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	
453	W Southern Ave At S Maynard St	Eastbound	Major	EBL	209	470	460	134	322	334	C(22.4)	D(42.5)	D(48.2)	C(20.3)	D(37.2)	D(36.0)	201	610	623	123	384	391	325	550	550	200	400	450	None
453				EBT	274	215	31	331	141	40	B(19.5)	B(18.7)	C(21.8)	C(21.3)	C(23.2)	C(22.7)	236	192	91	322	169	112	---	---	---	---	---	---	
453				EBR	7	16	66	38	42	78	B(19.5)	B(18.7)	C(21.8)	C(21.3)	C(23.2)	C(22.7)	236	192	91	322	169	112	---	---	150	---	---	---	
453		Westbound	Major	WBL	1	1	1	14	7	7	C(29.7)	C(26.4)	D(35.5)	C(31.3)	D(42.0)	D(37.9)	255	127	73	300	210	149	---	---	---	---	---	---	
453				WBT	251	127	60	276	168	120	C(29.7)	C(26.4)	D(35.5)	C(31.3)	D(42.0)	D(37.9)	255	127	73	300	210	149	---	---	---	---	---	---	
453				WBR	230	140	194	181	250	222	C(30.8)	C(27.5)	D(49.1)	C(28.8)	E(68.4)	D(52.8)	239	143	247	185	364	289	325	---	---	275	350	325	
453		Northbound	Minor	NBL	59	34	35	51	45	48	C(33.5)	C(32.7)	D(38.4)	C(30.9)	D(49.5)	D(45.0)	329	320	307	204	346	275	---	---	---	---	100	100	
453				NBT	231	264	231	118	200	169	C(33.5)	C(32.7)	D(38.4)	C(30.9)	D(49.5)	D(45.0)	329	320	307	204	346	275	---	---	---	---	---	---	
453				NBR	19	7	5	24	25	6	C(33.5)	C(32.7)	D(38.4)	C(30.9)	D(49.5)	D(45.0)	329	320	307	204	346	275	---	---	---	---	---	---	
453		Southbound	Minor	SBL	81	150	83	151	145	104	C(20.2)	C(29.6)	B(16.8)	D(44.2)	F(126.3)	D(36.1)	198	409	264	808	1852	1020	---	250	150	200	200	175	
453				SBT	43	57	64	203	167	173	C(20.2)	C(29.6)	B(16.8)	D(44.2)	F(126.3)	D(36.1)	198	409	264	808	1852	1020	---	---	---	---	---	---	
453				SBR	102	182	182	246	481	503	C(20.2)	C(29.6)	B(16.8)	D(44.2)	F(126.3)	D(36.1)	198	409	264	808	1852	1020	---	275	275	350	600	600	
453		**OVERALL**	**Signal**	**AVG**	**1507**	**1663**	**1412**	**1767**	**1993**	**1804**	**C(26.3)**	**C(31.9)**	**D(36.8)**	**C(32.4)**	**E(77.4)**	**D(38.5)**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	
455	Hawthorne Ave At Campbell St	Eastbound	Major	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
455				EBT	47	490	440	52	432	395	A(7.6)	C(16.6)	B(13.8)	A(7.7)	C(15.4)	B(14.1)	0	0	0	0	0	0	---	---	---	---	---	---	
455				EBR	0	3	3	0	5	3	A(7.6)	C(16.6)	B(13.8)	A(7.7)	C(15.4)	B(14.1)	0	0	0	0	0	0	---	---	---	---	---	---	
455		Westbound	Major	WBL	137	127	106	149	367	148	A(8.5)	B(14.1)	B(12.3)	A(8.8)	C(20.6)	C(19.4)	0	0	0	0	0	0	---	150	100	---	275	150	
455				WBT	35	285	260	57	150	367	A(8.5)	B(14.1)	B(12.3)	A(8.8)	C(20.6)	C(19.4)	0	0	0	0	0	0	---	---	---	---	---	---	
455				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
455		Northbound	Minor	NBL	0	0	1	0	0	4	A(7.4)	A(9.6)	A(9.1)	A(7.5)	B(10.1)	B(10.2)	0	0	0	0	0	0	---	---	---	---	---	---	
455				NBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
455				NBR	144	149	134	137	165	175	A(7.4)	A(9.6)	A(9.1)	A(7.5)	B(10.1)	B(10.2)	0	0	0	0	0	0	---	---	---	---	---	---	
455		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
455				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
455				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
455		**OVERALL**	**Multi-way Stop**	**AVG**	**363**	**1054**	**944**	**395**	**1119**	**1092**	**A(8.0)**	**B(14.6)**	**B(12.5)**	**A(8.2)**	**C(17.0)**	**C(16.0)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**---**	**---**	**4-Hour**	**4-Hour**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
456	Pa Route 554 At Spring Creek Rd	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
456				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
456				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
456		Westbound	Minor	WBL	0	0	0	0	0	0	A(8.4)	A(9.5)	A(8.6)	A(8.4)	A(8.6)	A(8.6)	0	1	1	0	1	1	---	---	---	---	---	---	
456				WBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
456				WBR	1	9	9	4	8	7	A(8.4)	A(9.5)	A(8.6)	A(8.4)	A(8.6)	A(8.6)	0	1	1	0	1	1	---	---	---	---	---	---	
456		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
456				NBT	34	236	54	28	69	62	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
456				NBR	0	8	0	0	0	0	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
456		Southbound	Major	SBL	1	2	2	2	11	9	A(7.3)	A(7.7)	A(7.3)	A(7.3)	A(7.3)	A(7.3)	1	2	2	1	7	5	---	---	---	---	---	---	
456				SBT	27	32	31	28	116	87	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
456				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
456		**OVERALL**	**2-way Stop**	**AVG**	**63**	**287**	**96**	**62**	**204**	**165**	**A(0.3)**	**A(0.4)**	**A(0.9)**	**A(0.7)**	**A(0.7)**	**A(0.8)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
459	High St At Campbell St	Eastbound	Major	EBL	53	31	31	52	27	28	B(17.1)	B(16.4)	B(16.2)	B(17.1)	B(16.8)	B(16.5)	46	27	27	45	24	25	---	---	---	---	---	---	None
459				EBT	249	307	219	205	163	124	C(20.3)	C(25.7)	C(20.1)	B(19.3)	B(19.8)	B(18.3)	267	486	260	219	241	167	---	---	---	---	---	---	
459				EBR	64	194	87	55	120	76	C(20.3)	C(25.7)	C(20.1)	B(19.3)	B(19.8)	B(18.3)	267	486	260	219	241	167	---	175	---	---	---	---	
459		Westbound	Major	WBL	10	53	64	27	85	91	B(16.0)	C(20.8)	B(18.0)	B(16.5)	B(18.7)	B(18.1)	8	51	57	23	76	80	---	---	---	---	100	100	
459				WBT	191	135	87	185	346	237	B(18.2)	B(17.7)	B(16.9)	B(18.3)	C(21.4)	B(19.3)	167	132	92	169	334	229	---	---	---	---	---	---	
459				WBR	10	25	24	19	37	37	B(18.2)	B(17.7)	B(16.9)	B(18.3)	C(21.4)	B(19.3)	167	132	92	169	334	229	---	---	---	---	---	---	
459		Northbound	Minor	NBL	49	41	20	74	105	60	B(18.5)	B(19.4)	B(18.5)	B(18.8)	C(25.6)	C(20.0)	163	210	163	163	293	224	---	---	---	---	100	---	
459				NBT	135	149	135	106	156	169	B(18.5)	B(19.4)	B(18.5)	B(18.8)	C(25.6)	C(20.0)	163	210	163	163	293	224	---	---	---	---	---	---	
459				NBR	10	58	41	13	37	31	B(18.5)	B(19.4)	B(18.5)	B(18.8)	C(25.6)	C(20.0)	163	210	163	163	293	224	---	---	---	---	---	---	
459		Southbound	Minor	SBL	10	16	22	16	24	18	B(17.9)	B(17.8)	B(17.7)	B(18.3)	C(24.4)	B(18.7)	141	136	120	163	406	179	---	---	---	---	---	---	
459				SBT	133	135	111	128	146	168	B(17.9)	B(17.8)	B(17.7)	B(18.3)	C(24.4)	B(18.7)	141	136	120	163	406	179	---	---	---	---	---	---	
459				SBR	27	14	10	51	262	28	B(17.9)	B(17.8)	B(17.7)	B(18.3)	C(24.4)	B(18.7)	141	136	120	163	406	179	---	---	---	---	200	---	
459		**OVERALL**	**Signal**	**AVG**	**941**	**1158**	**851**	**931**	**1508**	**1067**	**B(18.8)**	**C(21.7)**	**B(18.6)**	**B(18.6)**	**C(22.6)**	**B(19.0)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**---**	**---**	**Pk Hour 4-Hour**	**4-Hour**	
461	Campbell St At Little League Blvd W	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
461				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
461				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
461		Westbound	Minor	WBL	33	52	69	119	90	86	B(11.3)	C(19.2)	C(15.2)	B(13.5)	C(24.1)	C(19.1)	8	21	19	31	57	36	---	---	---	---	---	---	
461				WBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
461				WBR	26	19	18	58	55	38	B(11.3)	C(19.2)	C(15.2)	B(13.5)	C(24.1)	C(19.1)	8	21	19	31	57	36	---	---	---	---	---	---	
461		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
461				NBT	120	206	153	119	258	218	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
461				NBR	186	267	185	170	259	225	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	200	175	---	200	175	
461		Southbound	Major	SBL	49	145	116	61	164	124	A(8.0)	A(8.8)	A(8.2)	A(7.9)	A(9.0)	A(8.6)	15	42	22	14	38	32	---	150	100	---	150	150	
461				SBT	164	251	167	142	191	217	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
461				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
461		**OVERALL**	**2-way Stop**	**AVG**	**578**	**940**	**708**	**669**	**1017**	**908**	**A(1.8)**	**A(2.8)**	**A(3.2)**	**A(4.3)**	**A(4.9)**	**A(3.8)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
462	W 4Th St At Campbell St	Eastbound	Major	EBL	190	207	122	155	128	136	C(22.1)	C(26.2)	B(14.0)	C(23.0)	D(41.8)	B(18.5)	208	246	101	205	166	131	---	---	---	---	---	---	None
462				EBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
462				EBR	36	37	9	62	8	12	C(22.1)	C(26.2)	B(14.0)	C(23.0)	D(41.8)	B(18.5)	208	246	101	205	166	131	---	---	---	---	---	---	
462		Westbound	Major	WBL	118	90	101	81	159	183	B(18.1)	B(17.5)	B(13.2)	B(17.4)	B(14.2)	B(14.7)	102	77	76	69	122	142	100	100	100	100	150	175	
462				WBT	168	248	218	265	776	524	B(17.7)	B(18.9)	B(13.9)	B(19.2)	C(27.0)	B(18.4)	139	206	160	222	835	434	---	---	---	---	---	---	
462				WBR	33	85	72	92	145	138	B(16.1)	B(16.9)	B(12.6)	B(17.0)	B(13.4)	B(13.3)	28	71	53	77	108	102	---	---	---	100	150	150	
462		Northbound	Minor	NBL	1	13	9	2	181	16	B(15.7)	B(16.1)	C(20.5)	B(15.7)	D(37.7)	C(21.0)	0	11	9	1	214	16	---	---	---	---	175	---	
462				NBT	49	156	119	45	243	172	B(16.2)	B(17.6)	C(22.0)	B(16.2)	C(24.4)	C(23.0)	41	129	110	38	226	159	---	---	---	---	---	---	
462				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
462		Southbound	Minor	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
462				SBT	110	254	47	99	46	46	B(18.5)	C(20.4)	C(25.5)	B(19.6)	C(26.4)	C(27.4)	170	272	239	221	267	297	---	---	---	---	---	---	
462				SBR	93	64	203	161	230	258	B(18.5)	C(20.4)	C(25.5)	B(19.6)	C(26.4)	C(27.4)	170	272	239	221	267	297	---	---	---	---	175	200	
462		**OVERALL**	**Signal**	**AVG**	**798**	**1154**	**900**	**962**	**1916**	**1485**	**B(19.1)**	**C(20.4)**	**B(18.1)**	**B(19.7)**	**C(26.5)**	**B(19.9)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**---**	**4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	
467	Pa Route 44 At Pa Route 554	Eastbound	Major	EBL	19	51	43	21	16	19	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	None
467				EBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
467				EBR	19	94	41	21	54	43	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
467		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
467				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
467				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
467		Northbound	Minor	NBL	13	25	23	22	75	74	A(9.4)	B(12.2)	A(9.7)	A(9.3)	B(10.7)	B(10.3)	6	44	8	5	17	15	---	---	---	---	---	---	
467				NBT	47	273	62	32	67	63	A(9.4)	B(12.2)	A(9.7)	A(9.3)	B(10.7)	B(10.3)	6	44	8	5	17	15	---	---	---	---	---	---	
467				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
467		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
467				SBT	33	41	30	40	167	103	A(7.3)	A(7.5)	A(7.4)	A(7.3)	A(7.5)	A(7.4)	2	3	2	3	14	9	---	---	---	---	---	---	
467				SBR	17	12	13	24	76	73	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
467		**OVERALL**	**2-way Stop**	**AVG**	**148**	**496**	**212**	**160**	**455**	**375**	**A(5.4)**	**A(7.9)**	**A(4.9)**	**A(5.0)**	**A(6.1)**	**A(5.8)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
468	Hawthorne Ave At Walnut St	Eastbound	Major	EBL	173	433	361	121	423	368	A(9.3)	D(27.9)	C(18.4)	B(10.8)	E(42.7)	D(33.6)	0	0	0	0	0	0	---	325	275	150	325	275	None
468				EBT	49	137	142	210	182	216	A(9.3)	D(27.9)	C(18.4)	B(10.8)	E(42.7)	D(33.6)	0	0	0	0	0	0	---	---	---	---	---	---	
468				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
468		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
468				WBT	227	205	186	142	125	170	A(9.1)	B(10.8)	B(10.0)	A(8.7)	B(10.3)	B(10.8)	0	0	0	0	0	0	---	---	---	---	---	---	
468				WBR	0	6	8	0	21	20	A(9.1)	B(10.8)	B(10.0)	A(8.7)	B(10.3)	B(10.8)	0	0	0	0	0	0	---	---	---	---	---	---	
468		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
468				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
468				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
468		Southbound	Minor	SBL	0	0	0	1	1	1	A(8.0)	B(11.6)	B(10.4)	A(8.6)	B(14.3)	B(13.0)	0	0	0	0	0	0	---	---	---	---	---	---	
468				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
468				SBR	121	283	253	186	380	339	A(8.0)	B(11.6)	B(10.4)	A(8.6)	B(14.3)	B(13.0)	0	0	0	0	0	0	---	200	200	---	275	250	
468		**OVERALL**	**Multi-way Stop**	**AVG**	**570**	**1064**	**950**	**660**	**1132**	**1114**	**A(8.9)**	**C(20.2)**	**B(14.6)**	**A(9.7)**	**D(29.0)**	**C(23.4)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**4-Hour**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
480	Elimsport Rd At Pa Route 554	Eastbound	Major	EBL	34	244	54	32	68	62	A(7.3)	A(7.6)	A(7.3)	A(7.3)	A(7.6)	A(7.5)	3	19	5	3	4	4	---	---	---	---	---	---	None
480				EBT	33	80	51	22	15	21	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
480				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
480		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
480				WBT	25	22	14	33	129	91	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
480				WBR	2	1	1	8	3	3	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
480		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
480				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
480				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
480		Southbound	Minor	SBL	3	2	2	6	1	2	A(8.6)	A(8.8)	A(8.5)	A(8.7)	A(9.5)	A(9.1)	2	3	2	3	11	7	---	---	---	---	---	---	
480				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
480				SBR	25	31	29	31	114	85	A(8.6)	A(8.8)	A(8.5)	A(8.7)	A(9.5)	A(9.1)	2	3	2	3	11	7	---	---	---	---	---	---	
480		**OVERALL**	**2-way Stop**	**AVG**	**122**	**380**	**151**	**132**	**330**	**264**	**A(4.0)**	**A(5.7)**	**A(4.4)**	**A(4.2)**	**A(4.9)**	**A(4.7)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
496	Market St At Eldred St	Eastbound	Minor	EBL	21	9	9	6	13	13	C(15.4)	B(12.6)	B(13.4)	C(16.0)	C(16.7)	C(19.6)	31	33	37	67	55	77	---	---	---	---	---	---	None
496				EBT	56	123	128	124	117	159	C(15.4)	B(12.6)	B(13.4)	C(16.0)	C(16.7)	C(19.6)	31	33	37	67	55	77	---	---	---	---	---	---	
496				EBR	67	76	75	168	97	86	C(15.4)	B(12.6)	B(13.4)	C(16.0)	C(16.7)	C(19.6)	31	33	37	67	55	77	---	---	---	---	---	---	
496		Westbound	Minor	WBL	19	2	2	13	8	8	C(18.1)	B(12.7)	B(13.0)	C(17.0)	C(15.1)	C(16.2)	13	24	18	9	13	21	---	---	---	---	---	---	
496				WBT	26	141	105	19	48	77	C(18.1)	B(12.7)	B(13.0)	C(17.0)	C(15.1)	C(16.2)	13	24	18	9	13	21	---	---	---	---	---	---	
496				WBR	0	4	2	2	5	4	C(18.1)	B(12.7)	B(13.0)	C(17.0)	C(15.1)	C(16.2)	13	24	18	9	13	21	---	---	---	---	---	---	
496		Northbound	Major	NBL	186	45	69	150	110	110	A(8.0)	A(7.6)	A(7.6)	A(7.7)	A(7.8)	A(7.8)	14	4	5	13	14	14	---	---	---	---	---	---	
496				NBT	22	11	13	57	46	57	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
496				NBR	5	13	12	7	63	57	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
496		Southbound	Major	SBL	1	6	7	2	7	7	A(7.3)	A(7.3)	A(7.3)	A(7.3)	A(7.4)	A(7.4)	11	9	9	7	11	11	---	---	---	---	---	---	
496				SBT	176	140	146	95	179	164	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
496				SBR	35	20	16	41	13	25	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
496		**OVERALL**	**2-way Stop**	**AVG**	**614**	**590**	**584**	**684**	**706**	**767**	**A(7.4)**	**A(8.3)**	**A(8.3)**	**A(9.5)**	**A(8.0)**	**A(9.7)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
505	Grampian Blvd At Hepburn St	Eastbound	Major	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
505				EBT	310	509	437	271	423	379	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
505				EBR	2	8	8	8	6	6	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
505		Westbound	Major	WBL	8	36	36	21	10	10	A(7.9)	A(8.5)	A(8.3)	A(7.8)	A(8.2)	A(8.1)	23	29	22	27	48	40	---	---	---	---	---	---	
505				WBT	286	259	215	327	436	405	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
505				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
505		Northbound	Minor	NBL	8	48	62	78	97	87	B(10.9)	C(16.4)	C(15.5)	B(14.1)	C(20.6)	C(17.7)	9	26	31	30	56	47	---	---	---	---	---	---	
505				NBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
505				NBR	64	61	80	83	78	92	B(10.9)	C(16.4)	C(15.5)	B(14.1)	C(20.6)	C(17.7)	9	26	31	30	56	47	---	---	---	---	---	---	
505		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
505				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
505				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
505		**OVERALL**	**2-way Stop**	**AVG**	**678**	**921**	**838**	**788**	**1050**	**979**	**A(1.3)**	**A(2.3)**	**A(3.0)**	**A(3.1)**	**A(3.5)**	**A(3.3)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
508	Eldred St At Hepburn St	Eastbound	Major	EBL	18	17	17	90	28	32	A(7.3)	A(7.5)	A(7.4)	A(7.5)	A(7.4)	A(7.4)	3	8	8	7	11	13	---	---	---	---	---	---	None
508				EBT	43	127	130	36	155	187	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
508				EBR	0	3	3	3	4	4	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
508		Westbound	Major	WBL	0	46	46	0	132	87	A(7.3)	A(7.5)	A(7.5)	A(7.3)	A(7.8)	A(7.8)	2	12	9	3	14	12	---	---	---	---	---	---	
508				WBT	40	146	99	25	59	87	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
508				WBR	8	7	12	33	33	13	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
508		Northbound	Minor	NBL	0	0	0	0	0	1	A(9.5)	B(12.7)	B(13.2)	B(10.7)	C(19.8)	C(19.0)	3	23	25	5	44	49	---	---	---	---	---	---	
508				NBT	24	90	118	32	142	163	A(9.5)	B(12.7)	B(13.2)	B(10.7)	C(19.8)	C(19.0)	3	23	25	5	44	49	---	---	---	---	---	---	
508				NBR	11	53	26	12	1	8	A(9.5)	B(12.7)	B(13.2)	B(10.7)	C(19.8)	C(19.0)	3	23	25	5	44	49	---	---	---	---	---	---	
508		Southbound	Minor	SBL	4	17	16	11	15	16	A(9.8)	B(14.0)	B(13.0)	B(10.6)	C(17.0)	C(16.4)	3	16	15	3	12	12	---	---	---	---	---	---	
508				SBT	20	69	62	11	31	31	A(9.8)	B(14.0)	B(13.0)	B(10.6)	C(17.0)	C(16.4)	3	16	15	3	12	12	---	---	---	---	---	---	
508				SBR	1	2	9	6	3	3	A(9.8)	B(14.0)	B(13.0)	B(10.6)	C(17.0)	C(16.4)	3	16	15	3	12	12	---	---	---	---	---	---	
508		**OVERALL**	**2-way Stop**	**AVG**	**169**	**577**	**538**	**259**	**603**	**632**	**A(4.3)**	**A(6.1)**	**A(6.5)**	**A(5.6)**	**A(8.1)**	**A(7.9)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
511	Market St At Hepburn St	Eastbound	Major	EBL	0	0	0	0	0	0	A(5.0)	A(5.0)	A(5.0)	A(5.0)	A(5.0)	A(5.0)	0	0	0	0	0	0	---	---	---	---	---	---	None
511				EBT	169	157	181	193	157	147	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
511				EBR	128	120	104	83	171	154	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
511		Westbound	Major	WBL	188	60	34	194	63	60	A(8.3)	A(7.9)	A(7.9)	A(8.3)	A(8.1)	A(8.0)	32	8	9	31	20	21	175	---	---	175	---	---	
511				WBT	186	41	66	174	130	148	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
511				WBR	11	29	31	16	73	68	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
511		Northbound	Minor	NBL	5	31	32	31	123	109	B(14.9)	C(17.9)	C(15.6)	C(17.9)	E(41.7)	D(31.5)	63	99	60	75	186	146	---	---	---	---	---	---	
511				NBT	25	115	114	29	74	107	B(14.9)	C(17.9)	C(15.6)	C(17.9)	E(41.7)	D(31.5)	63	99	60	75	186	146	---	---	---	---	---	---	
511				NBR	277	229	132	223	75	65	B(14.9)	C(17.9)	C(15.6)	C(17.9)	E(41.7)	D(31.5)	63	99	60	75	186	146	200	175	---	175	---	---	
511		Southbound	Minor	SBL	12	16	20	12	11	11	D(30.0)	C(16.6)	C(15.4)	D(30.1)	C(22.4)	C(19.1)	13	29	25	8	60	36	---	---	---	---	---	---	
511				SBT	12	105	95	3	159	114	D(30.0)	C(16.6)	C(15.4)	D(30.1)	C(22.4)	C(19.1)	13	29	25	8	60	36	---	---	---	---	---	---	
511				SBR	0	0	0	0	0	0	D(30.0)	C(16.6)	C(15.4)	D(30.1)	C(22.4)	C(19.1)	13	29	25	8	60	36	---	---	---	---	---	---	
511		**OVERALL**	**2-way Stop**	**AVG**	**1013**	**903**	**809**	**958**	**1036**	**983**	**A(6.8)**	**B(10.2)**	**A(7.9)**	**A(7.5)**	**C(15.1)**	**B(11.9)**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**4-Hour**	**---**	**4-Hour**	**4-Hour**	**4-Hour**	
515	Hepburn St At High St	Eastbound	Minor	EBL	183	217	139	167	133	120	B(11.5)	C(15.8)	B(11.6)	B(10.6)	B(13.1)	B(11.4)	0	0	0	0	0	0	---	---	---	---	---	---	None
515				EBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
515				EBR	158	213	191	122	170	138	B(11.5)	C(15.8)	B(11.6)	B(10.6)	B(13.1)	B(11.4)	0	0	0	0	0	0	---	175	175	---	---	---	
515		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
515				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
515				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
515		Northbound	Major	NBL	60	134	129	102	231	201	A(9.3)	B(12.2)	B(11.0)	A(9.8)	C(15.7)	B(14.0)	0	0	0	0	0	0	---	150	---	---	175	175	
515				NBT	68	127	124	88	156	179	A(9.3)	B(12.2)	B(11.0)	A(9.8)	C(15.7)	B(14.0)	0	0	0	0	0	0	---	---	---	---	---	---	
515				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
515		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
515				SBT	123	162	158	86	165	167	B(10.5)	B(12.0)	B(10.4)	A(9.4)	B(14.2)	B(11.8)	0	0	0	0	0	0	---	---	---	---	---	---	
515				SBR	196	141	107	167	248	181	B(10.5)	B(12.0)	B(10.4)	A(9.4)	B(14.2)	B(11.8)	0	0	0	0	0	0	175	---	---	---	200	175	
515		**OVERALL**	**Multi-way Stop**	**AVG**	**788**	**994**	**848**	**732**	**1103**	**986**	**B(10.8)**	**B(13.7)**	**B(11.0)**	**A(10.0)**	**B(14.4)**	**B(12.5)**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**Pk Hour 4-Hour**	**4-Hour**	**4-Hour**	**Pk Hour 4-Hour**	**4-Hour**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
520	Hepburn St At Little League Blvd W	Eastbound	Minor	EBL	9	58	46	25	48	58	C(20.0)	C(25.4)	C(21.9)	B(18.8)	C(23.9)	C(22.3)	252	466	327	180	407	330	---	75	---	---	75	75	None
520				EBT	207	355	264	101	364	257	C(20.0)	C(25.4)	C(21.9)	B(18.8)	C(23.9)	C(22.3)	252	466	327	180	407	330	---	---	---	---	---	---	
520				EBR	80	72	59	88	28	53	C(20.0)	C(25.4)	C(21.9)	B(18.8)	C(23.9)	C(22.3)	252	466	327	180	407	330	---	---	---	---	---	---	
520		Westbound	Minor	WBL	21	36	16	25	40	40	B(16.6)	B(19.1)	B(18.5)	B(18.5)	C(22.5)	C(21.2)	60	175	156	165	322	270	---	---	---	---	---	---	
520				WBT	31	44	44	109	116	91	B(16.6)	B(19.1)	B(18.5)	B(18.5)	C(22.5)	C(21.2)	60	175	156	165	322	270	---	---	---	---	---	---	
520				WBR	20	125	125	63	200	177	B(16.6)	B(19.1)	B(18.5)	B(18.5)	C(22.5)	C(21.2)	60	175	156	165	322	270	---	---	---	---	175	---	
520		Northbound	Major	NBL	6	11	8	30	20	24	B(15.8)	B(16.0)	B(15.9)	B(16.4)	B(16.2)	B(16.3)	5	9	7	26	17	21	---	---	---	---	---	---	
520				NBT	101	114	125	133	146	160	B(17.3)	B(17.3)	B(17.7)	B(17.7)	B(18.3)	B(18.6)	109	112	130	134	165	179	---	---	---	---	---	---	
520				NBR	31	21	32	29	53	55	B(17.3)	B(17.3)	B(17.7)	B(17.7)	B(18.3)	B(18.6)	109	112	130	134	165	179	---	---	---	---	---	---	
520		Southbound	Major	SBL	138	208	208	79	161	163	C(22.0)	C(27.0)	C(27.3)	B(19.6)	C(26.5)	C(26.4)	284	404	390	204	389	366	150	175	175	---	150	150	
520				SBT	169	183	150	137	206	177	C(22.0)	C(27.0)	C(27.3)	B(19.6)	C(26.5)	C(26.4)	284	404	390	204	389	366	---	---	---	---	---	---	
520				SBR	10	14	28	23	25	30	C(22.0)	C(27.0)	C(27.3)	B(19.6)	C(26.5)	C(26.4)	284	404	390	204	389	366	---	---	---	---	---	---	
520		**OVERALL**	**Signal**	**AVG**	**823**	**1241**	**1105**	**842**	**1407**	**1285**	**C(20.0)**	**C(23.9)**	**C(22.6)**	**B(18.7)**	**C(23.4)**	**C(22.5)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**4-Hour**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	
522	W 4Th St At Hepburn St	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
522				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
522				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
522		Westbound	Major	WBL	74	41	83	52	108	138	B(17.2)	B(17.4)	B(12.2)	B(18.0)	B(16.1)	B(14.9)	120	133	129	169	424	335	---	---	---	---	---	---	
522				WBT	188	237	236	247	833	624	B(17.2)	B(17.4)	B(12.2)	B(18.0)	B(16.1)	B(14.9)	120	133	129	169	424	335	---	---	---	---	---	---	
522				WBR	13	29	29	88	66	75	B(17.2)	B(17.4)	B(12.2)	B(18.0)	B(16.1)	B(14.9)	120	133	129	169	424	335	---	---	---	---	100	100	
522		Northbound	Minor	NBL	23	86	93	65	174	148	B(17.8)	B(19.6)	C(28.6)	B(18.1)	D(45.5)	D(40.2)	137	195	261	136	402	374	---	---	---	---	150	150	
522				NBT	143	142	166	97	144	166	B(17.8)	B(19.6)	C(28.6)	B(18.1)	D(45.5)	D(40.2)	137	195	261	136	402	374	---	---	---	---	---	---	
522				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
522		Southbound	Minor	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
522				SBT	161	201	179	143	215	221	B(17.6)	B(18.2)	C(24.7)	B(17.4)	C(25.5)	C(25.7)	133	166	170	118	205	211	---	---	---	---	---	---	
522				SBR	79	70	31	110	57	57	B(16.8)	B(16.7)	C(22.1)	B(17.3)	C(22.6)	C(22.6)	66	59	31	92	56	56	---	---	---	---	---	---	
522		**OVERALL**	**Signal**	**AVG**	**681**	**806**	**817**	**802**	**1597**	**1429**	**B(17.4)**	**B(18.2)**	**C(20.5)**	**B(17.8)**	**C(23.5)**	**C(22.4)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour**	**4-Hour**	
524	W 3Rd St At Hepburn St	Eastbound	Major	EBL	20	69	61	57	113	101	B(19.1)	C(21.4)	B(16.6)	B(18.3)	B(17.4)	B(16.5)	239	367	257	186	304	248	---	---	---	---	---	---	None
524				EBT	482	598	472	281	479	367	B(19.1)	C(21.4)	B(16.6)	B(18.3)	B(17.4)	B(16.5)	239	367	257	186	304	248	---	---	---	---	---	---	
524				EBR	40	117	85	87	122	127	B(19.1)	C(21.4)	B(16.6)	B(18.3)	B(17.4)	B(16.5)	239	367	257	186	304	248	---	100	100	---	150	150	
524		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
524				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
524				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
524		Northbound	Minor	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
524				NBT	152	176	217	95	205	216	B(17.5)	B(17.9)	C(21.7)	B(16.8)	C(21.5)	C(21.7)	125	146	193	79	182	192	---	---	---	---	---	---	
524				NBR	70	154	168	105	186	174	B(16.7)	B(18.0)	C(21.5)	B(17.2)	C(21.9)	C(21.6)	59	130	152	88	169	158	---	---	150	---	175	150	
524		Southbound	Minor	SBL	111	106	92	113	116	125	B(18.6)	B(18.7)	C(22.2)	B(18.2)	C(23.2)	C(24.0)	98	94	89	98	113	124	---	---	100	---	100	150	
524				SBT	104	127	161	83	217	245	B(16.9)	B(17.2)	C(20.7)	B(16.6)	C(21.7)	C(22.3)	86	105	142	69	193	219	---	---	---	---	---	---	
524				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
524		**OVERALL**	**Signal**	**AVG**	**979**	**1347**	**1256**	**821**	**1438**	**1355**	**B(18.4)**	**B(19.9)**	**B(19.1)**	**B(17.8)**	**B(19.7)**	**B(19.7)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**---**	**---**	**4-Hour**	**---**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
531	Market St At Washington Blvd	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
531				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
531				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
531		Westbound	Minor	WBL	4	2	1	7	3	3	C(21.3)	C(16.6)	B(13.4)	C(18.9)	B(12.7)	B(12.5)	1	1	0	2	0	0	---	---	---	---	---	---	
531				WBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
531				WBR	214	56	25	190	49	43	B(10.4)	A(8.8)	A(8.9)	B(10.4)	A(9.6)	A(9.7)	24	4	2	21	5	4	---	---	---	---	---	---	
531		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
531				NBT	171	74	107	194	217	232	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
531				NBR	9	7	7	13	17	9	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
531		Southbound	Major	SBL	307	268	139	236	84	73	A(8.3)	A(7.9)	A(7.7)	A(8.2)	A(7.9)	A(7.8)	36	27	22	34	16	15	250	200	---	175	---	---	
531				SBT	151	134	193	192	158	151	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
531				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
531		**OVERALL**	**2-way Stop**	**AVG**	**856**	**541**	**472**	**832**	**528**	**511**	**A(5.7)**	**A(4.9)**	**A(2.8)**	**A(4.8)**	**A(2.2)**	**A(2.0)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
537	W 4Th St At William St	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
537				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
537				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
537		Westbound	Major	WBL	136	194	196	155	173	201	B(18.0)	B(18.5)	B(12.8)	B(18.2)	B(14.8)	B(14.5)	169	200	192	182	350	322	---	---	---	---	---	---	
537				WBT	251	262	319	263	704	618	B(18.0)	B(18.5)	B(12.8)	B(18.2)	B(14.8)	B(14.5)	169	200	192	182	350	322	---	---	---	---	---	---	
537				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
537		Northbound	Minor	NBL	50	71	55	115	294	210	B(16.3)	B(16.6)	C(22.7)	B(17.1)	C(28.6)	C(26.1)	42	60	53	95	292	203	---	---	---	---	---	---	
537				NBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
537				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
537		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
537				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
537				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
537		**OVERALL**	**Signal**	**AVG**	**437**	**527**	**570**	**533**	**1171**	**1029**	**B(17.8)**	**B(18.2)**	**B(13.7)**	**B(18.0)**	**B(18.3)**	**B(16.8)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	
548	W 3Rd St At William St	Eastbound	Major	EBL	22	30	17	60	52	44	B(19.3)	C(21.1)	C(22.6)	B(18.9)	C(24.4)	C(23.1)	249	350	299	221	393	324	---	---	---	---	---	---	None
548				EBT	450	533	391	290	486	368	B(19.3)	C(21.1)	C(22.6)	B(18.9)	C(24.4)	C(23.1)	249	350	299	221	393	324	---	---	---	---	---	---	
548				EBR	87	188	217	149	244	256	B(19.3)	C(21.1)	C(22.6)	B(18.9)	C(24.4)	C(23.1)	249	350	299	221	393	324	100	175	175	150	200	200	
548		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
548				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
548				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
548		Northbound	Minor	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
548				NBT	45	64	59	60	247	171	B(17.6)	B(18.6)	B(17.8)	B(18.4)	C(21.4)	B(19.4)	115	167	227	159	411	314	---	---	---	---	---	---	
548				NBR	93	135	220	130	218	203	B(17.6)	B(18.6)	B(17.8)	B(18.4)	C(21.4)	B(19.4)	115	167	227	159	411	314	---	---	---	---	175	175	
548		Southbound	Minor	SBL	66	120	129	99	110	136	B(17.2)	B(19.3)	B(18.1)	B(18.5)	C(21.5)	C(20.5)	57	108	113	88	105	126	---	---	---	---	---	---	
548				SBT	60	70	61	70	78	79	B(16.4)	B(16.5)	B(14.5)	B(16.5)	B(14.7)	B(14.7)	50	58	48	58	61	62	---	---	---	---	---	---	
548				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
548		**OVERALL**	**Signal**	**AVG**	**823**	**1140**	**1094**	**858**	**1435**	**1257**	**B(18.6)**	**C(20.2)**	**C(20.4)**	**B(18.6)**	**C(22.7)**	**C(21.2)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour**	**4-Hour**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
557	Via Bella St At William St	Eastbound	Major	EBL	124	127	245	115	88	89	A(5.8)	A(8.5)	B(10.9)	A(6.5)	A(7.7)	A(7.6)	23	55	83	26	34	34	---	150	200	---	100	100	None
557				EBT	111	288	243	119	184	179	A(5.8)	A(8.5)	B(10.9)	A(6.5)	A(7.7)	A(7.6)	23	55	83	26	34	34	---	---	---	---	---	---	
557				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
557		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
557				WBT	125	235	204	153	292	311	A(5.9)	A(8.9)	A(9.7)	A(6.1)	B(12.3)	B(10.6)	23	61	62	26	122	92	---	---	---	---	---	---	
557				WBR	111	215	199	105	354	264	A(5.9)	A(8.9)	A(9.7)	A(6.1)	B(12.3)	B(10.6)	23	61	62	26	122	92	---	175	175	---	250	200	
557		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
557				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
557				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
557		Southbound	Minor	SBL	114	145	204	207	273	273	A(4.7)	A(6.1)	A(6.4)	A(6.3)	A(9.9)	B(10.5)	10	19	24	26	59	65	---	---	---	---	---	---	
557				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
557				SBR	1	38	22	46	102	115	A(4.7)	A(6.1)	A(6.4)	A(6.3)	A(9.9)	B(10.5)	10	19	24	26	59	65	---	---	---	---	---	100	
557		**OVERALL**	**Roundabout**	**AVG**	**586**	**1048**	**1117**	**745**	**1293**	**1231**	**A(5.6)**	**A(8.2)**	**A(9.6)**	**A(6.3)**	**B(10.6)**	**A(9.9)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**4-Hour**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	
559	Market St At Little League Blvd E	Eastbound	Minor	EBL	11	7	7	14	20	20	C(21.2)	C(28.7)	B(18.1)	B(18.4)	C(20.9)	B(18.0)	299	592	403	167	529	397	---	---	---	---	---	---	None
559				EBT	186	343	124	126	147	118	C(21.2)	C(28.7)	B(18.1)	B(18.4)	C(20.9)	B(18.0)	299	592	403	167	529	397	---	---	---	---	---	---	
559				EBR	146	219	355	60	415	342	C(21.2)	C(28.7)	B(18.1)	B(18.4)	C(20.9)	B(18.0)	299	592	403	167	529	397	---	175	250	---	275	250	
559		Westbound	Minor	WBL	1	1	7	1	6	4	B(16.3)	B(16.5)	B(12.9)	B(17.8)	B(13.6)	B(14.1)	43	57	130	137	178	208	---	---	---	---	---	---	
559				WBT	51	68	131	119	199	197	B(16.3)	B(16.5)	B(12.9)	B(17.8)	B(13.6)	B(14.1)	43	57	130	137	178	208	---	---	---	---	---	---	
559				WBR	0	0	44	45	41	83	B(16.3)	B(16.5)	B(12.9)	B(17.8)	B(13.6)	B(14.1)	43	57	130	137	178	208	---	---	---	---	---	---	
559		Northbound	Major	NBL	25	150	68	53	153	101	B(16.8)	B(19.4)	C(23.5)	B(17.2)	C(27.0)	C(23.5)	85	133	68	98	156	129	---	---	---	---	---	---	
559				NBT	169	72	61	158	181	148	B(16.8)	B(16.5)	C(21.8)	B(17.2)	C(24.1)	C(23.5)	85	60	59	98	171	129	---	---	---	---	---	---	
559				NBR	0	1	1	10	1	5	B(16.8)	B(16.5)	C(21.8)	B(17.2)	C(24.1)	C(23.5)	85	60	59	98	171	129	---	---	---	---	---	---	
559		Southbound	Major	SBL	12	2	0	6	0	0	B(16.7)	B(16.5)	C(22.5)	B(16.9)	C(22.2)	C(22.1)	76	66	104	90	83	80	---	---	---	---	---	---	
559				SBT	160	139	205	195	161	152	B(16.7)	B(16.5)	C(22.5)	B(16.9)	C(22.2)	C(22.1)	76	66	104	90	83	80	---	---	---	---	---	---	
559				SBR	1	11	5	6	5	9	B(16.7)	B(16.5)	C(22.5)	B(16.9)	C(22.2)	C(22.1)	76	66	104	90	83	80	---	---	---	---	---	---	
559		**OVERALL**	**Signal**	**AVG**	**762**	**1013**	**1008**	**793**	**1329**	**1179**	**B(18.7)**	**C(23.8)**	**B(18.7)**	**B(17.5)**	**C(20.8)**	**B(18.8)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**4-Hour**	**---**	**Pk Hour 4-Hour**	**4-Hour**	
575	Washington Blvd At Mulberry St	Eastbound	Major	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
575				EBT	239	213	144	242	96	77	C(20.6)	B(19.7)	B(14.9)	B(19.1)	B(14.3)	B(14.1)	282	239	119	215	78	64	---	---	---	---	---	---	
575				EBR	89	70	11	15	6	6	C(20.6)	B(19.7)	B(14.9)	B(19.1)	B(14.3)	B(14.1)	282	239	119	215	78	64	---	---	---	---	---	---	
575		Westbound	Major	WBL	48	41	19	48	18	21	B(19.5)	B(17.0)	B(13.8)	B(19.4)	B(14.0)	B(14.0)	211	77	32	208	53	51	---	---	---	---	---	---	
575				WBT	201	50	23	198	51	45	B(19.5)	B(17.0)	B(13.8)	B(19.4)	B(14.0)	B(14.0)	211	77	32	208	53	51	---	---	---	---	---	---	
575				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
575		Northbound	Minor	NBL	19	7	1	7	2	3	B(17.5)	B(17.5)	B(19.4)	B(19.1)	C(21.4)	C(21.0)	108	105	65	182	157	141	---	---	---	---	---	---	
575				NBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
575				NBR	110	119	72	208	172	153	B(17.5)	B(17.5)	B(19.4)	B(19.1)	C(21.4)	C(21.0)	108	105	65	182	157	141	---	---	---	---	---	---	
575		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
575				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
575				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
575		**OVERALL**	**Signal**	**AVG**	**706**	**500**	**270**	**718**	**345**	**305**	**B(19.7)**	**B(18.7)**	**B(16.0)**	**B(19.2)**	**B(17.8)**	**B(17.6)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
576	Market St At E 4Th St	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
576				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
576				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
576		Westbound	Minor	WBL	133	350	369	165	469	377	B(17.4)	C(21.2)	C(21.7)	B(17.8)	C(24.4)	C(21.9)	110	305	325	137	440	333	---	---	---	---	---	---	
576				WBT	258	258	311	182	435	410	B(19.1)	B(19.1)	C(20.0)	B(17.9)	C(22.7)	C(22.1)	215	216	264	150	390	362	---	---	---	---	---	---	
576				WBR	1	9	9	1	7	7	B(15.7)	B(15.8)	B(15.8)	B(15.7)	B(15.8)	B(15.8)	1	8	8	1	6	6	---	---	---	---	---	---	
576		Northbound	Major	NBL	202	244	247	155	320	305	C(20.3)	C(22.9)	C(29.6)	B(18.8)	E(68.2)	D(38.6)	185	238	273	138	515	382	250	275	275	175	350	325	
576				NBT	204	242	153	202	336	257	B(18.3)	B(18.8)	B(17.5)	B(18.2)	C(20.5)	B(19.1)	168	201	126	167	286	214	---	---	---	---	---	---	
576				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
576		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
576				SBT	222	264	472	205	509	444	C(26.4)	C(27.2)	C(29.9)	C(26.1)	C(30.6)	C(29.3)	143	181	301	129	329	277	---	---	---	---	---	---	
576				SBR	51	80	83	40	90	72	C(26.4)	C(27.2)	C(29.9)	C(26.1)	C(30.6)	C(29.3)	143	181	301	129	329	277	---	---	150	---	150	100	
576		**OVERALL**	**Signal**	**AVG**	**1071**	**1447**	**1644**	**950**	**2166**	**1872**	**C(20.8)**	**C(22.1)**	**C(24.9)**	**C(20.2)**	**C(31.6)**	**C(26.3)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	
582	Mulberry St At Little League Blvd E	Eastbound	Minor	EBL	34	78	57	49	114	95	A(9.9)	B(11.0)	B(10.4)	B(10.5)	B(14.7)	C(15.5)	20	43	14	16	30	27	---	---	---	---	---	---	None
582				EBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
582				EBR	165	269	68	94	34	29	A(9.9)	B(11.0)	B(10.4)	B(10.5)	B(14.7)	C(15.5)	20	43	14	16	30	27	---	200	---	---	---	---	
582		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
582				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
582				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
582		Northbound	Major	NBL	7	26	154	120	222	258	A(7.5)	A(7.5)	A(7.5)	A(7.5)	A(7.6)	A(7.7)	5	4	9	17	16	19	---	---	---	---	---	---	
582				NBT	89	47	15	168	66	66	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
582				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
582		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
582				SBT	95	77	10	18	4	4	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
582				SBR	45	43	28	45	24	27	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
582		**OVERALL**	**2-way Stop**	**AVG**	**435**	**540**	**332**	**494**	**464**	**479**	**A(4.7)**	**A(7.5)**	**A(7.4)**	**A(4.8)**	**A(8.3)**	**A(8.2)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
584	Northway Road Ext At Poco Farm Rd	Eastbound	Major	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
584				EBT	48	52	43	31	31	29	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
584				EBR	35	35	33	39	27	26	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
584		Westbound	Major	WBL	0	0	0	4	1	1	A(7.4)	A(7.4)	A(7.3)	A(7.3)	A(7.3)	A(7.3)	2	1	1	3	2	2	---	---	---	---	---	---	
584				WBT	42	14	14	58	42	38	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
584				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
584		Northbound	Minor	NBL	23	11	11	16	33	38	A(9.1)	A(8.9)	A(8.9)	A(9.0)	A(9.1)	A(9.1)	2	1	1	2	3	3	---	---	---	---	---	---	
584				NBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
584				NBR	0	0	0	6	1	1	A(9.1)	A(8.9)	A(8.9)	A(9.0)	A(9.1)	A(9.1)	2	1	1	2	3	3	---	---	---	---	---	---	
584		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
584				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
584				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
584		**OVERALL**	**2-way Stop**	**AVG**	**148**	**112**	**101**	**154**	**135**	**133**	**A(1.4)**	**A(0.9)**	**A(1.0)**	**A(1.5)**	**A(2.3)**	**A(2.7)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
586	Market St At W 3Rd St	Eastbound	Minor	EBL	48	51	58	56	124	132	B(18.9)	B(19.5)	C(24.4)	B(19.5)	C(31.5)	C(28.7)	214	235	259	236	543	446	---	---	---	---	---	---	None
586				EBT	250	228	302	225	384	386	B(18.9)	B(19.5)	C(24.4)	B(19.5)	C(31.5)	C(28.7)	214	235	259	236	543	446	---	---	---	---	---	---	
586				EBR	186	292	164	281	412	296	B(18.9)	C(20.9)	C(24.4)	C(20.6)	C(31.5)	C(28.7)	214	256	259	245	543	446	200	325	200	325	400	325	
586		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
586				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
586				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
586		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
586				NBT	382	483	400	303	527	422	C(30.6)	C(33.4)	C(31.5)	C(29.5)	C(32.5)	C(31.7)	317	417	456	272	502	466	---	---	---	---	---	---	
586				NBR	193	231	393	200	323	383	C(30.6)	C(33.4)	C(31.5)	C(29.5)	C(32.5)	C(31.7)	317	417	456	272	502	466	200	250	375	200	350	375	
586		Southbound	Major	SBL	0	3	215	1	122	177	B(16.7)	B(17.4)	C(23.0)	B(16.4)	B(18.4)	C(20.5)	0	2	210	1	106	162	---	---	250	---	175	200	
586				SBT	355	583	607	375	899	686	B(17.7)	B(19.3)	B(14.9)	B(17.8)	B(16.9)	B(15.4)	154	259	241	163	381	275	---	---	---	---	---	---	
586				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
586		**OVERALL**	**Signal**	**AVG**	**1414**	**1871**	**2139**	**1441**	**2791**	**2482**	**C(23.3)**	**C(25.0)**	**C(24.2)**	**C(22.8)**	**C(26.5)**	**C(25.4)**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	
589	E 4Th St At Mulberry St	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
589				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
589				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
589		Westbound	Major	WBL	35	62	31	22	32	37	B(18.2)	C(20.3)	A(6.5)	B(17.7)	A(7.1)	A(6.9)	185	315	244	154	319	293	---	---	---	---	---	---	
589				WBT	372	590	673	300	855	739	B(18.2)	C(20.3)	A(6.5)	B(17.7)	A(7.1)	A(6.9)	185	315	244	154	319	293	---	---	---	---	---	---	
589				WBR	17	39	166	32	190	231	B(18.2)	C(20.3)	A(6.5)	B(17.7)	A(7.1)	A(6.9)	185	315	244	154	319	293	---	---	150	---	175	175	
589		Northbound	Minor	NBL	18	16	15	30	44	43	B(16.2)	B(16.2)	C(34.3)	B(16.3)	D(36.3)	D(36.2)	16	14	19	26	54	52	---	---	---	---	---	---	
589				NBT	96	105	80	204	110	111	B(16.8)	B(16.9)	D(36.5)	B(18.3)	D(37.9)	D(38.0)	80	87	95	169	130	131	---	---	---	---	---	---	
589				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
589		Southbound	Minor	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
589				SBT	221	279	16	101	13	12	B(18.6)	B(19.7)	C(34.1)	B(17.1)	C(34.4)	C(34.4)	185	244	22	97	30	29	---	---	---	---	---	---	
589				SBR	2	11	2	17	12	12	B(18.6)	B(19.7)	C(34.1)	B(17.1)	C(34.4)	C(34.4)	185	244	22	97	30	29	---	---	---	---	---	---	
589		**OVERALL**	**Signal**	**AVG**	**761**	**1102**	**983**	**706**	**1256**	**1185**	**B(18.1)**	**B(19.8)**	**A(9.9)**	**B(17.7)**	**B(11.4)**	**B(11.5)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
602	E 3Rd St At Mulberry St	Eastbound	Major	EBL	96	68	124	134	84	89	B(17.5)	B(16.9)	A(2.5)	B(18.4)	A(2.3)	A(2.3)	82	58	45	116	30	32	100	100	150	150	100	100	None
602				EBT	272	312	499	250	521	588	B(19.3)	C(20.0)	A(3.3)	B(19.0)	A(3.4)	A(3.6)	228	264	194	209	205	239	---	---	---	---	---	---	
602				EBR	74	82	287	41	225	268	B(16.7)	B(16.9)	A(2.8)	B(16.2)	A(2.6)	A(2.8)	62	69	107	35	82	99	---	100	200	---	175	200	
602		Westbound	Major	WBL	99	82	98	111	134	138	B(18.5)	B(17.9)	A(2.6)	B(19.0)	A(3.0)	A(3.1)	103	83	47	121	61	63	---	---	---	---	---	---	
602				WBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
602				WBR	18	13	29	27	21	20	B(18.5)	B(17.9)	A(2.6)	B(19.0)	A(3.0)	A(3.1)	103	83	47	121	61	63	---	---	---	---	---	---	
602		Northbound	Minor	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
602				NBT	25	88	2	75	27	23	B(16.0)	B(16.7)	D(42.5)	B(16.5)	D(45.5)	D(45.0)	21	73	2	62	38	32	---	---	---	---	---	---	
602				NBR	5	119	2	13	14	15	B(15.8)	B(17.4)	D(42.6)	B(15.9)	D(44.4)	D(44.5)	5	100	3	11	20	20	---	---	---	---	---	---	
602		Southbound	Minor	SBL	52	80	5	31	17	19	B(16.6)	B(17.3)	D(43.3)	B(16.3)	D(47.5)	D(47.6)	45	69	7	27	24	26	---	---	---	---	---	---	
602				SBT	204	230	23	98	55	58	B(18.3)	B(18.7)	D(45.0)	B(16.8)	D(50.4)	D(51.0)	169	191	32	81	77	81	---	---	---	---	---	---	
602				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
602		**OVERALL**	**Signal**	**AVG**	**845**	**1074**	**1069**	**780**	**1098**	**1218**	**B(18.2)**	**B(18.3)**	**A(4.2)**	**B(18.1)**	**A(7.7)**	**A(7.5)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
604	Market St At I-180 West Ramp To Us-15 Nb	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
604				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
604				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
604		Westbound	Minor	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
604				WBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
604				WBR	23	201	133	47	128	75	B(10.5)	B(12.5)	B(12.7)	B(10.1)	B(11.9)	B(11.3)	3	31	21	5	18	10	---	---	---	---	---	---	
604		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
604				NBT	642	638	805	514	704	718	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
604				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
604		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
604				SBT	470	652	538	686	1050	737	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
604				SBR	66	160	191	45	295	284	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	100	150	175	75	200	200	
604		**OVERALL**	**2-way Stop**	**AVG**	**1201**	**1651**	**1667**	**1292**	**2177**	**1814**	**A(0.2)**	**A(1.5)**	**A(1.0)**	**A(0.4)**	**A(0.7)**	**A(0.5)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**Pk Hour**	**---**	**Pk Hour 4-Hour**	**---**	
606	Grampian Blvd At Franklin St	Eastbound	Major	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
606				EBT	390	520	481	343	441	405	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
606				EBR	24	91	76	38	63	63	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	100	100	---	---	---	
606		Westbound	Major	WBL	27	134	127	17	98	103	A(8.2)	A(9.3)	A(9.0)	A(8.1)	A(8.7)	A(8.6)	2	12	11	1	8	8	---	150	150	---	100	100	
606				WBT	274	251	230	356	439	386	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
606				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
606		Northbound	Minor	NBL	3	26	3	19	10	26	B(11.3)	C(19.2)	B(12.9)	B(12.5)	B(15.0)	C(17.2)	7	17	4	9	8	13	---	---	---	---	---	---	
606				NBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
606				NBR	51	30	22	37	28	26	B(11.3)	C(19.2)	B(12.9)	B(12.5)	B(15.0)	C(17.2)	7	17	4	9	8	13	---	---	---	---	---	---	
606		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
606				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
606				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
606		**OVERALL**	**2-way Stop**	**AVG**	**769**	**1052**	**939**	**810**	**1079**	**1009**	**A(1.1)**	**A(2.2)**	**A(1.6)**	**A(1.0)**	**A(1.3)**	**A(1.8)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
609	Elimsport Rd At Spring Creek Rd	Eastbound	Major	EBL	0	0	0	0	0	0	A(5.0)	A(5.0)	A(5.0)	A(5.0)	A(5.0)	A(5.0)	0	0	0	0	0	0	---	---	---	---	---	---	None
609				EBT	36	82	53	28	16	23	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
609				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
609		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
609				WBT	27	15	14	41	132	94	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
609				WBR	1	9	9	4	8	7	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
609		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
609				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
609				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
609		Southbound	Minor	SBL	1	2	2	2	11	9	A(8.8)	A(8.5)	A(8.8)	A(8.8)	A(9.3)	A(9.1)	0	1	0	0	1	1	---	---	---	---	---	---	
609				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
609				SBR	0	8	0	0	0	0	A(8.8)	A(8.5)	A(8.8)	A(8.8)	A(9.3)	A(9.1)	0	1	0	0	1	1	---	---	---	---	---	---	
609		**OVERALL**	**2-way Stop**	**AVG**	**65**	**116**	**78**	**75**	**167**	**133**	**A(0.1)**	**A(0.8)**	**A(0.2)**	**A(0.2)**	**A(0.6)**	**A(0.6)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
610	Us-15 At I-180 East Ramp To Us-15 Sb	Eastbound	Minor	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	Construct 2nd right-turn lane.
610				EBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
610				EBR	302	409	653	111	356	620	B(13.5)	E(35.4)	B(14.7)	B(13.8)	F(325.8)	C(17.2)	53	233	65	20	887	78	250	275	400	---	250	400	
610		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
610				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
610				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
610		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
610				NBT	868	898	975	793	1060	1238	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
610				NBR	176	647	612	231	605	615	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	150	400	400	175	400	400	
610		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
610				SBT	560	998	965	1007	1672	1254	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
610				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
610		**OVERALL**	**2-way Stop**	**AVG**	**1906**	**2952**	**3205**	**2142**	**3693**	**3727**	**A(2.1)**	**A(4.9)**	**A(3.0)**	**A(0.7)**	**D(31.4)**	**A(2.9)**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	
617	Us-15 At Us-15	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
617				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
617				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
617		Westbound	Minor	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
617				WBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
617				WBR	1044	1544	1587	1024	1665	1853	B(11.3)	C(16.2)	C(17.0)	B(11.2)	C(18.7)	D(25.8)	68	174	190	66	226	359	625	975	975	625	975	1125	
617		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
617				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
617				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
617		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
617				SBT	862	1407	1618	1118	2027	1874	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
617				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
617		**OVERALL**	**2-way Stop**	**AVG**	**1906**	**2951**	**3205**	**2142**	**3692**	**3727**	**A(6.2)**	**A(8.5)**	**A(8.4)**	**A(5.4)**	**A(8.4)**	**B(12.8)**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	
619	Franklin St At Eldred St	Eastbound	Minor	EBL	8	12	15	9	18	22	A(7.6)	A(9.8)	A(8.9)	A(7.9)	A(8.8)	A(9.0)	0	0	0	0	0	0	---	---	---	---	---	---	None
619				EBT	44	102	97	52	83	89	A(7.6)	A(9.8)	A(8.9)	A(7.9)	A(8.8)	A(9.0)	0	0	0	0	0	0	---	---	---	---	---	---	
619				EBR	28	81	61	17	38	60	A(7.6)	A(9.8)	A(8.9)	A(7.9)	A(8.8)	A(9.0)	0	0	0	0	0	0	---	---	---	---	---	---	
619		Westbound	Minor	WBL	100	122	48	109	85	78	A(8.4)	B(10.8)	A(9.0)	A(8.7)	A(9.9)	A(9.7)	0	0	0	0	0	0	---	---	---	---	---	---	
619				WBT	41	102	91	42	127	115	A(8.4)	B(10.8)	A(9.0)	A(8.7)	A(9.9)	A(9.7)	0	0	0	0	0	0	---	---	---	---	---	---	
619				WBR	6	4	2	22	6	8	A(8.4)	B(10.8)	A(9.0)	A(8.7)	A(9.9)	A(9.7)	0	0	0	0	0	0	---	---	---	---	---	---	
619		Northbound	Major	NBL	4	43	19	30	42	25	A(7.7)	A(9.3)	A(8.2)	A(8.1)	A(8.8)	A(8.7)	0	0	0	0	0	0	---	---	---	---	---	---	
619				NBT	39	48	16	51	48	55	A(7.7)	A(9.3)	A(8.2)	A(8.1)	A(8.8)	A(8.7)	0	0	0	0	0	0	---	---	---	---	---	---	
619				NBR	20	20	15	29	19	16	A(7.7)	A(9.3)	A(8.2)	A(8.1)	A(8.8)	A(8.7)	0	0	0	0	0	0	---	---	---	---	---	---	
619		Southbound	Major	SBL	4	4	8	15	7	7	A(8.0)	B(11.2)	A(9.9)	A(8.1)	A(9.5)	A(9.6)	0	0	0	0	0	0	---	---	---	---	---	---	
619				SBT	82	254	229	60	168	175	A(8.0)	B(11.2)	A(9.9)	A(8.1)	A(9.5)	A(9.6)	0	0	0	0	0	0	---	---	---	---	---	---	
619				SBR	3	14	12	5	18	16	A(8.0)	B(11.2)	A(9.9)	A(8.1)	A(9.5)	A(9.6)	0	0	0	0	0	0	---	---	---	---	---	---	
619		**OVERALL**	**Multi-way Stop**	**AVG**	**379**	**806**	**613**	**441**	**659**	**666**	**A(8.0)**	**B(10.5)**	**A(9.3)**	**A(8.3)**	**A(9.4)**	**A(9.3)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
625	Franklin St At Washington Blvd	Eastbound	Minor	EBL	39	31	2	31	16	9	(0.0)	(0.0)	B(10.8)	(0.0)	B(10.3)	B(10.1)	0	0	161	0	135	124	---	---	---	---	---	---	None
625				EBT	264	278	242	259	211	187	(0.0)	(0.0)	B(10.8)	(0.0)	B(10.3)	B(10.1)	0	0	161	0	135	124	---	---	---	---	---	---	
625				EBR	15	6	70	29	41	53	(0.0)	(0.0)	B(10.8)	(0.0)	B(10.3)	B(10.1)	0	0	161	0	135	124	---	---	---	---	---	---	
625		Westbound	Minor	WBL	143	203	106	76	188	134	(0.0)	(0.0)	A(9.8)	(0.0)	B(12.8)	B(10.9)	0	0	78	0	154	120	150	175	---	100	---	---	
625				WBT	199	62	34	200	49	57	(0.0)	(0.0)	A(9.8)	(0.0)	B(12.8)	B(10.9)	0	0	78	0	154	120	---	---	---	---	---	---	
625				WBR	8	79	12	65	37	37	(0.0)	(0.0)	A(9.8)	(0.0)	B(12.8)	B(10.9)	0	0	78	0	154	120	---	---	---	---	---	---	
625		Northbound	Major	NBL	5	1	0	5	1	0	(0.0)	(0.0)	B(14.4)	(0.0)	B(15.4)	B(15.2)	0	0	20	0	60	55	---	---	---	---	---	---	
625				NBT	0	1	29	18	76	70	(0.0)	(0.0)	B(14.4)	(0.0)	B(15.4)	B(15.2)	0	0	20	0	60	55	---	---	---	---	---	---	
625				NBR	0	3	3	29	19	17	(0.0)	(0.0)	B(14.4)	(0.0)	B(15.4)	B(15.2)	0	0	20	0	60	55	---	---	---	---	---	---	
625		Southbound	Major	SBL	51	194	113	48	79	108	(0.0)	(0.0)	C(23.1)	(0.0)	B(19.8)	C(21.1)	0	0	243	0	181	200	---	175	---	---	---	---	
625				SBT	279	366	227	214	188	184	(0.0)	(0.0)	C(23.1)	(0.0)	B(19.8)	C(21.1)	0	0	243	0	181	200	---	---	---	---	---	---	
625				SBR	6	15	6	9	4	1	(0.0)	(0.0)	C(23.1)	(0.0)	B(19.8)	C(21.1)	0	0	243	0	181	200	---	---	---	---	---	---	
625		**OVERALL**	**Signal**	**AVG**	**1009**	**1239**	**844**	**983**	**909**	**857**	**(0.0)**	**(0.0)**	**B(15.8)**	**(0.0)**	**B(14.4)**	**B(14.6)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
626	Via Bella St At Mulberry St	Eastbound	Major	EBL	55	201	26	64	46	43	A(5.8)	A(8.1)	A(9.0)	A(6.8)	A(9.7)	B(10.9)	20	47	54	36	72	81	---	175	---	---	75	75	None
626				EBT	145	162	351	264	438	434	A(5.8)	A(8.1)	A(9.0)	A(6.8)	A(9.7)	B(10.9)	20	47	54	36	72	81	---	---	---	---	---	---	
626				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
626		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
626				WBT	81	333	314	88	323	271	A(4.1)	A(8.4)	A(6.1)	A(4.4)	A(6.5)	A(5.9)	6	49	32	10	35	27	---	---	---	---	---	---	
626				WBR	3	32	13	34	20	20	A(4.1)	A(8.4)	A(6.1)	A(4.4)	A(6.5)	A(5.9)	6	49	32	10	35	27	---	---	---	---	---	---	
626		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
626				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
626				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
626		Southbound	Minor	SBL	172	183	233	106	142	213	A(6.9)	B(10.3)	B(10.5)	A(6.0)	B(11.3)	B(11.6)	39	61	65	26	75	85	---	---	---	---	---	---	
626				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
626				SBR	183	183	154	161	269	248	A(6.9)	B(10.3)	B(10.5)	A(6.0)	B(11.3)	B(11.6)	39	61	65	26	75	85	175	175	150	---	200	200	
626		**OVERALL**	**Roundabout**	**AVG**	**639**	**1094**	**1091**	**717**	**1238**	**1229**	**A(6.2)**	**A(9.0)**	**A(8.7)**	**A(6.1)**	**A(9.3)**	**A(10.0)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	
628	E 4Th St At Basin St	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
628				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
628				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
628		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
628				WBT	402	612	594	307	648	589	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
628				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
628		Northbound	Minor	NBL	164	104	297	124	389	374	B(10.7)	B(11.1)	B(14.0)	B(10.0)	C(17.6)	C(16.0)	20	13	55	13	100	84	---	---	---	---	---	---	
628				NBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
628				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
628		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
628				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
628				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
628		**OVERALL**	**2-way Stop**	**AVG**	**566**	**716**	**891**	**431**	**1037**	**963**	**A(3.1)**	**A(1.6)**	**A(4.7)**	**A(2.9)**	**A(6.6)**	**A(6.2)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
631	Franklin St At E 4Th St	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
631				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
631				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
631		Westbound	Major	WBL	47	3	2	53	7	5	A(7.3)	A(7.2)	A(7.2)	A(7.3)	A(7.2)	A(7.2)	27	37	23	18	25	22	---	---	---	---	---	---	
631				WBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
631				WBR	383	538	382	261	405	360	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	275	350	275	200	275	250	
631		Northbound	Minor	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
631				NBT	19	74	212	46	243	228	B(12.4)	B(14.4)	C(15.4)	B(11.5)	C(17.6)	C(15.7)	3	15	52	7	82	65	---	---	---	---	---	---	
631				NBR	0	2	31	3	76	71	B(12.4)	B(14.4)	C(15.4)	B(11.5)	C(17.6)	C(15.7)	3	15	52	7	82	65	---	---	---	---	---	---	
631		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
631				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
631				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
631		**OVERALL**	**2-way Stop**	**AVG**	**449**	**617**	**627**	**363**	**731**	**664**	**A(1.3)**	**A(1.8)**	**A(6.0)**	**A(2.6)**	**A(7.7)**	**A(7.1)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
636	E 3Rd St At Basin St	Eastbound	Major	EBL	22	25	22	20	16	16	B(16.1)	B(16.2)	A(7.9)	B(16.1)	A(7.9)	A(7.9)	19	21	14	17	10	10	---	---	---	---	---	---	None
636				EBT	240	385	407	244	453	516	B(18.8)	C(21.5)	B(10.6)	B(18.9)	B(11.1)	B(11.8)	200	336	262	203	297	349	---	---	---	---	---	---	
636				EBR	53	91	64	18	72	78	B(16.4)	B(17.0)	A(8.1)	B(15.9)	A(8.2)	A(8.2)	44	77	39	15	44	48	---	100	---	---	100	100	
636		Westbound	Major	WBL	157	176	176	125	135	170	C(21.9)	C(33.0)	B(12.2)	C(20.3)	B(11.3)	B(14.2)	148	198	129	115	97	134	150	150	150	---	150	150	
636				WBT	111	86	100	121	130	133	B(17.1)	B(16.8)	A(9.0)	B(17.2)	A(10.0)	A(9.5)	99	78	117	105	189	158	---	---	---	---	---	---	
636				WBR	8	8	91	6	169	120	B(17.1)	B(16.8)	A(9.0)	B(17.2)	A(10.0)	A(9.5)	99	78	117	105	189	158	---	---	---	---	150	100	
636		Northbound	Minor	NBL	0	5	19	0	13	13	B(17.4)	B(16.8)	C(32.8)	B(16.8)	C(32.0)	C(33.3)	119	82	240	80	216	254	---	---	---	---	---	---	
636				NBT	144	94	207	96	192	226	B(17.4)	B(16.8)	C(32.8)	B(16.8)	C(32.0)	C(33.3)	119	82	240	80	216	254	---	---	---	---	---	---	
636				NBR	51	171	169	59	208	197	B(16.4)	B(18.3)	C(32.1)	B(16.5)	C(34.1)	C(33.5)	43	144	182	50	227	214	---	---	150	---	175	175	
636		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
636				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
636				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
636		**OVERALL**	**Signal**	**AVG**	**786**	**1041**	**1255**	**689**	**1388**	**1469**	**B(18.5)**	**C(21.5)**	**B(17.3)**	**B(18.2)**	**B(17.2)**	**B(17.9)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**Pk Hour 4-Hour**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	
647	Washington Blvd At Penn St	Eastbound	Major	EBL	19	17	18	55	75	56	B(16.3)	B(16.1)	A(7.9)	B(17.5)	A(8.7)	A(8.4)	17	14	11	49	48	35	---	---	---	---	100	75	None
647				EBT	237	267	165	213	137	123	B(20.0)	C(24.3)	B(10.3)	B(19.7)	A(9.3)	A(9.5)	251	429	217	238	145	160	---	---	---	---	---	---	
647				EBR	59	191	174	68	98	133	B(20.0)	C(24.3)	B(10.3)	B(19.7)	A(9.3)	A(9.5)	251	429	217	238	145	160	---	175	150	---	---	---	
647		Westbound	Major	WBL	15	14	145	29	194	173	B(16.2)	B(16.6)	B(10.3)	B(16.6)	B(10.7)	B(10.4)	13	13	99	25	133	117	---	---	150	---	175	150	
647				WBT	257	222	132	253	249	219	B(19.2)	B(18.6)	A(8.5)	B(19.4)	A(9.4)	A(9.1)	217	185	81	227	159	139	---	---	---	---	---	---	
647				WBR	3	2	2	18	9	9	B(19.2)	B(18.6)	A(8.5)	B(19.4)	A(9.4)	A(9.1)	217	185	81	227	159	139	---	---	---	---	---	---	
647		Northbound	Minor	NBL	48	77	2	55	6	7	B(17.6)	C(20.2)	C(31.8)	B(17.9)	D(36.5)	D(38.4)	112	231	199	129	322	358	---	---	---	---	---	---	
647				NBT	69	124	118	81	220	222	B(17.6)	C(20.2)	C(31.8)	B(17.9)	D(36.5)	D(38.4)	112	231	199	129	322	358	---	---	---	---	---	---	
647				NBR	16	66	67	18	65	88	B(17.6)	C(20.2)	C(31.8)	B(17.9)	D(36.5)	D(38.4)	112	231	199	129	322	358	---	---	---	---	---	---	
647		Southbound	Minor	SBL	6	8	7	12	9	7	B(17.5)	B(17.0)	C(29.6)	B(17.1)	C(28.4)	C(28.5)	115	88	132	93	83	90	---	---	---	---	---	---	
647				SBT	88	52	100	67	51	76	B(17.5)	B(17.0)	C(29.6)	B(17.1)	C(28.4)	C(28.5)	115	88	132	93	83	90	---	---	---	---	---	---	
647				SBR	44	46	18	32	18	3	B(17.5)	B(17.0)	C(29.6)	B(17.1)	C(28.4)	C(28.5)	115	88	132	93	83	90	---	---	---	---	---	---	
647		**OVERALL**	**Signal**	**AVG**	**861**	**1086**	**948**	**901**	**1131**	**1116**	**B(18.8)**	**C(21.2)**	**B(16.8)**	**B(18.8)**	**B(17.8)**	**B(19.2)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**---**	**---**	**4-Hour**	**4-Hour**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
649	Penn St At E 4Th St	Eastbound	Minor	EBL	0	1	1	1	2	2	A(8.9)	B(10.8)	B(10.7)	A(9.0)	B(11.1)	B(11.7)	4	1	0	4	1	1	---	---	---	---	---	---	None
649				EBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
649				EBR	43	3	3	47	6	5	A(8.9)	B(10.8)	B(10.7)	A(9.0)	B(11.1)	B(11.7)	4	1	0	4	1	1	---	---	---	---	---	---	
649		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
649				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
649				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
649		Northbound	Major	NBL	7	57	36	17	91	82	A(7.4)	A(7.8)	A(8.3)	A(7.5)	A(8.3)	A(8.4)	6	27	23	7	40	44	---	---	---	---	100	100	
649				NBT	102	295	235	108	321	346	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
649				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
649		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
649				SBT	100	237	229	94	153	202	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
649				SBR	8	19	208	27	229	218	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	175	---	175	175	
649		**OVERALL**	**2-way Stop**	**AVG**	**260**	**612**	**712**	**294**	**802**	**855**	**A(1.7)**	**A(0.8)**	**A(0.5)**	**A(1.9)**	**A(1.1)**	**A(0.9)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
650	E 3Rd St At Penn St	Eastbound	Major	EBL	98	298	273	103	383	402	A(7.7)	A(8.2)	A(8.2)	A(7.7)	A(9.2)	A(9.0)	6	20	18	6	33	33	---	250	200	---	275	275	None
650				EBT	193	258	304	200	278	311	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
650				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
650		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
650				WBT	142	85	183	130	302	244	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
650				WBR	17	69	14	20	24	21	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
650		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
650				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
650				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
650		Southbound	Minor	SBL	4	48	43	18	33	35	A(9.9)	C(15.8)	C(16.6)	B(10.3)	C(24.2)	C(24.2)	14	52	54	16	65	83	---	---	---	---	---	---	
650				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
650				SBR	135	185	184	122	133	179	A(9.9)	C(15.8)	C(16.6)	B(10.3)	C(24.2)	C(24.2)	14	52	54	16	65	83	---	---	---	---	---	---	
650		**OVERALL**	**2-way Stop**	**AVG**	**589**	**943**	**1001**	**593**	**1153**	**1192**	**A(3.6)**	**A(6.5)**	**A(6.0)**	**A(3.8)**	**A(6.5)**	**A(7.4)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**4-Hour**	**---**	**4-Hour**	**Pk Hour 4-Hour**	
658	Penn St At Eldred St	Eastbound	Minor	EBL	67	111	118	85	99	97	B(10.2)	B(10.9)	B(11.0)	B(11.1)	B(12.5)	B(12.2)	9	16	17	15	18	17	---	---	---	---	---	---	None
658				EBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
658				EBR	19	20	15	30	14	18	B(10.2)	B(10.9)	B(11.0)	B(11.1)	B(12.5)	B(12.2)	9	16	17	15	18	17	---	---	---	---	---	---	
658		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
658				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
658				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
658		Northbound	Major	NBL	7	8	20	35	37	34	A(7.6)	A(7.7)	A(7.6)	A(7.7)	A(7.7)	A(7.7)	5	8	8	9	19	17	---	---	---	---	---	---	
658				NBT	80	122	110	106	235	224	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
658				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
658		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
658				SBT	75	33	63	68	33	38	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
658				SBR	131	198	108	157	185	170	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
658		**OVERALL**	**2-way Stop**	**AVG**	**379**	**492**	**434**	**481**	**603**	**581**	**A(2.4)**	**A(3.0)**	**A(3.7)**	**A(3.2)**	**A(2.8)**	**A(2.9)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
660	Penn St At Sheridan St	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
660				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
660				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
660		Westbound	Minor	WBL	131	155	94	167	158	149	A(8.4)	A(9.0)	A(8.4)	A(8.9)	A(9.3)	A(9.2)	0	0	0	0	0	0	---	---	---	---	---	---	
660				WBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
660				WBR	1	2	4	17	15	10	A(8.4)	A(9.0)	A(8.4)	A(8.9)	A(9.3)	A(9.2)	0	0	0	0	0	0	---	---	---	---	---	---	
660		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
660				NBT	35	51	60	60	149	157	A(7.5)	A(8.2)	A(8.0)	A(8.1)	A(9.5)	A(9.4)	0	0	0	0	0	0	---	---	---	---	---	---	
660				NBR	112	182	168	130	185	164	A(7.5)	A(8.2)	A(8.0)	A(8.1)	A(9.5)	A(9.4)	0	0	0	0	0	0	---	---	---	---	175	---	
660		Southbound	Major	SBL	3	20	22	6	11	13	A(7.8)	A(8.2)	A(8.0)	A(7.9)	A(8.2)	A(8.1)	0	0	0	0	0	0	---	---	---	---	---	---	
660				SBT	76	76	76	58	59	59	A(7.8)	A(8.2)	A(8.0)	A(7.9)	A(8.2)	A(8.1)	0	0	0	0	0	0	---	---	---	---	---	---	
660				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
660		**OVERALL**	**Multi-way Stop**	**AVG**	**358**	**486**	**424**	**438**	**577**	**552**	**A(7.9)**	**A(8.5)**	**A(8.1)**	**A(8.4)**	**A(9.3)**	**A(9.1)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
661	Us-15 At E Southern Ave	Eastbound	Minor	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
661				EBT	182	287	226	180	156	195	C(21.3)	C(26.2)	E(57.5)	C(23.1)	F(110.2)	D(50.9)	304	501	341	375	555	288	---	---	---	---	---	---	
661				EBR	166	224	28	231	142	31	C(21.3)	C(26.2)	E(57.5)	C(23.1)	F(110.2)	D(50.9)	304	501	341	375	555	288	150	175	---	175	---	---	
661		Westbound	Minor	WBL	0	6	0	0	36	0	A(0.0)	B(17.1)	A(0.0)	A(0.0)	F(569.8)	A(0.0)	0	100	0	0	1059	0	---	---	---	---	---	---	
661				WBT	168	115	53	168	165	109	B(17.7)	B(17.1)	D(36.1)	B(17.7)	F(569.8)	D(38.7)	139	100	64	139	1059	130	---	---	---	---	---	---	
661				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
661		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
661				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
661				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
661		Southbound	Major	SBL	47	125	136	81	188	192	C(22.3)	D(36.1)	A(9.4)	C(26.2)	B(13.4)	B(11.6)	416	1025	594	615	1003	822	---	---	---	---	---	---	
661				SBT	652	1126	1253	801	1569	1352	C(22.3)	D(36.1)	A(9.4)	C(26.2)	B(13.4)	B(11.6)	416	1025	594	615	1003	822	---	---	---	---	---	---	
661				SBR	163	155	229	235	270	330	C(22.3)	D(36.1)	A(9.4)	C(26.2)	B(13.4)	B(11.6)	416	1025	594	615	1003	822	150	150	175	175	200	250	
661		**OVERALL**	**Signal**	**AVG**	**1378**	**2038**	**1925**	**1696**	**2526**	**2209**	**C(21.5)**	**C(32.5)**	**B(16.5)**	**C(24.6)**	**E(69.0)**	**B(17.0)**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	
667	Grampian Blvd At Penn St	Eastbound	Major	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
667				EBT	457	561	515	374	452	423	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
667				EBR	14	5	5	25	17	8	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
667		Westbound	Major	WBL	13	21	22	33	37	37	A(8.3)	A(8.6)	A(8.5)	A(8.2)	A(8.4)	A(8.3)	1	2	2	2	3	3	---	---	---	---	75	75	
667				WBT	288	352	324	375	521	472	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
667				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
667		Northbound	Minor	NBL	1	5	7	19	19	19	B(11.7)	B(13.2)	B(13.0)	B(13.0)	B(14.9)	B(14.0)	8	10	11	11	29	25	---	---	---	---	---	---	
667				NBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
667				NBR	58	52	59	45	121	115	B(11.7)	B(13.2)	B(13.0)	B(13.0)	B(14.9)	B(14.0)	8	10	11	11	29	25	---	---	---	---	---	---	
667		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
667				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
667				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
667		**OVERALL**	**2-way Stop**	**AVG**	**831**	**996**	**932**	**871**	**1167**	**1074**	**A(1.0)**	**A(0.9)**	**A(1.1)**	**A(1.3)**	**A(2.0)**	**A(2.0)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
668	Us-15 At E Southern Ave	Eastbound	Minor	EBL	218	429	380	230	335	377	B(18.7)	C(23.2)	E(65.9)	B(18.9)	F(118.2)	E(64.3)	183	391	561	193	659	549	---	---	---	---	---	---	None
668				EBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
668				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
668		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
668				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
668				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
668		Northbound	Major	NBL	135	111	51	136	187	100	C(23.9)	C(32.2)	B(11.5)	C(24.1)	B(10.8)	B(14.8)	520	909	532	527	682	833	---	---	---	---	---	---	
668				NBT	885	1257	1340	893	1525	1657	C(23.9)	C(32.2)	B(11.5)	C(24.1)	B(10.8)	B(14.8)	520	909	532	527	682	833	---	---	---	---	---	---	
668				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
668		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
668				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
668				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
668		**OVERALL**	**Signal**	**AVG**	**1238**	**1797**	**1771**	**1259**	**2047**	**2134**	**C(23.0)**	**C(30.1)**	**C(23.2)**	**C(23.1)**	**C(28.4)**	**C(23.6)**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	
672	Us-15 At 7Th Ave	Eastbound	Minor	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	Traffic Signal
672				EBT	113	53	100	82	38	87	D(28.4)	F(52.2)	D(37.8)	E(43.7)	F(72.9)	D(35.0)	55	88	252	87	50	195	---	---	---	---	---	---	
672				EBR	3	42	122	32	0	89	D(28.4)	F(52.2)	D(37.8)	E(43.7)	F(72.9)	D(35.0)	55	88	252	87	50	195	---	---	---	---	---	---	
672		Westbound	Minor	WBL	0	2	48	2	8	51	C(20.8)	E(49.4)	C(32.5)	D(30.4)	F(51.3)	C(33.9)	8	28	95	7	23	153	---	---	---	---	---	---	
672				WBT	25	29	36	12	16	86	C(20.8)	E(49.4)	C(32.5)	D(30.4)	F(51.3)	C(33.9)	8	28	95	7	23	153	---	---	---	---	---	---	
672				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
672		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
672				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
672				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
672		Southbound	Major	SBL	88	76	78	152	36	163	A(7.3)	A(7.3)	B(11.1)	A(7.4)	A(7.2)	B(11.8)	25	53	472	35	85	537	---	---	---	---	---	---	
672				SBT	658	1244	1168	801	1592	1117	A(0.0)	A(0.0)	B(11.1)	A(0.0)	A(0.0)	B(11.8)	0	0	472	0	0	537	---	---	---	---	---	---	
672				SBR	72	36	36	80	119	103	A(0.0)	A(0.0)	B(11.1)	A(0.0)	A(0.0)	B(11.8)	0	0	472	0	0	537	100	75	75	100	100	100	
672		**OVERALL**	**2-way Stop**	**AVG**	**959**	**1482**	**1588**	**1161**	**1809**	**1696**	**A(4.7)**	**A(4.8)**	**B(15.9)**	**A(5.6)**	**A(2.3)**	**B(16.0)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4 Hour**	**---**	**---**	**Pk Hour 4 Hour**	
680	Us-15 At 7Th Ave	Eastbound	Minor	EBL	112	50	91	72	32	73	D(27.5)	F(61.2)	D(45.6)	E(41.9)	F(101.9)	C(25.9)	91	134	222	163	125	245	---	---	---	---	---	---	Traffic Signal
680				EBT	89	79	87	160	42	179	D(27.5)	F(61.2)	D(45.6)	E(41.9)	F(101.9)	C(25.9)	91	134	222	163	125	245	---	---	---	---	---	---	
680				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
680		Westbound	Minor	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
680				WBT	1	3	41	3	8	64	B(11.9)	C(15.4)	D(39.0)	B(12.4)	C(24.9)	C(26.5)	21	29	261	22	68	311	---	---	---	---	---	---	
680				WBR	144	130	186	140	160	258	B(11.9)	C(15.4)	D(39.0)	B(12.4)	C(24.9)	C(26.5)	21	29	261	22	68	311	---	---	---	---	---	200	
680		Northbound	Major	NBL	23	30	40	11	22	75	A(7.2)	A(7.2)	B(10.3)	A(7.2)	A(7.2)	C(26.4)	24	45	403	26	69	916	---	---	---	---	---	---	
680				NBT	764	1188	1114	817	1521	1426	A(0.0)	A(0.0)	B(10.3)	A(0.0)	A(0.0)	C(26.4)	0	0	403	0	0	916	---	---	---	---	---	---	
680				NBR	1	11	1	4	33	3	A(0.0)	A(0.0)	B(10.3)	A(0.0)	A(0.0)	C(26.4)	0	0	403	0	0	916	---	---	---	---	75	---	
680		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
680				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
680				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
680		**OVERALL**	**2-way Stop**	**AVG**	**1134**	**1491**	**1560**	**1207**	**1818**	**2078**	**A(6.5)**	**A(6.8)**	**B(18.5)**	**A(9.6)**	**A(6.6)**	**C(26.3)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**4-Hour**	**4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
685	Us-15 At Pa Route 554	Eastbound	Minor	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
685				EBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
685				EBR	34	278	0	39	0	0	B(10.3)	C(22.8)	B(12.8)	B(11.0)	B(14.3)	B(12.4)	4	100	0	5	0	0	---	200	---	---	---	---	
685		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
685				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
685				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
685		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
685				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
685				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
685		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
685				SBT	626	1248	1299	809	1477	1166	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
685				SBR	26	33	32	28	126	93	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	75	75	---	150	100	
685		**OVERALL**	**2-way Stop**	**AVG**	**686**	**1559**	**1331**	**876**	**1603**	**1259**	**A(0.5)**	**A(4.1)**	**A(0.0)**	**A(0.5)**	**A(0.0)**	**A(0.0)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour**	**---**	**---**	**---**	**---**	
687	Four Mile Dr At Almond St	Eastbound	Major	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
687				EBT	504	591	528	406	546	512	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
687				EBR	11	21	46	13	27	26	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
687		Westbound	Major	WBL	4	15	15	22	16	22	A(8.4)	A(8.7)	A(8.6)	A(8.2)	A(8.6)	A(8.5)	30	49	41	43	95	75	---	---	---	---	---	75	
687				WBT	299	371	345	397	551	503	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
687				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
687		Northbound	Minor	NBL	2	3	1	11	6	6	B(12.1)	B(13.4)	B(12.3)	B(12.7)	B(14.1)	B(13.7)	5	4	3	6	7	6	---	---	---	---	---	---	
687				NBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
687				NBR	33	19	20	27	29	26	B(12.1)	B(13.4)	B(12.3)	B(12.7)	B(14.1)	B(13.7)	5	4	3	6	7	6	---	---	---	---	---	---	
687		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
687				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
687				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
687		**OVERALL**	**2-way Stop**	**AVG**	**853**	**1020**	**955**	**876**	**1175**	**1095**	**A(0.5)**	**A(0.4)**	**A(0.4)**	**A(0.8)**	**A(0.5)**	**A(0.6)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
693	Almond St At Sheridan St	Eastbound	Minor	EBL	50	120	76	53	98	81	B(17.5)	B(19.2)	C(20.5)	B(17.5)	C(20.6)	C(20.1)	110	178	172	106	163	143	---	---	---	---	---	---	None
693				EBT	80	85	113	65	79	75	B(17.5)	B(19.2)	C(20.5)	B(17.5)	C(20.6)	C(20.1)	110	178	172	106	163	143	---	---	---	---	---	---	
693				EBR	3	2	7	9	6	6	B(17.5)	B(19.2)	C(20.5)	B(17.5)	C(20.6)	C(20.1)	110	178	172	106	163	143	---	---	---	---	---	---	
693		Westbound	Minor	WBL	8	2	8	14	10	9	B(16.7)	B(16.4)	B(17.9)	B(16.9)	B(18.6)	B(18.5)	71	55	47	86	90	84	---	---	---	---	---	---	
693				WBT	76	61	45	85	83	78	B(16.7)	B(16.4)	B(17.9)	B(16.9)	B(18.6)	B(18.5)	71	55	47	86	90	84	---	---	---	---	---	---	
693				WBR	2	3	2	5	11	10	B(16.7)	B(16.4)	B(17.9)	B(16.9)	B(18.6)	B(18.5)	71	55	47	86	90	84	---	---	---	---	---	---	
693		Northbound	Major	NBL	3	4	8	18	8	9	B(15.9)	B(16.1)	B(14.6)	B(16.2)	B(14.9)	B(14.9)	18	27	30	32	48	50	---	---	---	---	---	---	
693				NBT	8	22	23	12	44	45	B(15.9)	B(16.1)	B(14.6)	B(16.2)	B(14.9)	B(14.9)	18	27	30	32	48	50	---	---	---	---	---	---	
693				NBR	10	7	7	8	8	8	B(15.9)	B(16.1)	B(14.6)	B(16.2)	B(14.9)	B(14.9)	18	27	30	32	48	50	---	---	---	---	---	---	
693		Southbound	Major	SBL	39	42	68	14	24	27	B(16.8)	B(17.5)	B(16.3)	B(16.9)	B(17.9)	B(17.4)	67	103	124	77	227	200	---	---	---	---	---	---	
693				SBT	2	15	66	5	187	163	B(16.8)	B(17.5)	B(16.3)	B(16.9)	B(17.9)	B(17.4)	67	103	124	77	227	200	---	---	---	---	---	---	
693				SBR	38	66	20	73	69	59	B(16.8)	B(17.5)	B(16.3)	B(16.9)	B(17.9)	B(17.4)	67	103	124	77	227	200	---	---	---	---	---	---	
693		**OVERALL**	**Signal**	**AVG**	**319**	**429**	**443**	**361**	**627**	**570**	**B(17.0)**	**B(18.1)**	**B(18.2)**	**B(17.1)**	**B(18.5)**	**B(18.1)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
698	Washington Blvd At Almond St	Eastbound	Major	EBL	8	33	28	39	54	64	A(7.6)	A(7.6)	A(7.5)	A(7.8)	A(7.8)	A(7.7)	13	21	13	11	11	11	---	---	---	---	---	---	None
698				EBT	202	278	181	133	122	117	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
698				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
698		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
698				WBT	165	143	131	200	189	163	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
698				WBR	24	11	14	37	44	34	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
698		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
698				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
698				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
698		Southbound	Minor	SBL	33	33	32	38	19	19	B(10.4)	B(10.7)	B(10.3)	B(11.1)	B(11.4)	B(10.9)	10	11	16	8	32	26	---	---	---	---	---	---	
698				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
698				SBR	53	62	116	28	221	194	B(10.4)	B(10.7)	B(10.3)	B(11.1)	B(11.4)	B(10.9)	10	11	16	8	32	26	---	---	---	---	---	---	
698		**OVERALL**	**2-way Stop**	**AVG**	**485**	**560**	**502**	**475**	**649**	**591**	**A(2.0)**	**A(2.3)**	**A(3.5)**	**A(2.2)**	**A(4.9)**	**A(4.7)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
699	Us-15 At Pa Route 554	Eastbound	Major	EBL	75	308	36	89	84	54	A(9.2)	B(13.0)	A(8.5)	A(9.5)	B(13.6)	A(8.6)	41	873	438	67	3174	396	100	250	75	100	100	75	Traffic Signal
699				EBT	557	1190	1237	734	1363	1083	A(0.0)	A(0.0)	A(8.5)	A(0.0)	A(0.0)	A(8.6)	0	0	438	0	0	396	---	---	---	---	---	---	
699				EBR	28	27	27	25	30	30	A(0.0)	A(0.0)	A(8.5)	A(0.0)	A(0.0)	A(8.6)	0	0	438	0	0	396	---	75	75	---	75	75	
699		Westbound	Major	WBL	0	4	5	4	6	8	A(8.6)	B(11.2)	A(6.9)	A(9.2)	B(12.3)	A(8.4)	0	0	299	0	1	453	---	---	---	---	---	75	
699				WBT	670	907	1015	719	1383	1350	A(0.0)	A(0.0)	A(6.9)	A(0.0)	A(0.0)	A(8.4)	0	0	299	0	0	453	---	---	---	---	---	---	
699				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
699		Northbound	Minor	NBL	30	0	91	24	108	100	F(50.1)	A(8.6)	D(37.8)	F(85.1)	F(600.0)	D(38.4)	27	0	114	37	1468	126	---	---	---	---	---	---	
699				NBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
699				NBR	0	0	5	0	5	5	F(50.1)	A(8.6)	D(37.8)	F(85.1)	F(600.0)	D(38.4)	27	0	114	37	1468	126	---	---	---	---	---	---	
699		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
699				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
699				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
699		**OVERALL**	**2-way Stop**	**AVG**	**1360**	**2436**	**2416**	**1595**	**2979**	**2630**	**A(1.6)**	**A(1.7)**	**A(9.0)**	**A(1.8)**	**F(23.3)**	**A(9.7)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**---**	**Pk Hour**	**Pk Hour 4-Hour**	
700	Four Mile Dr At Poco Farm Rd	Eastbound	Major	EBL	12	43	44	55	114	120	A(8.5)	A(8.1)	A(8.1)	A(8.4)	A(8.7)	A(8.7)	33	41	29	46	89	73	---	75	---	75	100	150	None
700				EBT	304	378	290	378	474	428	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
700				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
700		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
700				WBT	468	356	345	331	420	394	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
700				WBR	77	27	27	112	75	75	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	161	---	---	161	161	---	
700		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
700				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
700				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
700		Southbound	Minor	SBL	128	81	83	131	60	60	C(20.9)	C(19.4)	C(17.1)	C(23.4)	D(31.5)	D(28.4)	42	24	21	49	33	29	---	---	---	---	---	---	
700				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
700				SBR	62	124	122	40	92	91	B(11.7)	B(11.3)	B(11.2)	B(10.3)	B(11.6)	B(11.3)	9	16	16	4	13	12	---	---	---	---	---	---	
700		**OVERALL**	**2-way Stop**	**AVG**	**1051**	**1009**	**911**	**1047**	**1235**	**1168**	**A(3.3)**	**A(3.3)**	**A(3.5)**	**A(3.8)**	**A(3.2)**	**A(3.2)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
701	Pa Route 554 At Pa Route 554	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
701				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
701				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
701		Westbound	Minor	WBL	1	1	1	2	1	3	A(8.8)	A(9.7)	A(8.8)	A(8.5)	A(9.3)	A(9.1)	0	3	0	1	0	0	---	---	---	---	---	---	
701				WBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
701				WBR	0	33	0	10	0	0	A(8.8)	A(9.7)	A(8.8)	A(8.5)	A(9.3)	A(9.1)	0	3	0	1	0	0	---	---	---	---	---	---	
701		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
701				NBT	34	244	0	29	0	0	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
701				NBR	1	1	63	3	77	69	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
701		Southbound	Major	SBL	0	0	0	0	0	0	A(5.0)	A(5.0)	A(5.0)	A(5.0)	A(5.0)	A(5.0)	0	0	0	0	0	0	---	---	---	---	---	---	
701				SBT	26	33	32	28	126	93	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
701				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
701		**OVERALL**	**2-way Stop**	**AVG**	**62**	**312**	**96**	**72**	**204**	**165**	**A(0.1)**	**A(1.1)**	**A(0.1)**	**A(1.3)**	**A(0.0)**	**A(0.2)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
716	Us-15 At Fairmont Ave	Eastbound	Major	EBL	0	9	1	18	111	3	A(8.8)	A(9.7)	B(10.2)	A(9.1)	B(14.2)	B(12.0)	0	1	0	2	21	0	---	75	---	75	100	---	Prohibit Fairmont SB Left
716				EBT	529	1159	1219	703	1231	1060	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
716				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
716		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
716				WBT	642	885	994	699	1358	1324	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
716				WBR	0	6	15	18	25	31	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	235	235	
716		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
716				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
716				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
716		Southbound	Minor	SBL	3	25	0	22	16	0	C(16.2)	E(36.2)	---	C(20.4)	F(146.0)	---	1	17	---	9	48	---	---	---	---	---	---	---	
716				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
716				SBR	0	1	2	7	3	7	C(16.2)	E(36.2)	C(17.2)	C(20.4)	F(146.0)	C(24.9)	1	17	1	9	48	3	---	---	---	---	---	---	
716		**OVERALL**	**2-way Stop**	**AVG**	**1174**	**2085**	**2231**	**1467**	**2744**	**2425**	**A(0.0)**	**A(0.5)**	**A(0.0)**	**A(0.5)**	**A(1.5)**	**A(0.1)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
719	Four Mile Dr At Warren Ave	Eastbound	Major	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
719				EBT	349	442	351	439	527	481	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
719				EBR	83	17	22	69	8	7	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	161	---	---	
719		Westbound	Major	WBL	0	14	31	0	0	6	A(5.0)	A(8.3)	A(8.1)	A(5.0)	A(5.0)	A(8.3)	0	41	37	0	0	54	---	---	125	---	---	---	
719				WBT	505	381	366	402	479	452	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
719				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
719		Northbound	Minor	NBL	40	2	5	40	16	17	C(17.2)	B(13.9)	B(14.3)	C(15.7)	C(18.0)	C(16.5)	12	1	1	18	5	5	---	---	---	---	---	---	
719				NBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
719				NBR	7	1	2	39	4	6	C(17.2)	B(13.9)	B(14.3)	C(15.7)	C(18.0)	C(16.5)	12	1	1	18	5	5	---	---	---	---	---	---	
719		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
719				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
719				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
719		**OVERALL**	**2-way Stop**	**AVG**	**984**	**857**	**777**	**989**	**1034**	**969**	**A(0.8)**	**A(0.2)**	**A(0.4)**	**A(1.3)**	**A(0.3)**	**A(0.4)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
721	Sheridan St At River Ave	Eastbound	Major	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
721				EBT	92	60	57	108	88	89	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
721				EBR	251	236	303	488	392	450	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	200	175	250	350	275	325	
721		Westbound	Major	WBL	196	129	157	97	114	90	A(8.5)	A(8.1)	A(8.4)	A(9.0)	A(8.7)	A(8.8)	36	27	31	38	38	35	175	150	150	100	100	100	
721				WBT	203	210	194	236	255	244	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
721				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
721		Northbound	Minor	NBL	141	184	211	135	200	222	D(28.1)	C(22.5)	D(32.4)	D(27.2)	D(33.6)	E(35.0)	101	70	120	131	131	153	---	---	---	---	---	---	
721				NBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
721				NBR	78	12	12	163	33	41	D(28.1)	C(22.5)	D(32.4)	D(27.2)	D(33.6)	E(35.0)	101	70	120	131	131	153	---	---	---	---	---	---	
721		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
721				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
721				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
721		**OVERALL**	**2-way Stop**	**AVG**	**961**	**831**	**934**	**1227**	**1082**	**1136**	**A(8.1)**	**A(6.6)**	**A(9.2)**	**A(7.3)**	**A(8.2)**	**A(8.8)**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**---**	**4-Hour**	**Pk Hour 4-Hour**	**---**	**Pk Hour 4-Hour**	
724	Washington Blvd At River Ave	Eastbound	Major	EBL	1	7	5	2	5	4	B(16.1)	B(15.9)	C(20.7)	B(16.4)	C(20.8)	C(20.8)	1	6	5	2	5	4	---	---	---	---	---	---	None
724				EBT	245	279	204	188	146	142	B(19.3)	C(20.2)	C(24.6)	B(18.1)	C(23.1)	C(23.0)	223	265	206	160	141	137	---	---	---	---	---	---	
724				EBR	21	32	17	5	5	5	B(19.3)	C(20.2)	C(24.6)	B(18.1)	C(23.1)	C(23.0)	223	265	206	160	141	137	---	---	---	---	---	---	
724		Westbound	Major	WBL	7	7	0	10	0	0	C(24.2)	C(24.4)	D(35.9)	C(24.3)	D(35.9)	D(35.9)	7	7	0	11	0	0	---	---	---	---	---	---	
724				WBT	166	81	54	240	93	87	C(28.9)	C(25.7)	D(39.3)	C(29.9)	D(41.8)	D(41.4)	217	97	85	258	131	124	---	---	---	---	---	---	
724				WBR	50	15	15	14	13	14	C(28.9)	C(25.7)	D(39.3)	C(29.9)	D(41.8)	D(41.4)	217	97	85	258	131	124	---	---	---	---	---	---	
724		Northbound	Minor	NBL	3	10	17	9	48	44	B(15.8)	B(15.9)	B(11.8)	B(16.0)	B(12.4)	B(12.4)	2	8	13	8	36	34	---	---	---	---	100	100	
724				NBT	221	211	243	269	229	258	B(18.7)	B(18.5)	B(13.9)	B(19.5)	B(13.8)	B(14.1)	192	182	183	237	177	198	---	---	---	---	---	---	
724				NBR	10	8	8	13	14	12	B(18.7)	B(18.5)	B(13.9)	B(19.5)	B(13.8)	B(14.1)	192	182	183	237	177	198	---	---	---	---	---	---	
724		Southbound	Minor	SBL	126	121	183	234	281	269	B(20.0)	B(19.6)	B(16.1)	C(29.5)	C(20.2)	C(20.4)	115	109	151	249	253	244	175	175	200	250	325	275	
724				SBT	282	173	196	338	142	215	C(20.3)	B(18.8)	B(14.1)	C(20.6)	B(14.0)	B(14.4)	271	190	193	294	178	213	---	---	---	---	---	---	
724				SBR	36	55	67	5	100	73	C(20.3)	B(18.8)	B(14.1)	C(20.6)	B(14.0)	B(14.4)	271	190	193	294	178	213	---	---	---	---	---	150	100
724		**OVERALL**	**Signal**	**AVG**	**1168**	**999**	**1009**	**1327**	**1076**	**1123**	**C(21.3)**	**B(19.9)**	**B(18.4)**	**C(23.4)**	**B(19.5)**	**B(19.3)**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**---**	**---**	**Pk Hour 4-Hour**	**---**	**4-Hour**	
726	E 3Rd St At River Ave	Eastbound	Major	EBL	101	38	92	151	120	148	A(7.7)	A(7.8)	A(8.1)	A(7.8)	A(8.5)	A(8.3)	7	13	19	10	20	22	---	---	---	---	100	150	None
726				EBT	14	159	169	12	128	134	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
726				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
726		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
726				WBT	27	46	114	28	237	179	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
726				WBR	141	198	191	143	173	168	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	150	150	
726		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
726				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
726				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
726		Southbound	Minor	SBL	174	115	124	289	81	156	B(13.2)	B(12.1)	C(15.4)	C(20.8)	C(16.1)	C(22.5)	51	30	45	115	35	79	---	---	---	---	---	---	
726				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
726				SBR	129	88	87	71	72	68	B(13.2)	B(12.1)	C(15.4)	C(20.8)	C(16.1)	C(22.5)	51	30	45	115	35	79	---	---	---	---	---	---	
726		**OVERALL**	**2-way Stop**	**AVG**	**586**	**644**	**777**	**694**	**811**	**853**	**A(8.1)**	**A(4.3)**	**A(5.1)**	**B(12.5)**	**A(4.3)**	**A(7.3)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**---**	**4-Hour**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
728	Sheridan St At Warren Ave	Eastbound	Major	EBL	21	3	3	55	7	11	A(8.0)	A(7.9)	A(7.8)	A(8.0)	A(8.0)	A(7.9)	12	5	4	20	9	9	---	---	---	---	---	---	None
728				EBT	150	70	66	216	114	119	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
728				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
728		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
728				WBT	332	311	300	276	363	321	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
728				WBR	26	1	4	24	12	12	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
728		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
728				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
728				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
728		Southbound	Minor	SBL	16	3	1	12	1	1	B(11.3)	B(10.2)	B(10.2)	B(11.0)	B(10.6)	B(10.3)	11	3	6	9	1	1	---	---	---	---	---	---	
728				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
728				SBR	67	28	51	57	6	12	B(11.3)	B(10.2)	B(10.2)	B(11.0)	B(10.6)	B(10.3)	11	3	6	9	1	1	---	---	---	---	---	---	
728		**OVERALL**	**2-way Stop**	**AVG**	**612**	**416**	**425**	**640**	**503**	**476**	**A(1.8)**	**A(0.8)**	**A(1.3)**	**A(1.9)**	**A(0.3)**	**A(0.5)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
731	Pa Route 973 At Northway Rd	Eastbound	Major	EBL	3	4	4	10	11	10	A(7.3)	A(7.3)	A(7.3)	A(7.3)	A(7.4)	A(7.4)	5	6	5	4	8	7	---	---	---	---	---	---	None
731				EBT	43	84	65	34	107	91	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
731				EBR	49	29	29	34	21	21	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
731		Westbound	Major	WBL	8	13	12	6	10	10	A(7.4)	A(7.4)	A(7.4)	A(7.3)	A(7.5)	A(7.4)	2	3	3	2	7	6	---	---	---	---	---	---	
731				WBT	28	44	45	41	108	108	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
731				WBR	0	1	1	1	0	0	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
731		Northbound	Minor	NBL	27	7	7	46	30	29	A(9.6)	A(9.5)	A(9.4)	A(9.6)	B(10.5)	B(10.3)	4	1	1	6	6	5	---	---	---	---	---	---	
731				NBT	11	3	3	6	11	9	A(9.6)	A(9.5)	A(9.4)	A(9.6)	B(10.5)	B(10.3)	4	1	1	6	6	5	---	---	---	---	---	---	
731				NBR	4	5	6	7	16	12	A(9.6)	A(9.5)	A(9.4)	A(9.6)	B(10.5)	B(10.3)	4	1	1	6	6	5	---	---	---	---	---	---	
731		Southbound	Minor	SBL	0	0	0	1	0	0	A(9.7)	A(9.9)	A(9.7)	A(9.1)	A(9.9)	A(9.8)	1	2	1	1	1	1	---	---	---	---	---	---	
731				SBT	12	11	10	6	7	7	A(9.7)	A(9.9)	A(9.7)	A(9.1)	A(9.9)	A(9.8)	1	2	1	1	1	1	---	---	---	---	---	---	
731				SBR	3	3	4	11	7	7	A(9.7)	A(9.9)	A(9.7)	A(9.1)	A(9.9)	A(9.8)	1	2	1	1	1	1	---	---	---	---	---	---	
731		**OVERALL**	**2-way Stop**	**AVG**	**188**	**204**	**186**	**203**	**328**	**304**	**A(3.3)**	**A(2.1)**	**A(2.2)**	**A(4.2)**	**A(2.7)**	**A(2.6)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
732	Northway Rd At Northway Road Ext	Eastbound	Minor	EBL	0	1	1	1	2	2	A(9.1)	A(9.0)	A(8.9)	A(8.7)	A(8.7)	A(8.7)	8	8	7	4	4	4	---	---	---	---	---	---	None
732				EBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
732				EBR	92	91	83	46	49	48	A(9.1)	A(9.0)	A(8.9)	A(8.7)	A(8.7)	A(8.7)	8	8	7	4	4	4	---	---	---	---	---	---	
732		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
732				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
732				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
732		Northbound	Major	NBL	50	18	19	80	71	67	A(7.4)	A(7.4)	A(7.4)	A(7.4)	A(7.4)	A(7.4)	5	2	2	8	7	6	---	---	---	---	---	---	
732				NBT	47	16	16	72	63	57	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
732				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
732		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
732				SBT	87	67	64	55	41	41	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
732				SBR	0	1	1	1	1	1	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
732		**OVERALL**	**2-way Stop**	**AVG**	**276**	**194**	**184**	**255**	**227**	**216**	**A(4.4)**	**A(5.0)**	**A(4.8)**	**A(3.9)**	**A(4.3)**	**A(4.3)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
745	Washington Blvd At E 3Rd St	Eastbound	Major	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
745				EBT	254	277	248	258	206	187	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
745				EBR	137	133	160	190	259	263	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	150	150	150	175	200	200	
745		Westbound	Major	WBL	24	57	237	13	255	230	A(8.1)	A(8.3)	A(8.9)	A(8.2)	A(9.2)	A(9.0)	2	4	19	1	22	19	---	---	175	---	200	175	
745				WBT	246	126	108	268	126	123	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
745				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
745		Northbound	Minor	NBL	13	6	0	4	0	0	B(13.3)	B(13.0)	C(19.7)	B(13.4)	C(21.5)	C(19.6)	2	1	0	1	0	0	---	---	---	---	---	---	
745				NBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
745				NBR	37	112	122	2	94	104	B(10.3)	B(11.1)	B(11.0)	B(10.2)	B(10.8)	B(10.8)	4	14	15	0	11	13	---	---	---	---	---	---	
745		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
745				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
745				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
745		**OVERALL**	**2-way Stop**	**AVG**	**711**	**711**	**875**	**735**	**940**	**907**	**A(1.1)**	**A(2.5)**	**A(3.9)**	**A(0.2)**	**A(3.6)**	**A(3.5)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
746	E 3Rd St At Northway Rd	Eastbound	Major	EBL	122	49	43	26	77	92	B(17.8)	B(18.2)	B(18.1)	B(17.3)	B(18.0)	B(18.0)	129	171	163	114	134	131	---	---	---	---	150	175	None
746				EBT	169	338	319	172	222	196	B(17.8)	B(18.2)	B(18.1)	B(17.3)	B(18.0)	B(18.0)	129	171	163	114	134	131	---	---	---	---	---	---	
746				EBR	0	2	8	62	0	3	A(0.0)	B(18.2)	B(18.1)	B(17.3)	A(0.0)	B(18.0)	0	171	163	114	0	131	---	---	---	---	---	---	
746		Westbound	Major	WBL	25	111	99	118	171	148	C(25.8)	C(34.5)	C(27.6)	C(28.9)	D(36.8)	C(33.2)	102	128	141	196	357	292	---	---	175	175	250	200	
746				WBT	111	63	91	183	195	157	C(25.8)	C(26.4)	C(27.6)	C(28.9)	D(36.8)	C(33.2)	102	118	141	196	357	292	---	---	---	---	---	---	
746				WBR	55	54	67	54	198	187	C(25.8)	C(26.4)	C(27.6)	C(28.9)	D(36.8)	C(33.2)	102	118	141	196	357	292	---	---	---	---	275	275	
746		Northbound	Minor	NBL	136	88	113	75	102	102	D(48.9)	D(39.8)	D(40.4)	C(29.2)	E(60.3)	D(37.7)	547	573	562	548	938	567	200	150	175	150	175	175	
746				NBT	266	374	338	448	491	368	D(48.9)	D(39.8)	D(40.4)	C(29.2)	E(60.3)	D(37.7)	547	573	562	548	938	567	---	---	---	---	---	---	
746				NBR	273	532	575	86	411	412	C(20.4)	C(30.8)	C(34.7)	B(16.9)	C(24.5)	C(24.5)	237	576	672	72	388	389	375	625	675	150	500	500	
746		Southbound	Minor	SBL	19	50	65	24	35	44	C(27.0)	D(48.9)	E(57.8)	D(37.0)	D(48.0)	D(46.7)	21	66	90	29	46	58	75	100	150	---	100	100	
746				SBT	376	362	338	240	284	324	D(35.0)	C(34.2)	C(33.1)	C(29.3)	C(30.8)	C(32.4)	408	388	357	242	291	338	---	---	---	---	---	---	
746				SBR	22	32	141	22	84	94	C(24.3)	C(24.5)	C(27.5)	C(24.3)	C(25.8)	C(26.1)	23	33	144	23	85	96	---	---	200	---	---	175	
746		**OVERALL**	**Signal**	**AVG**	**1574**	**2055**	**2197**	**1510**	**2270**	**2127**	**C(31.5)**	**C(31.3)**	**C(32.2)**	**C(26.4)**	**D(37.2)**	**C(30.3)**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	
754	Northway Rd At Sheridan St	Eastbound	Minor	EBL	80	49	41	74	65	67	D(37.3)	D(35.8)	C(30.5)	D(37.5)	D(37.2)	C(31.6)	103	66	64	106	98	99	---	---	---	---	---	---	None
754				EBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
754				EBR	6	5	16	15	17	23	D(37.3)	D(35.8)	C(30.5)	D(37.5)	D(37.2)	C(31.6)	103	66	64	106	98	99	---	---	---	---	---	---	
754		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
754				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
754				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
754		Northbound	Major	NBL	146	173	170	124	208	213	A(8.7)	A(9.3)	B(15.2)	A(8.5)	B(17.3)	C(26.5)	293	297	352	325	681	688	150	150	150	150	175	175	
754				NBT	329	293	267	416	528	403	A(8.7)	A(9.3)	B(15.2)	A(8.5)	B(17.3)	C(26.5)	293	297	352	325	681	688	---	---	---	---	---	---	
754				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
754		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
754				SBT	405	391	481	288	362	413	A(7.1)	A(6.9)	B(10.7)	A(6.7)	A(6.9)	B(10.2)	274	262	374	232	256	328	---	---	---	---	---	---	
754				SBR	99	96	90	150	115	102	A(7.1)	A(6.9)	B(10.7)	A(6.7)	A(6.9)	B(10.2)	274	262	374	232	256	328	100	100	100	150	100	100	
754		**OVERALL**	**Signal**	**AVG**	**1065**	**1007**	**1065**	**1067**	**1295**	**1221**	**B(10.3)**	**A(9.6)**	**B(13.6)**	**B(10.1)**	**B(14.7)**	**B(20.0)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
760	Northway Rd At Lincoln Dr	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	Northway NB Right Turn Lane
760				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
760				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
760		Westbound	Minor	WBL	147	165	215	175	207	227	D(28.6)	D(25.1)	D(26.4)	E(43.1)	E(48.8)	D(28.9)	99	72	104	177	188	141	---	---	---	---	---	---	
760				WBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
760				WBR	62	11	28	71	26	73	D(28.6)	D(25.1)	D(26.4)	E(43.1)	E(48.8)	D(28.9)	99	72	104	177	188	141	---	---	---	---	---	---	
760		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
760				NBT	221	168	134	369	342	230	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
760				NBR	188	175	175	121	251	240	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	175	150	---	150	200	175	
760		Southbound	Major	SBL	93	92	94	97	71	75	A(8.4)	A(8.2)	A(8.1)	A(8.6)	A(8.9)	A(8.5)	47	38	41	37	39	37	100	100	100	100	100	100	
760				SBT	357	322	356	263	270	288	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
760				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
760		**OVERALL**	**2-way Stop**	**AVG**	**1068**	**933**	**1002**	**1096**	**1167**	**1133**	**A(6.3)**	**A(5.5)**	**A(7.2)**	**B(10.5)**	**B(10.3)**	**A(8.2)**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**4-Hour**	**4-Hour**	**4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	
761	Pleasant Valley Rd At Northway Rd	Eastbound	Minor	EBL	5	2	2	8	6	5	A(8.6)	A(8.8)	A(8.7)	A(8.7)	A(8.9)	A(8.8)	1	1	1	1	2	1	---	---	---	---	---	---	None
761				EBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
761				EBR	10	9	9	10	13	12	A(8.6)	A(8.8)	A(8.7)	A(8.7)	A(8.9)	A(8.8)	1	1	1	1	2	1	---	---	---	---	---	---	
761		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
761				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
761				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
761		Northbound	Major	NBL	1	2	2	11	9	9	A(7.2)	A(7.4)	A(7.3)	A(7.3)	A(7.3)	A(7.3)	1	1	1	1	4	4	---	---	---	---	---	---	
761				NBT	24	20	21	20	74	73	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
761				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
761		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
761				SBT	17	84	63	20	66	56	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
761				SBR	6	6	6	11	6	6	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
761		**OVERALL**	**2-way Stop**	**AVG**	**63**	**123**	**103**	**80**	**174**	**161**	**A(2.2)**	**A(0.9)**	**A(1.1)**	**A(3.0)**	**A(1.4)**	**A(1.3)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
763	Four Mile Dr At Fairview Rd	Eastbound	Major	EBL	33	47	45	50	120	105	A(8.0)	A(7.9)	A(8.1)	A(7.8)	A(9.1)	A(9.0)	28	60	50	27	117	81	---	125	125	150	225	175	None
763				EBT	300	521	434	310	490	419	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
763				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
763		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
763				WBT	343	293	360	221	566	553	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
763				WBR	3	10	9	14	28	29	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
763		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
763				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
763				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
763		Southbound	Minor	SBL	3	27	26	8	15	15	B(10.9)	B(13.3)	B(13.7)	B(10.4)	C(18.2)	C(16.8)	8	20	23	6	25	22	---	---	---	---	---	---	
763				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
763				SBR	65	91	101	48	75	74	B(10.9)	B(13.3)	B(13.7)	B(10.4)	C(18.2)	C(16.8)	8	20	23	6	25	22	---	---	---	---	---	---	
763		**OVERALL**	**2-way Stop**	**AVG**	**747**	**989**	**975**	**651**	**1294**	**1195**	**A(1.3)**	**A(2.0)**	**A(2.2)**	**A(1.5)**	**A(2.1)**	**A(2.0)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
770	Four Mile Dr At Richards Ave	Eastbound	Major	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
770				EBT	217	408	328	225	396	343	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
770				EBR	86	140	132	92	109	92	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	200	200	---	200	200	
770		Westbound	Major	WBL	4	18	18	15	20	20	A(7.8)	A(8.5)	A(8.3)	A(7.9)	A(8.4)	A(8.2)	19	28	30	12	50	44	---	---	---	---	125	---	
770				WBT	255	265	300	161	407	399	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
770				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
770		Northbound	Minor	NBL	91	38	69	74	187	183	B(13.3)	C(15.4)	C(16.0)	B(12.2)	E(35.8)	D(28.7)	17	11	19	15	121	95	---	---	---	---	---	---	
770				NBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
770				NBR	9	12	12	26	13	16	B(13.3)	C(15.4)	C(16.0)	B(12.2)	E(35.8)	D(28.7)	17	11	19	15	121	95	---	---	---	---	---	---	
770		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
770				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
770				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
770		**OVERALL**	**2-way Stop**	**AVG**	**662**	**881**	**859**	**593**	**1132**	**1053**	**A(2.0)**	**A(1.0)**	**A(1.7)**	**A(2.3)**	**A(6.5)**	**A(5.6)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**---**	**Pk Hour**	**Pk Hour 4-Hour**	
774	Lincoln Dr At Richards Ave	Eastbound	Major	EBL	2	25	30	6	37	36	A(7.5)	A(7.5)	A(7.7)	A(7.6)	A(8.0)	A(8.2)	14	15	17	7	21	21	---	---	---	---	---	---	None
774				EBT	221	223	219	114	232	221	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
774				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
774		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
774				WBT	88	82	149	138	162	221	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
774				WBR	52	33	67	41	188	188	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	175	175	
774		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
774				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
774				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
774		Southbound	Minor	SBL	36	146	146	28	119	97	B(10.3)	B(12.4)	B(13.8)	A(10.0)	B(14.8)	B(14.9)	6	27	32	5	30	27	---	---	---	---	---	---	
774				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
774				SBR	17	28	28	20	30	33	B(10.3)	B(12.4)	B(13.8)	A(10.0)	B(14.8)	B(14.9)	6	27	32	5	30	27	---	---	---	---	---	---	
774		**OVERALL**	**2-way Stop**	**AVG**	**416**	**537**	**639**	**347**	**768**	**796**	**A(1.3)**	**A(4.4)**	**A(4.1)**	**A(1.5)**	**A(3.2)**	**A(2.8)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
780	Lincoln Dr At Westminster Dr	Eastbound	Major	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
780				EBT	136	192	86	107	134	124	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
780				EBR	121	178	280	35	217	195	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	150	200	---	175	175	
780		Westbound	Major	WBL	54	44	36	47	33	33	A(7.8)	A(8.1)	A(8.1)	A(7.6)	A(8.0)	A(8.0)	10	9	17	8	22	27	---	---	---	---	---	---	
780				WBT	106	86	186	87	248	295	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
780				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
780		Northbound	Minor	NBL	33	29	29	92	102	114	B(10.9)	B(11.7)	B(11.8)	B(11.0)	B(14.0)	B(14.8)	7	5	5	19	26	30	---	---	---	---	---	---	
780				NBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
780				NBR	27	5	8	59	38	35	B(10.9)	B(11.7)	B(11.8)	B(11.0)	B(14.0)	B(14.8)	7	5	5	19	26	30	---	---	---	---	---	---	
780		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
780				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
780				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
780		**OVERALL**	**2-way Stop**	**AVG**	**477**	**534**	**625**	**427**	**772**	**796**	**A(2.3)**	**A(1.4)**	**A(1.2)**	**A(4.7)**	**A(2.9)**	**A(3.1)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
782	E 3Rd St At Westminster Dr	Eastbound	Major	EBL	232	218	233	59	191	193	C(25.9)	C(22.6)	B(13.9)	B(17.6)	B(13.3)	B(14.9)	232	312	267	123	222	154	175	175	175	75	175	175	None
782				EBT	148	408	429	220	370	344	B(17.5)	C(22.6)	B(13.9)	B(17.6)	B(13.3)	B(12.5)	122	312	267	123	222	237	---	---	---	---	---	---	
782				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
782		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
782				WBT	216	155	197	197	298	273	B(17.4)	B(17.4)	B(10.8)	B(18.2)	B(11.3)	B(11.2)	128	125	115	163	159	153	---	---	---	---	---	---	
782				WBR	78	131	130	282	150	159	B(17.4)	B(17.4)	B(10.8)	C(20.7)	B(11.3)	B(11.2)	128	125	115	246	159	153	---	---	---	200	150	150	
782		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
782				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
782				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
782		Southbound	Minor	SBL	7	121	242	67	297	332	B(15.8)	B(17.2)	C(29.2)	B(16.5)	C(31.3)	C(32.9)	6	101	244	56	307	351	---	---	---	---	---	---	
782				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
782				SBR	56	54	39	167	116	60	B(16.5)	B(16.4)	C(24.2)	B(18.3)	C(26.2)	C(24.7)	47	45	39	140	117	61	---	---	---	---	100	---	
782		**OVERALL**	**Signal**	**AVG**	**737**	**1087**	**1270**	**992**	**1422**	**1361**	**C(20.0)**	**C(20.3)**	**B(16.3)**	**B(18.6)**	**B(17.4)**	**B(17.9)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**---**	**Pk Hour**	**Pk Hour 4-Hour**	
784	Palmer Hill Rd At Hepburn Hill Rd	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
784				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
784				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
784		Westbound	Minor	WBL	1	7	10	4	10	9	A(8.6)	A(8.9)	A(8.9)	A(8.6)	A(9.1)	A(9.0)	0	1	1	0	1	1	---	---	---	---	---	---	
784				WBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
784				WBR	0	0	0	0	0	0	A(8.6)	A(8.9)	A(8.9)	A(8.6)	A(9.1)	A(9.0)	0	1	1	0	1	1	---	---	---	---	---	---	
784		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
784				NBT	14	26	26	16	70	62	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
784				NBR	2	9	6	1	13	9	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
784		Southbound	Major	SBL	0	0	0	0	0	0	A(7.2)	A(7.3)	A(7.3)	A(7.2)	A(7.4)	A(7.3)	1	2	2	1	2	2	---	---	---	---	---	---	
784				SBT	13	41	47	13	35	34	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
784				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
784		**OVERALL**	**2-way Stop**	**AVG**	**30**	**83**	**89**	**34**	**128**	**114**	**A(0.2)**	**A(0.7)**	**A(1.0)**	**A(1.1)**	**A(0.7)**	**A(0.8)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
795	Sycamore Rd At Country Club Dr	Eastbound	Major	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
795				EBT	65	36	46	87	77	65	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
795				EBR	117	191	36	87	37	37	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
795		Westbound	Major	WBL	13	46	30	16	39	37	A(7.6)	A(7.8)	A(7.4)	A(7.6)	A(7.5)	A(7.5)	5	6	4	7	4	4	---	---	---	---	---	---	
795				WBT	67	51	55	97	35	44	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
795				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
795		Northbound	Minor	NBL	58	55	102	58	203	241	A(9.9)	B(10.4)	B(10.1)	B(10.2)	B(11.7)	B(12.3)	8	9	15	10	38	48	---	---	---	---	---	---	
795				NBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
795				NBR	24	25	36	31	68	80	A(9.9)	B(10.4)	B(10.1)	B(10.2)	B(11.7)	B(12.3)	8	9	15	10	38	48	---	---	---	---	---	---	
795		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
795				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
795				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
795		**OVERALL**	**2-way Stop**	**AVG**	**344**	**404**	**305**	**376**	**459**	**504**	**A(2.6)**	**A(2.9)**	**A(5.3)**	**A(2.7)**	**A(7.6)**	**A(8.3)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
797	E 3Rd St At Country Club Dr	Eastbound	Major	EBL	12	9	13	12	30	39	B(16.2)	B(17.6)	A(2.8)	B(17.7)	A(3.2)	A(3.2)	38	138	90	146	143	147	---	---	---	---	75	75	None
797				EBT	74	306	439	322	653	657	B(16.2)	B(17.6)	A(2.8)	B(17.7)	A(3.2)	A(3.2)	38	138	90	146	143	147	---	---	---	---	---	---	
797				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
797		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
797				WBT	406	359	400	535	412	401	B(18.6)	B(18.4)	A(2.9)	B(19.8)	A(3.1)	A(3.2)	206	191	107	280	138	145	---	---	---	---	---	---	
797				WBR	64	78	133	89	256	296	B(18.6)	B(18.4)	A(2.9)	B(19.8)	A(3.1)	A(3.2)	206	191	107	280	138	145	---	---	150	100	200	200	
797		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
797				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
797				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
797		Southbound	Minor	SBL	128	240	77	105	78	76	B(17.3)	B(19.1)	D(51.3)	B(17.0)	D(51.5)	D(51.1)	106	202	105	87	106	104	---	---	---	---	---	---	
797				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
797				SBR	8	14	9	3	8	7	B(15.8)	B(15.9)	D(42.0)	B(15.7)	D(41.8)	D(41.7)	7	12	13	2	10	10	---	---	---	---	---	---	
797		**OVERALL**	**Signal**	**AVG**	**692**	**1006**	**1071**	**1066**	**1437**	**1476**	**B(18.0)**	**B(18.3)**	**A(6.7)**	**B(18.9)**	**A(6.0)**	**A(5.9)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
801	E 3Rd St At I-180 West Ramp From 3Rd St	Eastbound	Major	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
801				EBT	202	547	516	427	731	733	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
801				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
801		Westbound	Minor	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
801				WBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
801				WBR	112	347	423	86	556	588	B(11.2)	B(10.7)	B(11.8)	B(12.8)	B(14.2)	B(14.9)	15	41	60	14	105	119	---	250	325	---	375	375	
801		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
801				NBT	357	89	110	537	113	110	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
801				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
801		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
801				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
801				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
801		**OVERALL**	**2-way Stop**	**AVG**	**671**	**983**	**1049**	**1050**	**1400**	**1431**	**A(1.9)**	**A(3.8)**	**A(4.8)**	**A(1.0)**	**A(5.6)**	**A(6.1)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**4-Hour**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	
804	Four Mile Dr At Sycamore Rd	Eastbound	Major	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
804				EBT	204	387	311	225	334	283	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
804				EBR	24	19	15	31	19	20	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
804		Westbound	Major	WBL	74	48	36	86	37	37	A(7.8)	A(8.2)	A(8.0)	A(7.9)	A(8.0)	A(7.9)	15	19	20	15	32	30	---	---	---	---	125	---	
804				WBT	152	190	226	131	330	324	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
804				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
804		Northbound	Minor	NBL	53	21	20	56	50	47	B(13.2)	B(14.5)	B(13.6)	B(13.7)	C(16.3)	C(15.3)	9	4	4	10	12	10	---	---	---	---	---	---	
804				NBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
804				NBR	54	24	40	66	69	66	A(9.6)	B(10.7)	B(10.2)	A(9.9)	B(10.7)	B(10.3)	5	3	4	7	8	7	---	---	---	---	---	---	
804		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
804				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
804				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
804		**OVERALL**	**2-way Stop**	**AVG**	**561**	**689**	**648**	**595**	**839**	**777**	**A(3.2)**	**A(1.4)**	**A(1.5)**	**A(3.5)**	**A(2.2)**	**A(2.2)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
813	Pleasant Valley Rd At Pa Route 973	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
813				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
813				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
813		Westbound	Minor	WBL	27	75	79	75	130	135	A(9.2)	B(10.6)	B(10.3)	A(9.5)	B(11.7)	B(11.4)	4	11	11	12	29	28	---	---	---	---	---	---	
813				WBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
813				WBR	20	22	21	49	82	80	A(9.2)	B(10.6)	B(10.3)	A(9.5)	B(11.7)	B(11.4)	4	11	11	12	29	28	---	---	---	---	---	---	
813		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
813				NBT	13	9	10	16	30	32	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
813				NBR	75	107	92	46	189	152	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
813		Southbound	Major	SBL	42	84	69	33	68	62	A(7.4)	A(7.6)	A(7.5)	A(7.4)	A(7.8)	A(7.7)	3	7	6	3	6	5	---	---	---	---	---	---	
813				SBT	16	40	34	22	31	26	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
813				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
813		**OVERALL**	**2-way Stop**	**AVG**	**193**	**337**	**305**	**241**	**530**	**487**	**A(3.9)**	**A(4.9)**	**A(5.1)**	**A(5.9)**	**A(5.7)**	**A(6.0)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
815	Pa Route 973 At Pa Route 973	Eastbound	Minor	EBL	52	81	64	34	100	84	A(9.1)	A(9.7)	A(9.6)	A(9.2)	B(10.8)	B(10.5)	5	9	7	4	14	11	---	---	---	---	---	---	None
815				EBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
815				EBR	9	14	15	13	16	15	A(9.1)	A(9.7)	A(9.6)	A(9.2)	B(10.8)	B(10.5)	5	9	7	4	14	11	---	---	---	---	---	---	
815		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
815				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
815				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
815		Northbound	Major	NBL	8	7	7	11	19	22	A(7.3)	A(7.4)	A(7.4)	A(7.4)	A(7.6)	A(7.6)	2	2	2	2	8	7	---	---	---	---	---	---	
815				NBT	37	35	38	28	119	100	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
815				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
815		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
815				SBT	20	77	75	49	63	64	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
815				SBR	23	38	37	48	98	97	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
815		**OVERALL**	**2-way Stop**	**AVG**	**149**	**252**	**236**	**183**	**415**	**382**	**A(4.1)**	**A(3.9)**	**A(3.4)**	**A(2.8)**	**A(3.4)**	**A(3.1)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
822	Starr Rd At Walters Rd	Eastbound	Major	EBL	2	9	6	1	13	8	A(7.2)	A(7.2)	A(7.2)	A(7.2)	A(7.2)	A(7.2)	0	0	0	0	1	0	---	---	---	---	---	---	None
822				EBT	0	0	0	0	1	1	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
822				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
822		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
822				WBT	0	0	0	0	0	0	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
822				WBR	10	6	9	5	10	16	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
822		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
822				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
822				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
822		Southbound	Minor	SBL	10	12	8	8	9	9	A(8.6)	A(8.6)	A(8.5)	A(8.5)	A(8.6)	A(8.5)	1	1	1	1	1	1	---	---	---	---	---	---	
822				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
822				SBR	1	6	10	4	9	9	A(8.6)	A(8.6)	A(8.5)	A(8.5)	A(8.6)	A(8.5)	1	1	1	1	1	1	---	---	---	---	---	---	
822		**OVERALL**	**2-way Stop**	**AVG**	**23**	**33**	**33**	**18**	**42**	**43**	**A(4.6)**	**A(6.7)**	**A(5.9)**	**A(6.0)**	**A(5.8)**	**A(4.9)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
827	Warrensville Rd At Lick Run Rd	Eastbound	Minor	EBL	8	16	17	16	57	48	A(8.9)	A(9.1)	A(9.1)	A(9.0)	A(9.7)	A(9.5)	1	2	2	2	6	5	---	---	---	---	---	---	None
827				EBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
827				EBR	8	6	6	9	5	5	A(8.9)	A(9.1)	A(9.1)	A(9.0)	A(9.7)	A(9.5)	1	2	2	2	6	5	---	---	---	---	---	---	
827		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
827				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
827				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
827		Northbound	Major	NBL	6	2	2	8	4	4	A(7.3)	A(7.4)	A(7.4)	A(7.3)	A(7.4)	A(7.4)	2	1	1	2	5	5	---	---	---	---	---	---	
827				NBT	41	23	26	34	94	84	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
827				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
827		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
827				SBT	50	85	77	50	58	54	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
827				SBR	11	32	39	13	26	25	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
827		**OVERALL**	**2-way Stop**	**AVG**	**124**	**164**	**167**	**130**	**244**	**220**	**A(1.5)**	**A(1.3)**	**A(1.3)**	**A(2.1)**	**A(2.6)**	**A(2.4)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
835	Broad St At Warrensville Rd	Eastbound	Major	EBL	88	118	132	120	200	251	C(20.5)	B(18.2)	A(8.8)	D(43.6)	A(9.7)	B(10.5)	82	102	83	150	130	168	100	100	150	150	175	200	None
835				EBT	359	397	428	551	546	450	C(21.0)	C(21.8)	B(10.5)	C(26.2)	B(11.7)	B(10.7)	310	348	273	541	370	290	---	---	---	---	---	---	
835				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
835		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
835				WBT	357	87	118	515	110	120	C(20.9)	B(16.7)	A(8.1)	C(24.9)	A(8.0)	A(8.1)	307	72	70	489	65	71	---	---	---	---	---	---	
835				WBR	127	102	127	84	280	274	B(17.6)	B(17.2)	A(8.3)	B(16.9)	A(9.7)	A(9.6)	107	85	77	71	176	172	150	---	---	100	200	200	
835		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
835				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
835				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
835		Southbound	Minor	SBL	202	324	239	205	244	177	B(18.4)	C(20.7)	C(34.9)	B(18.5)	D(35.1)	C(32.2)	168	279	261	171	266	190	---	---	---	---	---	---	
835				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
835				SBR	78	258	281	76	159	224	B(16.8)	C(20.1)	D(40.6)	B(16.8)	C(32.5)	D(35.9)	66	222	328	64	173	249	---	261	261	---	211	236	
835		**OVERALL**	**Signal**	**AVG**	**1211**	**1286**	**1325**	**1551**	**1539**	**1496**	**B(19.9)**	**C(20.1)**	**C(20.7)**	**C(25.1)**	**B(16.7)**	**B(16.6)**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	
836	Warrensville Rd At Four Mile Dr	Eastbound	Minor	EBL	70	69	63	80	113	101	B(11.5)	C(17.1)	C(15.7)	B(11.8)	D(28.5)	D(30.9)	32	100	75	33	154	159	---	---	---	---	---	---	None
836				EBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
836				EBR	168	337	279	150	221	215	B(11.5)	C(17.1)	C(15.7)	B(11.8)	D(28.5)	D(30.9)	32	100	75	33	154	159	---	200	200	---	200	200	
836		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
836				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
836				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
836		Northbound	Major	NBL	78	108	127	73	211	244	A(7.8)	A(8.2)	A(8.3)	A(7.8)	A(8.3)	A(8.4)	14	16	20	13	44	51	---	---	211	---	236	261	
836				NBT	136	112	133	131	269	281	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
836				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
836		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
836				SBT	112	244	241	132	182	186	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
836				SBR	111	98	99	84	95	93	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
836		**OVERALL**	**2-way Stop**	**AVG**	**675**	**968**	**942**	**650**	**1091**	**1120**	**A(5.0)**	**A(8.1)**	**A(6.8)**	**A(5.1)**	**B(10.3)**	**B(10.5)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**4-Hour**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
839	Us-15 At Old Montgomery Pike	Eastbound	Major	EBL	0	0	---	0	0	---	A(8.8)	A(9.5)	---	A(9.0)	B(11.6)	---	0	0	---	0	0	---	---	---	---	---	---	---	Old Montgomery 1-way WB
839				EBT	532	1184	---	725	1247	---	A(0.0)	A(0.0)	---	A(0.0)	A(0.0)	---	0	0	---	0	0	---	---	---	---	---	---	---	
839				EBR	0	0	---	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
839		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
839				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
839				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
839		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
839				NBT	630	834	1009	702	1274	1355	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
839				NBR	2	11	12	4	15	16	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
839		Southbound	Minor	SBL	0	21	0	2	41	0	B(12.6)	E(48.0)	B(10.2)	C(15.2)	F(600.0)	B(12.1)	2	66	0	3	1003	0	---	---	---	---	75	---	
839				SBT	0	0	1219	0	0	1060	---	---	A(0.0)	---	---	A(0.0)	---	---	0	---	---	0	---	---	---	---	---	---	
839				SBR	11	56	0	14	110	0	B(12.6)	E(48.0)	---	C(15.2)	F(600.0)	---	2	66	---	3	1003	---	---	---	---	---	---	---	
839		**OVERALL**	**2-way Stop**	**AVG**	**1175**	**2106**	**2240**	**1447**	**2687**	**2431**	**A(0.1)**	**A(1.8)**	**A(0.0)**	**A(0.2)**	**F(33.5)**	**A(0.0)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**#VALUE!**	**---**	**Pk Hour 4-Hour**	**#VALUE!**	
842	Warrensville Rd At Starr Rd	Eastbound	Minor	EBL	0	2	2	1	4	4	A(9.4)	B(10.2)	B(10.2)	A(9.4)	B(10.1)	B(10.2)	3	8	8	2	5	5	---	---	---	---	---	---	None
842				EBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
842				EBR	28	72	69	21	44	44	A(9.4)	B(10.2)	B(10.2)	A(9.4)	B(10.1)	B(10.2)	3	8	8	2	5	5	---	---	---	---	---	---	
842		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
842				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
842				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
842		Northbound	Major	NBL	14	20	24	20	69	74	A(7.6)	A(7.8)	A(7.8)	A(7.6)	A(7.8)	A(7.8)	13	12	13	13	30	30	---	---	---	---	161	161	
842				NBT	192	161	171	191	313	308	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
842				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
842		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
842				SBT	195	270	271	194	233	235	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
842				SBR	0	1	1	1	5	5	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
842		**OVERALL**	**2-way Stop**	**AVG**	**429**	**526**	**538**	**428**	**668**	**670**	**A(0.9)**	**A(1.7)**	**A(1.7)**	**A(0.8)**	**A(1.5)**	**A(1.6)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
844	Warrensville Rd At Walters Rd	Eastbound	Minor	EBL	1	3	3	2	6	6	A(9.0)	A(8.9)	A(8.9)	A(8.8)	A(9.2)	A(9.1)	0	0	0	0	1	1	---	---	---	---	---	---	None
844				EBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
844				EBR	0	1	1	1	2	2	A(9.0)	A(8.9)	A(8.9)	A(8.8)	A(9.2)	A(9.1)	0	0	0	0	1	1	---	---	---	---	---	---	
844		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
844				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
844				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
844		Northbound	Major	NBL	0	0	0	4	1	1	A(7.3)	A(7.4)	A(7.4)	A(7.3)	A(7.3)	A(7.3)	2	1	1	2	5	4	---	---	---	---	---	---	
844				NBT	46	22	25	41	92	81	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
844				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
844		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
844				SBT	58	86	79	54	58	55	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
844				SBR	0	5	4	5	5	5	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
844		**OVERALL**	**2-way Stop**	**AVG**	**105**	**117**	**112**	**107**	**164**	**150**	**A(0.1)**	**A(0.4)**	**A(0.4)**	**A(0.5)**	**A(0.5)**	**A(0.5)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
858	N Loyalsock Ave At Spruce St	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
858				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
858				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
858		Westbound	Minor	WBL	28	82	83	26	37	76	B(10.0)	A(9.8)	A(9.7)	B(10.1)	A(9.8)	B(10.3)	3	8	8	3	4	9	---	---	---	---	---	---	
858				WBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
858				WBR	0	0	0	0	3	2	B(10.0)	A(9.8)	A(9.7)	B(10.1)	A(9.8)	B(10.3)	3	8	8	3	4	9	---	---	---	---	---	---	
858		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
858				NBT	62	44	51	135	100	100	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
858				NBR	7	49	28	23	64	36	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
858		Southbound	Major	SBL	7	3	2	0	2	2	A(7.3)	A(7.4)	A(7.4)	A(7.5)	A(7.5)	A(7.5)	9	5	4	7	4	7	---	---	---	---	---	---	
858				SBT	165	83	83	118	67	117	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
858				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
858		**OVERALL**	**2-way Stop**	**AVG**	**269**	**261**	**247**	**302**	**273**	**333**	**A(1.3)**	**A(3.2)**	**A(3.3)**	**A(0.9)**	**A(1.5)**	**A(2.5)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
869	Broad St At N Montour St	Eastbound	Major	EBL	45	30	22	82	57	66	B(17.4)	B(16.5)	A(2.6)	C(20.3)	A(3.0)	A(3.0)	40	26	8	77	23	27	---	---	---	100	75	100	None
869				EBT	334	451	411	390	466	351	C(20.5)	C(23.1)	A(3.6)	C(21.6)	A(3.9)	A(3.4)	285	409	168	341	194	140	---	---	---	---	---	---	
869				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
869		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
869				WBT	289	225	262	382	472	458	C(20.0)	B(18.7)	A(3.2)	C(21.5)	A(4.1)	A(4.0)	260	193	105	337	222	210	---	---	---	---	---	---	
869				WBR	18	7	9	4	46	36	C(20.0)	B(18.7)	A(3.2)	C(21.5)	A(4.1)	A(4.0)	260	193	105	337	222	210	---	---	---	---	---	---	
869		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
869				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
869				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
869		Southbound	Minor	SBL	14	18	12	2	15	20	B(16.6)	B(16.7)	D(46.1)	B(16.7)	D(51.4)	D(46.8)	59	63	72	60	110	79	---	---	---	---	---	---	
869				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
869				SBR	57	57	41	70	66	38	B(16.6)	B(16.7)	D(46.1)	B(16.7)	D(51.4)	D(46.8)	59	63	72	60	110	79	---	---	---	---	---	---	
869		**OVERALL**	**Signal**	**AVG**	**757**	**788**	**757**	**930**	**1122**	**969**	**B(19.7)**	**C(20.9)**	**A(6.4)**	**C(21.1)**	**A(7.3)**	**A(6.3)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
873	N Montour St At Spruce St	Eastbound	Minor	EBL	29	10	15	39	12	14	A(9.9)	A(9.8)	A(9.5)	B(10.6)	B(10.4)	A(9.8)	6	7	4	7	7	3	---	---	---	---	---	---	None
873				EBT	19	53	26	16	46	15	A(9.9)	A(9.8)	A(9.5)	B(10.6)	B(10.4)	A(9.8)	6	7	4	7	7	3	---	---	---	---	---	---	
873				EBR	6	2	1	0	5	5	A(9.9)	A(9.8)	A(9.5)	B(10.6)	B(10.4)	A(9.8)	6	7	4	7	7	3	---	---	---	---	---	---	
873		Westbound	Minor	WBL	1	2	1	0	25	3	A(9.4)	A(9.6)	A(9.6)	A(9.8)	B(10.2)	B(10.1)	5	5	4	5	5	4	---	---	---	---	---	---	
873				WBT	28	36	35	24	13	35	A(9.4)	A(9.6)	A(9.6)	A(9.8)	B(10.2)	B(10.1)	5	5	4	5	5	4	---	---	---	---	---	---	
873				WBR	29	12	1	25	7	4	A(9.4)	A(9.6)	A(9.6)	A(9.8)	B(10.2)	B(10.1)	5	5	4	5	5	4	---	---	---	---	---	---	
873		Northbound	Major	NBL	0	1	2	0	14	12	A(7.3)	A(7.3)	A(7.3)	A(7.4)	A(7.3)	A(7.3)	3	1	1	5	4	4	---	---	---	---	---	---	
873				NBT	67	25	23	86	51	49	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
873				NBR	3	2	2	2	12	24	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
873		Southbound	Major	SBL	6	10	8	8	27	6	A(7.3)	A(7.3)	A(7.3)	A(7.4)	A(7.4)	A(7.3)	3	3	2	6	3	4	---	---	---	---	---	---	
873				SBT	39	31	16	76	26	34	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
873				SBR	5	24	23	36	11	29	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
873		**OVERALL**	**2-way Stop**	**AVG**	**232**	**208**	**153**	**312**	**249**	**230**	**A(4.9)**	**A(5.8)**	**A(5.4)**	**A(3.6)**	**A(5.7)**	**A(3.9)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
877	N Loyalsock Ave At N Montour St	Eastbound	Major	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
877				EBT	69	47	55	148	100	97	C(25.1)	C(24.7)	C(24.1)	C(26.8)	C(25.0)	C(24.9)	69	48	55	148	99	96	---	---	---	---	---	---	
877				EBR	0	0	0	0	0	0	A(0.0)	A(0.0)	A(0.0)	C(26.8)	C(25.0)	C(24.9)	0	0	0	148	99	96	---	---	---	---	---	---	
877		Westbound	Major	WBL	46	38	27	138	66	64	B(16.4)	B(16.2)	A(6.7)	B(18.4)	A(7.0)	A(7.0)	39	33	15	121	38	36	---	---	---	---	---	---	
877				WBT	165	75	75	132	68	114	B(17.7)	B(16.5)	A(6.9)	B(17.3)	A(6.8)	A(7.1)	136	63	42	109	38	64	---	---	---	---	---	---	
877				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
877		Northbound	Minor	NBL	0	0	0	0	0	0	B(15.7)	B(15.7)	C(28.8)	B(15.7)	C(28.8)	C(28.8)	0	0	0	0	0	0	---	---	---	---	---	---	
877				NBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
877				NBR	153	55	51	174	76	66	B(18.0)	B(16.4)	C(30.4)	B(18.4)	C(31.3)	C(31.0)	129	46	57	147	84	73	---	---	---	---	---	---	
877		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
877				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
877				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
877		**OVERALL**	**Signal**	**AVG**	**433**	**215**	**208**	**592**	**310**	**341**	**B(18.8)**	**B(18.2)**	**B(17.2)**	**C(20.2)**	**B(18.8)**	**B(16.8)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
885	Broad St At Walnut St	Eastbound	Major	EBL	22	16	49	68	83	70	B(16.3)	B(16.0)	A(5.0)	B(18.1)	A(5.7)	A(5.4)	19	13	25	60	44	37	---	---	---	---	100	100	None
885				EBT	273	396	318	277	367	270	B(19.3)	C(21.7)	A(5.9)	B(19.4)	A(6.2)	A(5.7)	228	347	160	232	188	135	---	---	---	---	---	---	
885				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
885		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
885				WBT	200	148	188	237	402	381	B(19.0)	B(17.8)	A(5.4)	B(19.7)	A(7.0)	A(6.7)	205	141	101	240	262	234	---	---	---	---	---	---	
885				WBR	45	22	17	48	83	61	B(19.0)	B(17.8)	A(5.4)	B(19.7)	A(7.0)	A(6.7)	205	141	101	240	262	234	---	---	---	---	100	---	
885		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
885				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
885				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
885		Southbound	Minor	SBL	40	143	59	29	92	34	B(17.4)	B(18.5)	D(39.2)	B(17.3)	D(42.8)	D(38.4)	105	168	141	98	199	124	---	---	---	---	---	---	
885				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
885				SBR	86	57	58	88	72	70	B(17.4)	B(18.5)	D(39.2)	B(17.3)	D(42.8)	D(38.4)	105	168	141	98	199	124	---	---	---	---	---	---	
885		**OVERALL**	**Signal**	**AVG**	**666**	**782**	**689**	**747**	**1099**	**886**	**B(18.8)**	**B(19.9)**	**B(11.4)**	**B(19.1)**	**B(12.0)**	**B(10.0)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
889	Walnut St At Spruce St	Eastbound	Minor	EBL	11	6	19	26	19	22	A(9.0)	A(9.2)	A(8.9)	A(9.7)	A(9.1)	A(9.2)	2	7	4	3	7	4	---	---	---	---	---	---	None
889				EBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
889				EBR	14	69	25	2	61	18	A(9.0)	A(9.2)	A(8.9)	A(9.7)	A(9.1)	A(9.2)	2	7	4	3	7	4	---	---	---	---	---	---	
889		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
889				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
889				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
889		Northbound	Major	NBL	22	10	4	11	18	14	A(7.4)	A(7.5)	A(7.3)	A(7.5)	A(7.3)	A(7.3)	2	2	2	4	6	5	---	---	---	---	---	---	
889				NBT	22	21	42	72	88	77	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
889				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
889		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
889				SBT	69	103	52	87	47	50	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
889				SBR	5	23	14	36	17	17	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
889		**OVERALL**	**2-way Stop**	**AVG**	**143**	**232**	**156**	**234**	**250**	**198**	**A(2.7)**	**A(3.3)**	**A(2.7)**	**A(1.5)**	**A(3.4)**	**A(2.4)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
892	Pa Route 973 At Walls Run Rd	Eastbound	Major	EBL	15	20	19	12	50	42	A(7.3)	A(7.4)	A(7.4)	A(7.6)	A(8.0)	A(8.0)	8	13	11	5	19	16	---	---	---	---	---	---	None
892				EBT	131	198	168	73	205	178	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
892				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
892		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
892				WBT	39	73	76	121	195	208	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
892				WBR	24	30	30	57	110	118	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
892		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
892				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
892				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
892		Southbound	Minor	SBL	41	97	97	38	46	48	A(9.8)	B(11.2)	B(10.9)	A(9.9)	B(12.5)	B(12.3)	5	15	14	6	11	11	---	---	---	---	---	---	
892				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
892				SBR	6	19	19	19	25	24	A(9.8)	B(11.2)	B(10.9)	A(9.9)	B(12.5)	B(12.3)	5	15	14	6	11	11	---	---	---	---	---	---	
892		**OVERALL**	**2-way Stop**	**AVG**	**256**	**437**	**409**	**320**	**631**	**618**	**A(2.2)**	**A(3.3)**	**A(3.4)**	**A(2.1)**	**A(2.0)**	**A(2.0)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
898	Fairview Dr At Walnut St	Eastbound	Major	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
898				EBT	38	171	91	35	83	96	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
898				EBR	74	126	83	140	56	109	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
898		Westbound	Major	WBL	6	4	3	23	33	8	A(7.4)	A(7.8)	A(7.6)	A(7.6)	A(7.5)	A(7.6)	4	7	4	5	22	6	---	---	---	---	---	---	
898				WBT	71	102	67	72	303	95	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
898				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
898		Northbound	Minor	NBL	99	92	139	126	138	152	A(9.9)	B(11.4)	B(10.6)	B(10.7)	B(14.0)	B(11.3)	10	13	17	18	27	21	---	---	---	---	---	---	
898				NBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
898				NBR	4	3	6	27	9	10	A(9.9)	B(11.4)	B(10.6)	B(10.7)	B(14.0)	B(11.3)	10	13	17	18	27	21	---	---	---	---	---	---	
898		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
898				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
898				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
898		**OVERALL**	**2-way Stop**	**AVG**	**292**	**498**	**389**	**423**	**622**	**470**	**A(3.6)**	**A(2.2)**	**A(4.0)**	**A(4.3)**	**A(3.7)**	**A(4.0)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
901	Us-15 At Pa Route 44	Eastbound	Minor	EBL	30	130	48	34	35	30	B(16.7)	C(28.1)	C(33.9)	B(16.7)	B(19.3)	C(29.0)	60	225	101	54	188	112	---	250	---	---	---	---	PA-44 - WB Right Turn Lane, PA-44 EB Right Turn Lane
901				EBT	12	33	40	10	74	77	B(16.7)	C(28.1)	C(33.9)	B(16.7)	B(19.3)	C(29.0)	60	225	101	54	188	112	---	---	---	---	---	---	
901				EBR	29	53	52	19	112	88	B(16.7)	C(28.1)	C(22.2)	B(16.7)	B(19.3)	C(28.4)	60	225	50	54	188	93	---	---	---	---	---	---	
901		Westbound	Minor	WBL	45	80	72	87	162	235	B(18.9)	D(48.4)	D(35.6)	C(21.0)	C(29.3)	E(63.7)	168	903	135	252	419	423	---	211	211	---	261	311	
901				WBT	9	46	45	18	68	58	B(18.9)	D(48.4)	D(35.6)	C(21.0)	C(29.3)	E(63.7)	168	903	135	252	419	423	---	---	---	---	---	---	
901				WBR	144	508	467	181	170	171	B(18.9)	D(48.4)	D(44.2)	C(21.0)	C(29.3)	C(31.4)	168	903	590	252	419	182	---	536	611	---	261	261	
901		Northbound	Major	NBL	10	285	60	21	76	76	B(16.6)	C(26.7)	A(6.2)	B(17.0)	C(23.2)	C(21.4)	8	299	32	18	71	57	---	439	264	235	235	235	
901				NBT	217	649	789	270	286	277	C(30.0)	F(600.0)	E(69.1)	C(34.4)	D(38.2)	B(19.9)	256	4321	1819	377	455	339	---	---	---	---	---	---	
901				NBR	35	109	194	80	113	123	C(30.0)	F(600.0)	E(69.1)	C(34.4)	D(38.2)	B(19.9)	256	4321	1819	377	455	339	---	264	389	---	264	289	
901		Southbound	Major	SBL	167	140	152	175	378	446	C(20.4)	C(28.3)	C(30.8)	C(23.4)	F(313.5)	C(30.0)	153	146	126	172	1409	515	314	289	364	314	489	564	
901				SBT	234	239	248	259	823	774	C(30.3)	C(30.0)	B(13.0)	C(31.4)	F(600.0)	E(57.0)	270	261	189	303	5670	1374	---	---	---	---	---	---	
901				SBR	31	18	19	34	15	69	C(30.3)	C(30.0)	B(13.0)	C(31.4)	F(600.0)	E(57.0)	270	261	189	303	5670	1374	---	---	---	---	---	235	
901		**OVERALL**	**Signal**	**AVG**	**963**	**2290**	**2186**	**1188**	**2312**	**2424**	**C(25.0)**	**F(223.1)**	**D(48.2)**	**C(27.6)**	**F(282.9)**	**D(41.5)**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
903	Pa Route 87 At Pa Route 973	Eastbound	Minor	EBL	15	33	33	7	77	69	A(9.4)	B(12.2)	B(11.8)	A(9.3)	C(17.4)	C(17.6)	16	44	37	10	64	59	---	---	---	---	---	---	None
903				EBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
903				EBR	158	262	232	105	173	157	A(9.4)	B(12.2)	B(11.8)	A(9.3)	C(17.4)	C(17.6)	16	44	37	10	64	59	---	293	---	---	---	---	
903		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
903				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
903				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
903		Northbound	Major	NBL	62	71	74	165	272	295	A(7.4)	A(7.8)	A(7.8)	A(7.6)	A(7.9)	A(8.0)	3	4	4	9	17	18	---	---	---	---	275	275	
903				NBT	50	61	62	74	224	232	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
903				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
903		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
903				SBT	47	191	190	58	75	78	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
903				SBR	1	31	33	13	34	31	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
903		**OVERALL**	**2-way Stop**	**AVG**	**333**	**649**	**624**	**422**	**855**	**862**	**A(6.3)**	**A(6.4)**	**A(5.9)**	**A(5.4)**	**A(7.6)**	**A(7.4)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**4-Hour**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	
904	Pa Route 87 At Back St	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
904				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
904				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
904		Westbound	Minor	WBL	0	0	0	0	0	0	A(9.0)	A(9.0)	A(9.0)	A(10.0)	B(11.6)	B(11.9)	0	0	0	0	2	2	---	---	---	---	---	---	
904				WBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
904				WBR	3	3	3	3	10	10	A(9.0)	A(9.0)	A(9.0)	A(10.0)	B(11.6)	B(11.9)	0	0	0	0	2	2	---	---	---	---	---	---	
904		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
904				NBT	119	128	129	299	514	549	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
904				NBR	0	0	0	0	0	0	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
904		Southbound	Major	SBL	2	6	6	2	9	8	A(7.4)	A(7.5)	A(7.5)	A(7.8)	A(8.4)	A(8.5)	16	39	35	14	24	24	---	---	---	---	---	---	
904				SBT	263	495	462	204	248	239	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
904				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
904		**OVERALL**	**2-way Stop**	**AVG**	**387**	**632**	**600**	**508**	**781**	**806**	**A(0.1)**	**A(0.1)**	**A(0.1)**	**A(0.1)**	**A(0.3)**	**A(0.2)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
909	Pa Route 87 At Quaker State Rd	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
909				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
909				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
909		Westbound	Minor	WBL	40	40	28	31	52	27	B(13.8)	C(18.3)	C(16.3)	C(16.8)	C(24.9)	C(18.4)	8	14	9	8	54	27	---	---	---	---	---	---	
909				WBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
909				WBR	2	9	9	0	80	72	B(13.8)	C(18.3)	C(16.3)	C(16.8)	C(24.9)	C(18.4)	8	14	9	8	54	27	---	---	---	---	---	---	
909		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
909				NBT	195	197	191	487	714	662	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
909				NBR	11	12	11	41	31	26	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
909		Southbound	Major	SBL	11	66	66	3	26	19	A(7.6)	A(7.8)	A(7.7)	A(8.4)	A(9.3)	A(9.0)	33	67	60	35	53	50	---	125	175	---	125	125	
909				SBT	408	586	549	329	338	350	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
909				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
909		**OVERALL**	**2-way Stop**	**AVG**	**667**	**910**	**854**	**891**	**1241**	**1156**	**A(1.0)**	**A(1.6)**	**A(1.3)**	**A(0.6)**	**A(2.8)**	**A(1.7)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour**	**Pk Hour 4-Hour**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
911	Pa Route 87 At Pa Route 854	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
911				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
911				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
911		Westbound	Minor	WBL	70	90	82	54	89	83	B(12.9)	C(17.3)	C(16.1)	B(14.8)	D(26.8)	C(23.6)	12	25	21	11	50	41	---	---	---	---	---	---	
911				WBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
911				WBR	1	8	8	0	24	25	B(12.9)	C(17.3)	C(16.1)	B(14.8)	D(26.8)	C(23.6)	12	25	21	11	50	41	---	---	---	---	---	---	
911		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
911				NBT	143	139	139	380	568	606	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
911				NBR	32	48	42	83	210	111	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	200	200	200	
911		Southbound	Major	SBL	4	17	14	0	42	24	A(7.6)	A(7.6)	A(7.6)	A(8.2)	A(9.5)	A(9.1)	24	52	47	22	41	36	---	---	---	---	150	125	
911				SBT	343	559	529	252	258	268	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
911				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
911		**OVERALL**	**2-way Stop**	**AVG**	**593**	**861**	**814**	**769**	**1191**	**1117**	**A(1.6)**	**A(2.1)**	**A(1.9)**	**A(1.0)**	**A(2.9)**	**A(2.5)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**4-Hour**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	
915	Pa Route 87 At Carey Hill Rd	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
915				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
915				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
915		Westbound	Minor	WBL	20	27	26	14	28	27	B(11.7)	B(14.2)	B(13.7)	B(13.0)	C(16.6)	C(17.1)	3	5	5	2	7	7	---	---	---	---	---	---	
915				WBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
915				WBR	0	1	1	0	2	2	B(11.7)	B(14.2)	B(13.7)	B(13.0)	C(16.6)	C(17.1)	3	5	5	2	7	7	---	---	---	---	---	---	
915		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
915				NBT	137	135	136	354	558	595	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
915				NBR	7	12	11	26	34	36	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
915		Southbound	Major	SBL	0	1	0	0	2	2	A(7.5)	A(7.5)	A(7.5)	A(8.0)	A(8.6)	A(8.7)	22	46	41	19	28	29	---	---	---	---	---	---	
915				SBT	327	549	516	238	272	265	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
915				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
915		**OVERALL**	**2-way Stop**	**AVG**	**491**	**725**	**690**	**632**	**896**	**927**	**A(0.5)**	**A(0.5)**	**A(0.5)**	**A(0.3)**	**A(0.6)**	**A(0.5)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
917	Us-15 At Pinchtown Rd	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	Traffic Signal
917				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
917				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
917		Westbound	Minor	WBL	41	144	286	28	71	207	B(13.1)	F(431.9)	D(40.7)	B(13.9)	F(600.0)	D(44.8)	13	499	285	14	599	300	---	---	---	---	---	---	
917				WBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
917				WBR	39	2	39	46	66	122	B(13.1)	F(431.9)	D(40.7)	B(13.9)	F(600.0)	D(44.8)	13	499	285	14	599	300	---	---	---	---	---	---	
917		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
917				NBT	416	561	754	490	1279	966	A(0.0)	A(0.0)	A(7.3)	A(0.0)	A(0.0)	A(8.1)	0	0	174	0	0	236	---	---	---	---	---	---	
917				NBR	29	293	196	37	78	357	A(0.0)	A(0.0)	A(6.6)	A(0.0)	A(0.0)	A(8.1)	0	0	83	0	0	162	---	314	289	---	235	364	
917		Southbound	Major	SBL	13	104	107	44	42	42	A(8.2)	B(10.2)	A(9.4)	A(8.6)	B(12.6)	A(7.9)	18	125	262	25	329	193	---	235	235	235	235	235	
917				SBT	431	902	861	484	836	753	A(0.0)	A(0.0)	A(9.4)	A(0.0)	A(0.0)	A(7.9)	0	0	262	0	0	193	---	---	---	---	---	---	
917				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
917		**OVERALL**	**2-way Stop**	**AVG**	**969**	**2006**	**2243**	**1129**	**2372**	**2447**	**A(1.2)**	**D(31.9)**	**B(13.0)**	**A(1.2)**	**E(34.9)**	**B(12.9)**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
919	Lycoming Mall Dr At Fairview Dr	Eastbound	Major	EBL	8	11	11	19	17	19	A(7.6)	A(7.5)	A(7.5)	A(7.7)	A(8.6)	A(8.1)	7	14	9	8	18	8	---	---	---	---	---	---	None
919				EBT	226	453	291	235	375	221	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
919				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
919		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
919				WBT	192	115	147	213	387	345	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
919				WBR	15	8	15	15	187	34	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	175	---	
919		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
919				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
919				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
919		Southbound	Minor	SBL	22	156	40	1	79	22	B(10.6)	B(12.9)	B(10.5)	A(9.2)	C(16.5)	B(11.3)	3	27	6	1	24	6	---	---	---	---	---	---	
919				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
919				SBR	3	10	13	11	23	23	B(10.6)	B(12.9)	B(10.5)	A(9.2)	C(16.5)	B(11.3)	3	27	6	1	24	6	---	---	---	---	---	---	
919		**OVERALL**	**2-way Stop**	**AVG**	**466**	**753**	**517**	**494**	**1068**	**664**	**A(0.7)**	**A(3.0)**	**A(1.2)**	**A(0.5)**	**A(1.7)**	**A(1.0)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
923	Fairview Dr At Brushy Ridge Rd	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
923				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
923				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
923		Westbound	Minor	WBL	25	18	14	68	54	21	A(9.1)	A(9.3)	A(9.2)	A(9.4)	B(10.7)	A(9.1)	5	3	3	8	18	6	---	---	---	---	---	---	
923				WBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
923				WBR	30	13	14	21	96	45	A(9.1)	A(9.3)	A(9.2)	A(9.4)	B(10.7)	A(9.1)	5	3	3	8	18	6	---	---	---	---	---	---	
923		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
923				NBT	16	36	14	30	210	29	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
923				NBR	69	11	50	63	11	52	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
923		Southbound	Major	SBL	16	6	46	20	2	31	A(7.4)	A(7.3)	A(7.4)	A(7.4)	A(7.7)	A(7.4)	3	9	6	1	4	5	---	---	---	---	---	---	
923				SBT	51	165	64	6	69	55	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
923				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
923		**OVERALL**	**2-way Stop**	**AVG**	**207**	**249**	**202**	**208**	**442**	**233**	**A(3.0)**	**A(1.4)**	**A(3.0)**	**A(4.7)**	**A(3.7)**	**A(3.6)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
933	Fairfield Rd At Brushy Ridge Rd	Eastbound	Minor	EBL	83	11	83	99	26	93	B(13.2)	F(53.0)	C(24.3)	C(15.8)	F(63.8)	B(18.5)	14	13	93	24	35	90	---	---	---	---	---	---	Traffic Signal
933				EBT	0	2	9	9	3	6	B(13.2)	F(53.0)	C(24.3)	C(15.8)	F(63.8)	B(18.5)	14	13	93	24	35	90	---	---	---	---	---	---	
933				EBR	0	0	1	0	0	3	B(13.2)	F(53.0)	C(24.3)	C(15.8)	F(63.8)	B(18.5)	14	13	93	24	35	90	---	---	---	---	---	---	
933		Westbound	Minor	WBL	3	28	13	7	57	17	A(9.8)	D(25.5)	C(24.7)	B(10.0)	E(46.5)	C(22.7)	3	66	130	8	327	335	---	---	---	---	---	---	
933				WBT	3	8	7	3	33	24	A(9.8)	D(25.5)	C(24.7)	B(10.0)	E(46.5)	C(22.7)	3	66	130	8	327	335	---	---	---	---	---	---	
933				WBR	21	122	115	70	365	328	A(9.8)	D(25.5)	C(24.7)	B(10.0)	E(46.5)	C(22.7)	3	66	130	8	327	335	---	---	---	---	275	250	
933		Northbound	Major	NBL	1	2	2	0	7	3	A(7.7)	A(8.1)	B(12.7)	A(7.8)	A(7.9)	C(20.5)	10	18	171	13	20	287	---	---	---	---	---	---	
933				NBT	149	215	232	153	247	320	A(0.0)	A(0.0)	B(12.7)	A(0.0)	A(0.0)	C(20.5)	0	0	171	0	0	287	---	---	---	---	---	---	
933				NBR	1	8	8	44	12	13	A(0.0)	A(0.0)	B(12.7)	A(0.0)	A(0.0)	C(20.5)	0	0	171	0	0	287	---	---	---	---	---	---	
933		Southbound	Major	SBL	18	326	306	26	169	131	A(7.5)	A(8.5)	D(43.5)	A(7.6)	A(8.1)	C(33.8)	18	89	817	21	46	492	---	250	250	---	150	150	
933				SBT	184	364	235	181	215	253	A(0.0)	A(0.0)	D(43.5)	A(0.0)	A(0.0)	C(33.8)	0	0	817	0	0	492	---	---	---	---	---	---	
933				SBR	81	49	48	101	118	49	A(0.0)	A(0.0)	D(43.5)	A(0.0)	A(0.0)	C(33.8)	0	0	817	0	0	492	---	75	---	---	100	---	
933		**OVERALL**	**2-way Stop**	**AVG**	**544**	**1135**	**1059**	**693**	**1252**	**1240**	**A(2.8)**	**A(6.6)**	**C(32.4)**	**A(3.9)**	**C(19.6)**	**C(25.7)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**---**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
936	Lycoming Mall Dr At Fairfield Rd	Eastbound	Major	EBL	45	28	58	93	59	105	A(7.7)	A(7.8)	A(7.9)	A(7.7)	A(9.2)	A(8.8)	3	2	4	5	5	8	---	---	---	---	100	100	None
936				EBT	193	578	254	162	413	151	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
936				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
936		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
936				WBT	121	77	105	102	483	303	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
936				WBR	106	199	189	78	192	214	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	175	175	
936		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
936				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
936				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
936		Southbound	Minor	SBL	51	292	153	35	167	184	B(12.2)	F(64.5)	C(16.6)	B(12.6)	F(69.2)	D(28.8)	8	289	37	6	188	88	---	---	---	---	---	---	
936				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
936				SBR	106	72	69	135	99	81	A(9.7)	A(9.5)	A(9.6)	A(9.6)	B(13.6)	B(11.4)	10	7	7	13	18	11	---	---	---	---	---	---	
936		**OVERALL**	**2-way Stop**	**AVG**	**622**	**1246**	**828**	**605**	**1413**	**1038**	**A(3.2)**	**C(15.9)**	**A(4.4)**	**A(4.1)**	**A(9.5)**	**A(6.9)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**---**	**---**	**Pk Hour 4-Hour**	**4-Hour**	
959	Pa Route 54 At Pinchtown Rd	Eastbound	Minor	EBL	26	56	18	49	92	34	A(9.6)	D(27.3)	C(17.1)	B(10.5)	F(263.9)	D(30.3)	5	129	33	8	633	204	---	---	---	---	---	---	None
959				EBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
959				EBR	21	235	115	20	179	385	A(9.6)	D(27.3)	C(17.1)	B(10.5)	F(263.9)	D(30.3)	5	129	33	8	633	204	---	175	---	---	---	275	
959		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
959				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
959				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
959		Northbound	Major	NBL	23	178	301	15	60	127	A(7.5)	A(8.7)	A(9.1)	A(7.6)	A(9.9)	A(8.5)	5	62	74	10	89	70	---	150	250	---	100	150	
959				NBT	78	348	288	151	375	434	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
959				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
959		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
959				SBT	84	374	364	121	821	387	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
959				SBR	44	36	28	47	30	25	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
959		**OVERALL**	**2-way Stop**	**AVG**	**276**	**1227**	**1114**	**403**	**1557**	**1392**	**A(2.3)**	**A(7.7)**	**A(4.5)**	**A(2.1)**	**E(46.3)**	**A(9.9)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**4-Hour**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	
962	Reeder Rd At Back St	Eastbound	Minor	EBL	2	6	6	2	9	8	A(8.6)	A(8.7)	A(8.6)	A(8.6)	A(8.8)	A(8.8)	0	0	0	0	1	1	---	---	---	---	---	---	None
962				EBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
962				EBR	0	0	0	0	0	0	A(8.6)	A(8.7)	A(8.6)	A(8.6)	A(8.8)	A(8.8)	0	0	0	0	1	1	---	---	---	---	---	---	
962		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
962				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
962				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
962		Northbound	Major	NBL	0	0	0	0	0	0	A(5.0)	A(5.0)	A(5.0)	A(5.0)	A(5.0)	A(5.0)	0	0	0	0	0	0	---	---	---	---	---	---	
962				NBT	6	11	9	13	22	24	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
962				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
962		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
962				SBT	9	16	15	5	20	19	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
962				SBR	4	3	3	3	11	11	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
962		**OVERALL**	**2-way Stop**	**AVG**	**21**	**36**	**33**	**23**	**62**	**62**	**A(0.9)**	**A(1.5)**	**A(1.6)**	**A(0.6)**	**A(1.2)**	**A(1.1)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
965	Pa Route 54 At Pa Route 54	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
965				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
965				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
965		Westbound	Minor	WBL	1	52	11	14	24	18	A(8.9)	B(14.9)	C(15.2)	A(9.5)	B(13.9)	B(12.9)	5	68	70	8	23	20	---	---	---	---	---	---	
965				WBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
965				WBR	63	280	321	70	101	107	A(8.9)	B(14.9)	C(15.2)	A(9.5)	B(13.9)	B(12.9)	5	68	70	8	23	20	---	261	311	---	---	---	
965		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
965				NBT	76	263	344	93	153	164	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
965				NBR	1	3	5	17	25	26	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
965		Southbound	Major	SBL	63	90	88	66	248	248	A(7.4)	A(8.0)	A(8.2)	A(7.5)	A(8.1)	A(8.1)	8	16	15	10	62	63	---	---	---	---	261	261	
965				SBT	91	142	111	115	392	391	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
965				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
965		**OVERALL**	**2-way Stop**	**AVG**	**295**	**830**	**880**	**375**	**943**	**954**	**A(3.5)**	**A(6.8)**	**A(6.5)**	**A(3.5)**	**A(4.0)**	**A(3.8)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
966	Pa Route 854 At Kehrer Hill Rd	Eastbound	Major	EBL	7	14	13	12	37	39	A(7.3)	A(7.3)	A(7.3)	A(7.3)	A(7.3)	A(7.3)	0	2	1	2	12	5	---	---	---	---	---	---	None
966				EBT	4	26	17	32	182	61	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
966				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
966		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
966				WBT	34	49	43	12	45	41	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
966				WBR	3	0	0	9	0	0	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
966		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
966				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
966				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
966		Southbound	Minor	SBL	1	0	0	6	0	0	A(8.5)	A(8.6)	A(8.6)	A(8.7)	A(8.7)	A(8.6)	1	2	2	1	3	3	---	---	---	---	---	---	
966				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
966				SBR	17	30	28	7	37	35	A(8.5)	A(8.6)	A(8.6)	A(8.7)	A(8.7)	A(8.6)	1	2	2	1	3	3	---	---	---	---	---	---	
966		**OVERALL**	**2-way Stop**	**AVG**	**66**	**119**	**101**	**78**	**301**	**176**	**A(3.1)**	**A(3.0)**	**A(3.3)**	**A(2.6)**	**A(2.0)**	**A(3.4)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
967	Cemetery Rd At Brushy Ridge Rd	Eastbound	Minor	EBL	18	5	4	14	65	8	A(8.7)	B(10.3)	B(10.3)	A(8.7)	E(37.5)	A(9.7)	2	30	29	3	76	6	---	---	---	---	---	---	None
967				EBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
967				EBR	4	264	255	26	52	54	A(8.7)	B(10.3)	B(10.3)	A(8.7)	E(37.5)	A(9.7)	2	30	29	3	76	6	---	200	200	---	---	---	
967		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
967				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
967				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
967		Northbound	Major	NBL	11	68	45	18	373	269	A(7.2)	A(7.5)	A(7.5)	A(7.3)	A(7.9)	A(7.7)	1	6	3	1	78	24	---	---	---	---	275	---	
967				NBT	7	45	13	7	443	114	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
967				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
967		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
967				SBT	8	101	112	4	16	26	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
967				SBR	6	8	10	23	14	12	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
967		**OVERALL**	**2-way Stop**	**AVG**	**54**	**491**	**439**	**92**	**963**	**483**	**A(5.0)**	**A(6.7)**	**A(6.9)**	**A(5.2)**	**A(7.6)**	**A(5.6)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
970	Quaker State Rd At Mall Rd	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
970				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
970				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
970		Westbound	Minor	WBL	8	47	51	26	22	25	A(8.7)	A(9.3)	A(9.3)	A(8.7)	B(10.7)	A(9.2)	1	5	6	2	7	5	---	---	---	---	---	---	
970				WBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
970				WBR	0	11	11	2	38	31	A(8.7)	A(9.3)	A(9.3)	A(8.7)	B(10.7)	A(9.2)	1	5	6	2	7	5	---	---	---	---	---	---	
970		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
970				NBT	2	8	5	0	90	65	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
970				NBR	23	41	12	21	417	57	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	275	---	
970		Southbound	Major	SBL	8	20	18	3	35	19	A(7.3)	A(7.3)	A(7.3)	A(7.2)	A(8.5)	A(7.5)	1	4	4	0	3	2	---	---	---	---	---	---	
970				SBT	6	61	70	1	8	13	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
970				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
970		**OVERALL**	**2-way Stop**	**AVG**	**47**	**188**	**167**	**53**	**610**	**210**	**A(2.7)**	**A(3.7)**	**A(4.2)**	**A(5.0)**	**A(1.5)**	**A(3.1)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
972	Lycoming Mall Dr At Cemetery Rd	Eastbound	Major	EBL	36	151	165	15	46	45	A(7.7)	A(8.8)	C(27.8)	A(7.9)	A(9.3)	C(24.9)	2	12	174	1	4	47	---	150	150	---	75	75	Traffic Signal
972				EBT	200	714	269	246	436	205	A(0.0)	A(0.0)	B(17.2)	A(0.0)	A(0.0)	C(23.8)	0	0	241	0	0	234	---	---	---	---	---	---	
972				EBR	39	38	35	38	54	50	A(0.0)	A(0.0)	B(17.2)	A(0.0)	A(0.0)	C(23.8)	0	0	241	0	0	234	---	75	---	---	---	---	
972		Westbound	Major	WBL	21	21	20	67	40	41	A(7.7)	A(9.3)	C(22.9)	A(7.9)	A(8.5)	D(35.3)	15	94	469	29	178	577	---	75	---	100	75	75	
972				WBT	185	121	138	219	588	336	A(0.0)	A(0.0)	C(22.9)	A(0.0)	A(0.0)	D(35.3)	0	0	469	0	0	577	---	---	---	---	---	---	
972				WBR	13	345	349	77	145	132	A(0.0)	A(0.0)	C(22.9)	A(0.0)	A(0.0)	D(35.3)	0	0	469	0	0	577	---	250	250	---	150	150	
972		Northbound	Minor	NBL	53	44	43	17	61	59	B(13.5)	F(68.5)	B(19.7)	B(11.7)	F(86.5)	B(14.1)	17	113	86	14	141	77	---	---	---	---	---	---	
972				NBT	0	12	12	0	5	5	B(13.5)	F(68.5)	B(19.7)	B(11.7)	F(86.5)	B(14.1)	17	113	86	14	141	77	---	---	---	---	---	---	
972				NBR	42	40	40	81	34	35	B(13.5)	F(68.5)	B(19.7)	B(11.7)	F(86.5)	B(14.1)	17	113	86	14	141	77	---	---	---	---	---	---	
972		Southbound	Minor	SBL	21	83	124	88	108	432	B(11.1)	F(270.9)	C(21.8)	C(21.7)	F(370.1)	D(47.9)	10	281	154	32	546	880	---	---	---	---	---	325	
972				SBT	0	2	6	0	11	15	B(11.1)	F(270.9)	C(21.8)	C(21.7)	F(370.1)	D(47.9)	10	281	154	32	546	880	---	---	---	---	---	---	
972				SBR	54	9	38	5	61	162	B(11.1)	F(270.9)	C(21.8)	C(21.7)	F(370.1)	D(47.9)	10	281	154	32	546	880	---	---	---	---	---	150	
972		**OVERALL**	**2-way Stop**	**AVG**	**664**	**1580**	**1239**	**853**	**1589**	**1517**	**A(3.9)**	**C(21.3)**	**C(21.8)**	**A(4.5)**	**E(47.8)**	**D(36.8)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**4-Hour**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	
991	Mall Rd At Hall Rd	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
991				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
991				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
991		Westbound	Minor	WBL	29	156	131	23	221	164	A(8.9)	B(10.3)	A(9.8)	A(8.7)	E(36.2)	B(10.9)	3	22	18	4	157	26	---	---	---	---	---	---	
991				WBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
991				WBR	8	44	51	27	41	46	A(8.9)	B(10.3)	A(9.8)	A(8.7)	E(36.2)	B(10.9)	3	22	18	4	157	26	---	---	---	---	---	---	
991		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
991				NBT	0	14	11	1	19	9	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
991				NBR	5	68	67	24	161	92	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
991		Southbound	Major	SBL	27	29	19	14	175	57	A(7.2)	A(7.4)	A(7.4)	A(7.3)	A(7.9)	A(7.5)	1	3	2	1	35	4	---	---	---	---	150	---	
991				SBT	4	33	11	10	278	19	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
991				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
991		**OVERALL**	**2-way Stop**	**AVG**	**73**	**344**	**290**	**99**	**895**	**387**	**A(7.2)**	**A(6.6)**	**A(6.6)**	**A(5.4)**	**B(12.2)**	**A(7.0)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
1008	Kehrer Hill Rd At Reeder Rd	Eastbound	Major	EBL	13	0	0	29	1	1	A(7.2)	A(7.2)	A(7.2)	A(7.2)	A(7.3)	A(7.3)	1	0	0	2	1	1	---	---	---	---	---	---	None
1008				EBT	3	6	7	3	14	15	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1008				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1008		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1008				WBT	2	7	7	0	20	18	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1008				WBR	1	6	7	3	18	17	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1008		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1008				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1008				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1008		Southbound	Minor	SBL	3	5	6	1	10	11	A(8.5)	A(8.6)	A(8.6)	A(8.4)	A(8.7)	A(8.7)	1	0	0	2	1	1	---	---	---	---	---	---	
1008				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1008				SBR	8	0	0	31	1	1	A(8.5)	A(8.6)	A(8.6)	A(8.4)	A(8.7)	A(8.7)	1	0	0	2	1	1	---	---	---	---	---	---	
1008		**OVERALL**	**2-way Stop**	**AVG**	**30**	**24**	**27**	**67**	**64**	**63**	**A(6.1)**	**A(2.0)**	**A(1.9)**	**A(7.1)**	**A(1.6)**	**A(1.8)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
1034	Musser Ln At Pepper St	Eastbound	Major	EBL	15	63	57	20	12	14	A(7.3)	A(7.3)	A(7.3)	A(7.3)	A(7.3)	A(7.3)	3	4	4	3	5	5	---	---	---	---	---	---	None
1034				EBT	44	27	33	48	84	82	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1034				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1034		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1034				WBT	36	25	25	45	23	23	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1034				WBR	0	0	0	6	0	0	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1034		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1034				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1034				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1034		Southbound	Minor	SBL	0	0	0	0	0	0	A(8.5)	A(8.5)	A(8.5)	A(8.6)	A(8.8)	A(8.8)	1	3	3	2	10	10	---	---	---	---	---	---	
1034				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1034				SBR	18	39	39	21	123	123	A(8.5)	A(8.5)	A(8.5)	A(8.6)	A(8.8)	A(8.8)	1	3	3	2	10	10	---	---	---	---	---	---	
1034		**OVERALL**	**2-way Stop**	**AVG**	**113**	**154**	**154**	**140**	**242**	**242**	**A(2.3)**	**A(5.2)**	**A(4.9)**	**A(2.3)**	**A(4.8)**	**A(4.9)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
1040	Quaker Church Rd At Hall Rd	Eastbound	Minor	EBL	15	5	3	4	32	18	A(8.8)	A(8.8)	A(8.8)	A(8.6)	A(9.8)	A(9.8)	3	4	4	2	20	11	---	---	---	---	---	---	None
1040				EBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1040				EBR	17	44	52	22	164	93	A(8.8)	A(8.8)	A(8.8)	A(8.6)	A(9.8)	A(9.8)	3	4	4	2	20	11	---	---	---	---	---	---	
1040		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1040				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1040				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1040		Northbound	Major	NBL	20	116	115	42	140	194	A(7.3)	A(7.4)	A(7.5)	A(7.3)	A(7.5)	A(7.6)	1	6	7	3	11	15	---	---	---	---	---	---	
1040				NBT	1	8	12	24	63	74	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1040				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1040		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1040				SBT	32	16	34	16	5	28	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1040				SBR	7	21	21	12	16	12	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1040		**OVERALL**	**2-way Stop**	**AVG**	**92**	**210**	**237**	**120**	**420**	**419**	**A(4.7)**	**A(6.1)**	**A(5.7)**	**A(4.4)**	**A(7.1)**	**A(6.1)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
1041	Quaker Church Rd At Weister Woods Rd	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
1041				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1041				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1041		Westbound	Minor	WBL	6	1	1	1	1	1	A(8.5)	A(9.0)	A(9.0)	A(8.6)	B(10.3)	A(9.8)	2	1	1	1	0	1	---	---	---	---	---	---	
1041				WBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1041				WBR	16	6	11	16	3	6	A(8.5)	A(9.0)	A(9.0)	A(8.6)	B(10.3)	A(9.8)	2	1	1	1	0	1	---	---	---	---	---	---	
1041		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1041				NBT	5	119	116	49	199	262	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1041				NBR	0	4	0	0	28	1	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1041		Southbound	Major	SBL	0	17	3	1	146	14	A(7.2)	A(7.5)	A(7.4)	A(7.3)	A(8.0)	A(7.8)	2	3	5	2	11	8	---	---	---	---	---	---	
1041				SBT	49	43	83	37	23	107	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1041				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1041		**OVERALL**	**2-way Stop**	**AVG**	**76**	**190**	**214**	**104**	**400**	**391**	**A(2.5)**	**A(1.0)**	**A(0.6)**	**A(1.5)**	**A(3.0)**	**A(0.5)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
1043	Us-220 At Quaker Church Rd	Eastbound	Major	EBL	24	113	105	98	265	239	A(8.1)	B(10.4)	C(26.2)	A(8.1)	B(11.1)	C(29.9)	18	206	107	52	3999	259	---	235	264	235	314	364	US-220 -EB Left-Turn Lane , Quaker Church - SB Left-Turn Lane, Middle Rd - NB LT Lane and Traffic Signal
1043				EBT	185	320	390	389	853	932	A(0.0)	A(0.0)	B(18.9)	A(0.0)	A(0.0)	E(61.4)	0	0	549	0	0	1787	---	---	---	---	---	---	
1043				EBR	23	147	243	35	38	79	A(0.0)	A(0.0)	B(18.9)	A(0.0)	A(0.0)	E(61.4)	0	0	549	0	0	1787	---	264	389	---	235	235	
1043		Westbound	Major	WBL	0	4	4	0	0	3	A(7.6)	A(8.3)	C(32.3)	A(8.1)	A(9.7)	B(19.1)	29	277	1158	27	814	482	---	---	---	---	---	235	
1043				WBT	372	805	869	266	687	501	A(0.0)	A(0.0)	C(32.3)	A(0.0)	A(0.0)	B(19.1)	0	0	1158	0	0	482	---	---	---	---	---	---	
1043				WBR	9	78	45	37	77	48	A(0.0)	A(0.0)	C(32.3)	A(0.0)	A(0.0)	B(19.1)	0	0	1158	0	0	482	---	235	235	---	235	---	
1043		Northbound	Minor	NBL	28	1	93	46	3	325	C(16.7)	F(53.9)	C(25.4)	D(28.2)	F(121.6)	D(51.3)	8	4	95	24	15	444	---	---	---	---	---	443	
1043				NBT	4	3	46	3	3	138	C(16.7)	F(53.9)	C(23.3)	D(28.2)	F(121.6)	C(25.2)	8	4	48	24	15	141	---	---	---	---	---	---	
1043				NBR	0	0	2	0	1	8	C(16.7)	F(53.9)	C(23.3)	D(28.2)	F(121.6)	C(25.2)	8	4	48	24	15	141	---	---	---	---	---	---	
1043		Southbound	Minor	SBL	29	21	30	15	14	63	B(13.3)	F(254.0)	D(36.7)	B(13.1)	F(600.0)	D(47.7)	18	364	37	17	756	84	---	---	---	---	---	---	
1043				SBT	7	55	155	4	17	164	B(13.3)	F(254.0)	D(42.6)	B(13.1)	F(600.0)	D(43.4)	18	364	188	17	756	199	---	---	---	---	---	---	
1043				SBR	68	62	0	84	68	0	B(13.3)	F(254.0)	360000000	B(13.1)	F(600.0)	360000000	18	364	162	17	756	162	---	---	---	---	---	---	
1043		**OVERALL**	**2-way Stop**	**AVG**	**749**	**1609**	**1982**	**977**	**2026**	**2500**	**A(2.8)**	**C(22.6)**	**C(28.1)**	**A(3.6)**	**F(31.1)**	**D(44.1)**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	
1047	Pa Route 854 At Quaker Church Rd	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
1047				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1047				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1047		Westbound	Major	WBL	3	3	3	7	22	22	A(7.3)	A(7.3)	A(7.3)	A(7.2)	A(7.3)	A(7.3)	1	1	1	1	4	4	---	---	---	---	---	---	
1047				WBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1047				WBR	12	9	11	13	64	61	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1047		Northbound	Minor	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1047				NBT	2	30	17	4	170	45	A(8.6)	A(9.2)	A(9.0)	A(8.7)	B(11.0)	A(9.8)	1	4	3	1	22	6	---	---	---	---	---	---	
1047				NBR	8	9	17	10	5	12	A(8.6)	A(9.2)	A(9.0)	A(8.7)	B(11.0)	A(9.8)	1	4	3	1	22	6	---	---	---	---	---	---	
1047		Southbound	Major	SBL	21	20	30	14	11	22	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1047				SBT	7	26	23	2	29	27	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1047				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1047		**OVERALL**	**2-way Stop**	**AVG**	**53**	**97**	**101**	**50**	**301**	**189**	**A(2.0)**	**A(3.9)**	**A(3.3)**	**A(3.4)**	**A(6.9)**	**A(3.8)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
1048	Pa Route 854 At Kehrer Hill Rd	Eastbound	Major	EBL	4	5	7	10	37	34	A(7.2)	A(7.3)	A(7.3)	A(7.3)	A(7.3)	A(7.3)	1	2	1	1	13	5	---	---	---	---	---	---	None
1048				EBT	10	35	21	7	197	72	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1048				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1048		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1048				WBT	14	38	37	8	33	34	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1048				WBR	2	7	7	13	11	12	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1048		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1048				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1048				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1048		Southbound	Minor	SBL	7	13	8	11	22	17	A(8.5)	A(8.8)	A(8.7)	A(8.6)	B(10.1)	A(9.2)	2	2	2	1	3	3	---	---	---	---	---	---	
1048				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1048				SBR	14	8	16	8	7	15	A(8.5)	A(8.8)	A(8.7)	A(8.6)	B(10.1)	A(9.2)	2	2	2	1	3	3	---	---	---	---	---	---	
1048		**OVERALL**	**2-way Stop**	**AVG**	**51**	**106**	**96**	**57**	**307**	**184**	**A(4.1)**	**A(2.1)**	**A(2.7)**	**A(4.1)**	**A(1.8)**	**A(3.0)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
1052	Industrial Pkwy At Industrial Park Rd	Eastbound	Minor	EBL	0	0	0	0	0	0	A(9.2)	C(24.6)	---	A(9.7)	F(57.5)	---	0	12	---	0	0	---	---	---	---	---	---	---	Industrial Parkway NB&SB Left-Turn Lane, east leg Industrial Park Rd 1-way EB, west leg Industrial Park right-turn only egress
1052				EBT	0	0	0	0	0	0	A(9.2)	C(24.6)	---	A(9.7)	F(57.5)	---	0	12	---	0	0	---	---	---	---	---	---	---	
1052				EBR	0	29	26	0	0	364	A(9.2)	C(24.6)	C(17.3)	A(9.7)	F(57.5)	B(12.1)	0	12	7	0	0	54	---	---	---	---	---	275	
1052		Westbound	Minor	WBL	0	39	---	0	0	---	A(9.1)	F(62.2)	---	A(9.7)	E(44.2)	---	0	61	---	0	0	---	---	---	---	---	---	---	
1052				WBT	0	0	---	0	0	---	A(9.1)	F(62.2)	---	A(9.7)	E(44.2)	---	0	61	---	0	0	---	---	---	---	---	---	---	
1052				WBR	0	16	---	0	0	---	A(9.1)	F(62.2)	---	A(9.7)	E(44.2)	---	0	61	---	0	0	---	---	---	---	---	---	---	
1052		Northbound	Major	NBL	0	0	203	0	149	150	A(5.0)	A(5.0)	B(15.0)	A(5.0)	A(8.3)	A(8.1)	0	0	42	0	2787	10	---	---	175	---	150	150	
1052				NBT	29	246	163	100	410	1112	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1052				NBR	4	0	43	51	852	255	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	525	200	
1052		Southbound	Major	SBL	0	0	0	0	0	58	A(5.0)	A(5.0)	A(7.6)	A(5.0)	A(5.0)	B(13.0)	0	0	0	0	0	10	---	---	---	---	---	75	
1052				SBT	86	1251	1249	97	344	263	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1052				SBR	0	0	0	0	0	0	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1052		**OVERALL**	**2-way Stop**	**AVG**	**119**	**1581**	**1684**	**248**	**1755**	**2202**	**A(0.0)**	**A(2.6)**	**A(2.1)**	**A(0.0)**	**A(0.7)**	**A(2.9)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	
1062	Pa Route 405 At Sherman St	Eastbound	Major	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	Traffic Signal
1062				EBT	159	354	305	269	443	258	A(0.0)	A(0.0)	B(13.3)	A(0.0)	A(0.0)	B(12.8)	0	0	217	0	0	181	---	---	---	---	---	---	
1062				EBR	24	272	10	23	622	481	A(0.0)	A(0.0)	B(10.7)	A(0.0)	A(0.0)	B(17.6)	0	0	7	0	0	396	---	200	---	---	400	350	
1062		Westbound	Major	WBL	34	35	17	43	70	44	A(7.6)	A(8.9)	B(13.3)	A(7.9)	B(11.1)	B(12.5)	17	77	210	21	134	144	---	75	---	---	100	---	
1062				WBT	231	457	278	235	361	159	A(0.0)	A(0.0)	B(13.3)	A(0.0)	A(0.0)	B(12.5)	0	0	210	0	0	144	---	---	---	---	---	---	
1062				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1062		Northbound	Minor	NBL	22	201	317	40	106	141	B(10.8)	F(73.0)	C(31.9)	B(12.5)	F(63.7)	C(25.4)	5	244	384	12	120	170	---	---	---	---	---	---	
1062				NBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1062				NBR	22	13	50	35	3	35	B(10.8)	F(73.0)	C(31.9)	B(12.5)	F(63.7)	C(25.4)	5	244	384	12	120	170	---	---	---	---	---	---	
1062		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1062				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1062				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1062		**OVERALL**	**2-way Stop**	**AVG**	**492**	**1332**	**977**	**645**	**1605**	**1118**	**A(1.5)**	**B(12.0)**	**C(20.3)**	**A(2.0)**	**A(4.8)**	**B(16.8)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**---**	**Pk Hour 4-Hour**	**4-Hour**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
1066	N Main St At Industrial Park Rd	Eastbound	Major	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	Traffic Signal
1066				EBT	142	432	140	226	221	214	A(0.0)	A(0.0)	A(5.7)	A(0.0)	A(0.0)	B(14.2)	0	0	71	0	0	138	---	---	---	---	---	---	
1066				EBR	0	55	0	0	0	0	A(0.0)	A(0.0)	---	A(0.0)	A(0.0)	---	0	0	---	0	0	---	---	---	---	---	---	---	
1066		Westbound	Major	WBL	0	0	0	0	0	0	A(5.0)	A(5.0)	---	A(5.0)	A(5.0)	---	0	0	---	0	0	---	---	---	---	---	---	---	
1066				WBT	209	1093	515	192	572	249	A(0.0)	A(0.0)	A(7.9)	A(0.0)	A(0.0)	B(14.7)	0	0	293	0	0	161	---	---	---	---	---	---	
1066				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1066		Northbound	Minor	NBL	0	0	0	0	318	0	A(9.0)	C(22.2)	C(33.7)	A(9.7)	F(600.0)	A(0.0)	0	0	50	5	3896	0	---	---	---	---	---	---	
1066				NBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1066				NBR	4	0	42	51	534	314	A(9.0)	C(22.2)	C(33.7)	A(9.7)	F(600.0)	B(18.6)	0	0	50	5	3896	225	---	---	---	---	350	250	
1066		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1066				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1066				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1066		**OVERALL**	**2-way Stop**	**AVG**	**355**	**1580**	**697**	**469**	**1645**	**777**	**A(0.1)**	**A(0.0)**	**A(9.1)**	**A(1.0)**	**F(310.7)**	**B(16.1)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour**	**4-Hour**	
1071	E Lime Bluff Rd At Middle Rd	Eastbound	Major	EBL	14	3	108	22	6	401	A(7.5)	A(9.4)	C(20.5)	A(7.5)	A(7.3)	C(30.2)	4	12	93	5	70	455	---	---	150	---	---	375	Traffic Signal, EB Leftt Turn Lane
1071				EBT	55	110	136	74	742	775	A(0.0)	A(0.0)	B(11.7)	A(0.0)	A(0.0)	C(23.2)	0	0	94	0	0	773	---	---	---	---	---	---	
1071				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1071		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1071				WBT	104	824	593	105	66	273	A(0.0)	A(0.0)	D(35.5)	A(0.0)	A(0.0)	C(23.3)	0	0	732	0	0	311	---	---	---	---	---	---	
1071				WBR	18	0	32	31	2	70	A(0.0)	A(0.0)	D(35.5)	A(0.0)	A(0.0)	C(23.3)	0	0	732	0	0	311	---	---	---	---	---	---	
1071		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1071				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1071				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1071		Southbound	Minor	SBL	27	62	55	34	56	97	A(9.6)	D(30.7)	D(36.5)	A(10.0)	C(17.4)	C(27.7)	3	107	455	4	14	242	---	---	---	---	---	---	
1071				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1071				SBR	7	148	349	6	1	148	A(9.6)	D(30.7)	D(36.5)	A(10.0)	C(17.4)	C(27.7)	3	107	455	4	14	242	---	---	443	---	---	---	
1071		**OVERALL**	**2-way Stop**	**AVG**	**225**	**1147**	**1273**	**272**	**873**	**1764**	**A(1.9)**	**A(5.6)**	**C(32.0)**	**A(2.1)**	**A(1.2)**	**C(25.5)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**---**	**---**	**Pk Hour 4-Hour**	
1076	S Main St At E Penn St	Eastbound	Minor	EBL	0	60	1	14	323	3	B(16.1)	C(21.5)	C(34.2)	B(16.3)	F(313.0)	C(25.3)	30	284	20	42	2737	502	---	---	---	---	250	---	Construct Project 13
1076				EBT	25	167	6	15	67	114	B(16.1)	C(21.5)	C(34.2)	B(16.3)	F(313.0)	C(25.3)	30	284	20	42	2737	502	---	---	---	---	---	---	
1076				EBR	11	95	9	20	332	399	B(16.1)	C(21.5)	C(34.2)	B(16.3)	F(313.0)	C(25.3)	30	284	20	42	2737	502	---	---	---	---	250	275	
1076		Westbound	Minor	WBL	62	120	58	78	217	81	B(17.9)	C(23.5)	D(41.7)	B(17.5)	C(30.4)	B(18.9)	120	280	164	96	479	142	---	100	---	---	175	---	
1076				WBT	18	112	34	13	85	45	B(17.9)	C(23.5)	D(41.7)	B(17.5)	C(30.4)	B(18.9)	120	280	164	96	479	142	---	---	---	---	---	---	
1076				WBR	63	66	42	22	131	35	B(17.9)	C(23.5)	D(41.7)	B(17.5)	C(30.4)	B(18.9)	120	280	164	96	479	142	---	---	---	---	150	---	
1076		Northbound	Major	NBL	21	131	322	34	42	109	B(19.1)	E(65.6)	C(22.6)	B(18.9)	D(36.1)	D(44.9)	198	1227	929	177	484	563	---	150	250	---	75	100	
1076				NBT	142	464	457	84	309	253	B(19.1)	E(65.6)	C(22.6)	B(18.9)	D(36.1)	D(44.9)	198	1227	929	177	484	563	---	---	---	---	---	---	
1076				NBR	74	130	63	92	76	70	B(19.1)	E(65.6)	C(22.6)	B(18.9)	D(36.1)	D(44.9)	198	1227	929	177	484	563	---	150	100	---	---	---	
1076		Southbound	Major	SBL	12	15	49	29	72	57	B(16.9)	B(17.3)	A(6.3)	B(18.4)	F(254.3)	D(39.1)	82	101	166	168	2016	784	---	---	75	---	100	75	
1076				SBT	86	105	253	171	542	570	B(16.9)	B(17.3)	A(6.3)	B(18.4)	F(254.3)	D(39.1)	82	101	166	168	2016	784	---	---	---	---	---	---	
1076				SBR	0	1	15	1	1	1	B(16.9)	B(17.3)	A(6.3)	B(18.4)	F(254.3)	D(39.1)	82	101	166	168	2016	784	---	---	---	---	---	---	
1076		**OVERALL**	**Signal**	**AVG**	**514**	**1466**	**1309**	**573**	**2197**	**1737**	**B(18.1)**	**D(43.3)**	**C(20.8)**	**B(18.2)**	**F(187.1)**	**C(34.6)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**4-Hour**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
1080	S Main St At Pepper St	Eastbound	Minor	EBL	20	94	88	28	53	55	B(10.7)	C(23.2)	D(27.7)	B(11.2)	E(41.1)	E(38.9)	3	39	45	5	58	57	---	---	---	---	---	---	None
1080				EBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1080				EBR	4	9	9	9	28	28	B(10.7)	C(23.2)	D(27.7)	B(11.2)	E(41.1)	E(38.9)	3	39	45	5	58	57	---	---	---	---	---	---	
1080		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1080				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1080				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1080		Northbound	Major	NBL	6	16	16	4	17	17	A(7.5)	A(7.9)	A(7.9)	A(7.8)	B(10.7)	B(10.5)	14	79	118	12	111	103	---	---	---	---	75	75	
1080				NBT	216	630	754	181	375	377	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1080				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1080		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1080				SBT	143	260	261	242	918	876	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1080				SBR	17	60	60	28	173	173	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	150	150	
1080		**OVERALL**	**2-way Stop**	**AVG**	**406**	**1069**	**1188**	**492**	**1564**	**1526**	**A(0.7)**	**A(2.4)**	**A(2.4)**	**A(0.9)**	**A(2.2)**	**A(2.2)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
1081	S Main St At Nes St	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
1081				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1081				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1081		Westbound	Minor	WBL	11	28	28	37	51	51	A(9.6)	C(15.8)	C(18.8)	B(10.7)	E(43.2)	D(34.6)	11	26	46	15	81	70	---	---	---	---	---	---	
1081				WBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1081				WBR	105	91	133	88	56	67	A(9.6)	C(15.8)	C(18.8)	B(10.7)	E(43.2)	D(34.6)	11	26	46	15	81	70	---	---	---	---	---	---	
1081		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1081				NBT	118	555	637	98	335	327	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1081				NBR	11	23	23	28	41	41	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1081		Southbound	Major	SBL	64	36	40	106	148	132	A(7.6)	A(8.7)	A(9.0)	A(7.6)	A(8.4)	A(8.4)	8	27	30	15	264	216	---	---	---	---	150	150	
1081				SBT	83	234	229	146	798	772	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1081				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1081		**OVERALL**	**2-way Stop**	**AVG**	**392**	**967**	**1090**	**503**	**1429**	**1390**	**A(4.1)**	**A(2.3)**	**A(3.1)**	**A(4.3)**	**A(4.1)**	**A(3.7)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**---**	**---**	**4-Hour**	
1082	Susquehanna Trail Rd At I-180 West Ramp To Susquehanna Trail Rd	Eastbound	Minor	EBL	26	410	486	77	259	254	A(9.2)	B(14.5)	C(16.8)	A(9.4)	B(12.1)	B(12.0)	2	81	118	10	42	41	---	---	---	---	---	---	None
1082				EBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1082				EBR	0	2	2	29	30	30	A(9.2)	B(14.5)	C(16.8)	A(9.4)	B(12.1)	B(12.0)	2	81	118	10	42	41	---	---	---	---	---	---	
1082		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1082				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1082				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1082		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1082				NBT	63	138	138	73	89	89	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1082				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1082		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1082				SBT	55	65	65	40	119	119	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1082				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1082		**OVERALL**	**2-way Stop**	**AVG**	**144**	**615**	**691**	**219**	**497**	**492**	**A(1.7)**	**A(9.7)**	**B(11.9)**	**A(4.6)**	**A(7.0)**	**A(6.9)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
1085	S Main St At Musser Ln	Eastbound	Minor	EBL	14	12	18	22	66	64	A(9.2)	B(11.9)	B(13.2)	A(9.7)	D(28.1)	D(26.2)	4	6	8	5	47	42	---	---	---	---	---	---	None
1085				EBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1085				EBR	36	28	28	29	33	33	A(9.2)	B(11.9)	B(13.2)	A(9.7)	D(28.1)	D(26.2)	4	6	8	5	47	42	---	---	---	---	---	---	
1085		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1085				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1085				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1085		Northbound	Major	NBL	19	25	25	24	23	23	A(7.4)	A(7.8)	A(7.8)	A(7.5)	A(9.5)	A(9.4)	5	53	66	6	45	42	---	---	---	---	75	75	
1085				NBT	69	519	595	85	285	280	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1085				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1085		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1085				SBT	81	257	253	125	798	772	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1085				SBR	14	3	3	31	18	18	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1085		**OVERALL**	**2-way Stop**	**AVG**	**233**	**844**	**922**	**316**	**1223**	**1190**	**A(2.6)**	**A(0.8)**	**A(0.9)**	**A(2.1)**	**A(2.5)**	**A(2.3)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	
1093	E Lime Bluff Rd At Beacon Light Rd	Eastbound	Major	EBL	3	17	36	26	9	224	A(7.3)	A(8.6)	A(8.7)	A(7.5)	A(7.4)	A(8.3)	4	15	18	6	85	142	---	---	---	---	---	268	None
1093				EBT	79	154	154	82	788	648	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1093				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1093		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1093				WBT	29	575	584	111	65	251	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1093				WBR	1	2	0	14	41	2	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1093		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1093				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1093				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1093		Southbound	Minor	SBL	17	3	2	14	3	1	A(8.9)	C(18.5)	B(12.9)	A(9.4)	B(12.3)	B(10.6)	9	70	7	4	1	11	---	---	---	---	---	---	
1093				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1093				SBR	93	249	41	25	4	92	A(8.9)	C(18.5)	B(12.9)	A(9.4)	B(12.3)	B(10.6)	9	70	7	4	1	11	---	293	---	---	---	---	
1093		**OVERALL**	**2-way Stop**	**AVG**	**222**	**1000**	**817**	**272**	**910**	**1218**	**A(4.5)**	**A(4.8)**	**A(1.1)**	**A(2.1)**	**A(0.2)**	**A(2.3)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour**	**---**	**---**	**---**	**Pk Hour 4-Hour**	
1098	Us-220 At Rabbittown Rd	Eastbound	Major	EBL	13	15	17	32	123	60	A(7.9)	A(9.4)	B(12.6)	A(7.8)	A(9.5)	D(44.7)	15	50	290	30	540	1515	---	235	235	235	235	235	Traffic Sginal
1098				EBT	187	253	325	318	567	852	A(0.0)	A(0.0)	B(12.6)	A(0.0)	A(0.0)	D(44.7)	0	0	290	0	0	1515	---	---	---	---	---	---	
1098				EBR	15	70	75	28	163	71	A(0.0)	A(0.0)	B(12.6)	A(0.0)	A(0.0)	D(44.7)	0	0	290	0	0	1515	---	---	---	---	264	235	
1098		Westbound	Major	WBL	99	195	5	32	1	77	A(7.8)	A(8.4)	B(19.1)	A(8.0)	A(9.1)	B(16.6)	32	259	711	23	222	387	235	289	---	235	---	235	
1098				WBT	306	784	775	244	648	389	A(0.0)	A(0.0)	B(19.1)	A(0.0)	A(0.0)	B(16.6)	0	0	711	0	0	387	---	---	---	---	---	---	
1098				WBR	4	5	4	15	24	7	A(0.0)	A(0.0)	B(19.1)	A(0.0)	A(0.0)	B(16.6)	0	0	711	0	0	387	---	---	---	---	---	---	
1098		Northbound	Minor	NBL	42	31	57	17	53	109	C(19.8)	F(600.0)	C(27.3)	B(14.8)	F(595.9)	D(42.9)	17	256	102	15	261	424	---	---	---	---	---	161	
1098				NBT	8	8	12	20	0	62	C(19.8)	F(600.0)	C(27.3)	B(14.8)	F(595.9)	D(42.9)	17	256	102	15	261	424	---	---	---	---	---	---	
1098				NBR	4	0	30	37	0	180	C(19.8)	F(600.0)	C(27.3)	B(14.8)	F(595.9)	D(42.9)	17	256	102	15	261	424	---	---	---	---	---	211	
1098		Southbound	Minor	SBL	9	6	4	5	3	7	B(14.9)	F(223.5)	C(27.5)	B(13.8)	E(44.4)	C(26.3)	13	322	128	9	67	82	---	---	---	---	---	---	
1098				SBT	24	60	47	20	25	28	B(14.9)	F(223.5)	C(27.5)	B(13.8)	E(44.4)	C(26.3)	13	322	128	9	67	82	---	---	---	---	---	---	
1098				SBR	28	63	74	25	58	45	B(14.9)	F(223.5)	C(27.5)	B(13.8)	E(44.4)	C(26.3)	13	322	128	9	67	82	---	---	---	---	---	---	
1098		**OVERALL**	**2-way Stop**	**AVG**	**739**	**1490**	**1425**	**793**	**1665**	**1887**	**A(3.9)**	**E(36.0)**	**B(18.5)**	**A(2.9)**	**C(21.9)**	**D(36.5)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
1100	Beacon Light Rd At Ellis Artley Rd	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
1100				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1100				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1100		Westbound	Minor	WBL	0	0	0	0	0	0	A(8.5)	A(8.5)	A(8.7)	A(8.6)	B(10.1)	B(10.2)	2	0	4	1	0	12	---	---	---	---	---	---	
1100				WBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1100				WBR	28	0	51	14	0	109	A(8.5)	A(8.5)	A(8.7)	A(8.6)	B(10.1)	B(10.2)	2	0	4	1	0	12	---	---	---	---	---	---	
1100		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1100				NBT	26	38	48	59	53	241	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1100				NBR	0	0	0	0	0	0	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1100		Southbound	Major	SBL	14	61	76	18	169	70	A(7.3)	A(7.4)	A(7.4)	A(7.3)	A(7.6)	A(7.8)	7	19	7	4	10	11	---	---	---	---	---	---	
1100				SBT	124	263	51	62	20	106	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1100				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1100		**OVERALL**	**2-way Stop**	**AVG**	**192**	**362**	**226**	**153**	**242**	**526**	**A(1.7)**	**A(1.2)**	**A(4.4)**	**A(1.7)**	**A(5.3)**	**A(3.2)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
1101	Beacon Light Rd At Chippewa Rd	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
1101				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1101				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1101		Westbound	Minor	WBL	0	0	0	0	0	0	A(9.1)	A(9.2)	A(9.2)	A(9.3)	A(9.3)	B(10.4)	2	2	1	2	0	2	---	---	---	---	---	---	
1101				WBT	23	19	11	19	3	15	A(9.1)	A(9.2)	A(9.2)	A(9.3)	A(9.3)	B(10.4)	2	2	1	2	0	2	---	---	---	---	---	---	
1101				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1101		Northbound	Major	NBL	4	19	37	40	50	227	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1101				NBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1101				NBR	0	0	0	0	0	0	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1101		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1101				SBT	14	11	8	22	13	12	A(7.2)	A(7.3)	A(7.3)	A(7.3)	A(7.3)	A(7.7)	6	15	3	3	1	6	---	---	---	---	---	---	
1101				SBR	110	252	43	39	7	94	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	261	---	---	---	---	
1101		**OVERALL**	**2-way Stop**	**AVG**	**151**	**301**	**99**	**120**	**73**	**348**	**A(2.1)**	**A(0.9)**	**A(1.7)**	**A(2.8)**	**A(1.7)**	**A(0.7)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
1129	Clarkstown Rd At Muncy Exchange Rd	Eastbound	Major	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
1129				EBT	30	28	19	34	61	49	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1129				EBR	21	11	15	29	61	57	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1129		Westbound	Major	WBL	1	16	11	1	4	8	A(7.3)	A(7.3)	A(7.3)	A(7.3)	A(7.4)	A(7.4)	2	2	2	2	2	2	---	---	---	---	---	---	
1129				WBT	38	27	38	33	26	28	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1129				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1129		Northbound	Minor	NBL	27	44	66	29	22	30	A(9.0)	A(9.1)	A(9.2)	A(9.0)	A(9.1)	A(9.2)	2	6	6	3	3	3	---	---	---	---	---	---	
1129				NBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1129				NBR	2	29	8	2	14	6	A(9.0)	A(9.1)	A(9.2)	A(9.0)	A(9.1)	A(9.2)	2	6	6	3	3	3	---	---	---	---	---	---	
1129		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1129				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1129				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1129		**OVERALL**	**2-way Stop**	**AVG**	**119**	**155**	**157**	**128**	**188**	**178**	**A(2.2)**	**A(5.0)**	**A(4.8)**	**A(2.2)**	**A(1.9)**	**A(2.2)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
1132	E Lime Bluff Rd At Chippewa Rd	Eastbound	Major	EBL	1	0	0	1	4	5	A(7.3)	A(8.1)	A(8.3)	A(7.2)	A(7.3)	A(7.5)	1	7	7	3	76	61	---	---	---	---	---	---	None
1132				EBT	10	52	65	36	549	461	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1132				EBR	19	47	31	33	238	184	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	200	200	
1132		Westbound	Major	WBL	0	0	0	0	1	0	A(5.0)	A(5.0)	A(5.0)	A(5.0)	A(9.3)	A(5.0)	0	0	0	0	5	0	---	---	---	---	---	---	
1132				WBT	34	396	469	24	55	144	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1132				WBR	5	2	1	0	1	3	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1132		Northbound	Minor	NBL	33	217	154	35	14	72	A(9.2)	C(19.5)	C(18.0)	A(9.4)	C(16.6)	C(19.0)	3	70	42	4	4	24	---	---	---	---	---	---	
1132				NBT	5	17	4	13	2	12	A(9.2)	C(19.5)	C(18.0)	A(9.4)	C(16.6)	C(19.0)	3	70	42	4	4	24	---	---	---	---	---	---	
1132				NBR	0	0	0	0	0	0	A(9.2)	C(19.5)	C(18.0)	A(9.4)	C(16.6)	C(19.0)	3	70	42	4	4	24	---	---	---	---	---	---	
1132		Southbound	Minor	SBL	0	2	1	0	4	2	A(9.4)	B(12.2)	B(12.8)	A(9.4)	C(16.8)	C(15.7)	1	4	3	1	4	3	---	---	---	---	---	---	
1132				SBT	16	14	9	12	10	11	A(9.4)	B(12.2)	B(12.8)	A(9.4)	C(16.8)	C(15.7)	1	4	3	1	4	3	---	---	---	---	---	---	
1132				SBR	0	7	5	2	1	2	A(9.4)	B(12.2)	B(12.8)	A(9.4)	C(16.8)	C(15.7)	1	4	3	1	4	3	---	---	---	---	---	---	
1132		**OVERALL**	**2-way Stop**	**AVG**	**123**	**754**	**739**	**156**	**879**	**896**	**A(4.2)**	**A(6.4)**	**A(4.1)**	**A(3.8)**	**A(0.6)**	**A(2.1)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour**	**4-Hour**	**---**	**---**	**4-Hour**	
1134	Rabbittown Rd At Weister Woods Rd	Eastbound	Minor	EBL	0	17	3	0	155	14	A(8.5)	A(9.1)	A(9.0)	A(8.5)	B(10.3)	A(9.2)	0	2	0	0	19	1	---	---	---	---	---	---	None
1134				EBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1134				EBR	0	4	1	1	19	1	A(8.5)	A(9.1)	A(9.0)	A(8.5)	B(10.3)	A(9.2)	0	2	0	0	19	1	---	---	---	---	---	---	
1134		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1134				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1134				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1134		Northbound	Major	NBL	0	1	1	1	1	1	A(7.3)	A(7.4)	A(7.4)	A(7.3)	A(7.3)	A(7.3)	1	1	1	1	6	4	---	---	---	---	---	---	
1134				NBT	11	15	18	20	112	84	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1134				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1134		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1134				SBT	23	89	88	16	45	48	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1134				SBR	22	6	11	16	3	7	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1134		**OVERALL**	**2-way Stop**	**AVG**	**56**	**132**	**122**	**54**	**335**	**155**	**A(0.1)**	**A(1.5)**	**A(0.3)**	**A(0.3)**	**A(5.4)**	**A(0.9)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
1135	Rabbittown Rd At Wistar Rd	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
1135				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1135				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1135		Westbound	Minor	WBL	10	15	21	8	8	13	A(8.9)	A(9.1)	A(9.1)	A(8.6)	A(9.6)	A(9.2)	1	1	2	1	1	1	---	---	---	---	---	---	
1135				WBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1135				WBR	0	1	1	5	2	2	A(8.9)	A(9.1)	A(9.1)	A(8.6)	A(9.6)	A(9.2)	1	1	2	1	1	1	---	---	---	---	---	---	
1135		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1135				NBT	9	13	16	20	77	76	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1135				NBR	2	19	5	1	190	22	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1135		Southbound	Major	SBL	9	2	2	3	3	3	A(7.2)	A(7.3)	A(7.2)	A(7.2)	A(7.8)	A(7.4)	2	4	4	1	3	2	---	---	---	---	---	---	
1135				SBT	35	80	79	24	40	42	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1135				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1135		**OVERALL**	**2-way Stop**	**AVG**	**65**	**130**	**124**	**61**	**320**	**158**	**A(2.4)**	**A(1.2)**	**A(1.7)**	**A(2.2)**	**A(0.4)**	**A(1.0)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
1138	Pa Route 854 At Rabbittown Rd	Eastbound	Major	EBL	8	13	12	13	41	42	A(7.0)	A(7.2)	A(7.2)	A(7.1)	A(8.4)	A(7.6)	0	0	0	0	0	0	---	---	---	---	---	---	None
1138				EBT	8	25	14	7	158	32	A(7.0)	A(7.2)	A(7.2)	A(7.1)	A(8.4)	A(7.6)	0	0	0	0	0	0	---	---	---	---	---	---	
1138				EBR	5	18	6	5	14	9	A(7.0)	A(7.2)	A(7.2)	A(7.1)	A(8.4)	A(7.6)	0	0	0	0	0	0	---	---	---	---	---	---	
1138		Westbound	Major	WBL	0	1	1	0	2	2	A(6.6)	A(7.0)	A(7.0)	A(6.8)	A(7.3)	A(7.1)	0	0	0	0	0	0	---	---	---	---	---	---	
1138				WBT	2	13	13	10	20	22	A(6.6)	A(7.0)	A(7.0)	A(6.8)	A(7.3)	A(7.1)	0	0	0	0	0	0	---	---	---	---	---	---	
1138				WBR	7	8	6	8	11	12	A(6.6)	A(7.0)	A(7.0)	A(6.8)	A(7.3)	A(7.1)	0	0	0	0	0	0	---	---	---	---	---	---	
1138		Northbound	Minor	NBL	0	4	2	11	5	5	A(6.9)	A(7.1)	A(7.1)	A(7.2)	A(7.7)	A(7.4)	0	0	0	0	0	0	---	---	---	---	---	---	
1138				NBT	4	7	9	10	37	36	A(6.9)	A(7.1)	A(7.1)	A(7.2)	A(7.7)	A(7.4)	0	0	0	0	0	0	---	---	---	---	---	---	
1138				NBR	1	2	2	0	4	3	A(6.9)	A(7.1)	A(7.1)	A(7.2)	A(7.7)	A(7.4)	0	0	0	0	0	0	---	---	---	---	---	---	
1138		Southbound	Minor	SBL	7	10	8	6	11	8	A(7.0)	A(7.1)	A(7.1)	A(6.9)	A(7.5)	A(7.1)	0	0	0	0	0	0	---	---	---	---	---	---	
1138				SBT	11	27	32	5	10	15	A(7.0)	A(7.1)	A(7.1)	A(6.9)	A(7.5)	A(7.1)	0	0	0	0	0	0	---	---	---	---	---	---	
1138				SBR	6	24	21	12	18	17	A(7.0)	A(7.1)	A(7.1)	A(6.9)	A(7.5)	A(7.1)	0	0	0	0	0	0	---	---	---	---	---	---	
1138		**OVERALL**	**Multi-way Stop**	**AVG**	**59**	**152**	**126**	**87**	**331**	**203**	**A(6.9)**	**A(7.1)**	**A(7.1)**	**A(7.0)**	**A(8.1)**	**A(7.4)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
1149	Rabbittown Rd At Pine Run Rd	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
1149				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1149				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1149		Westbound	Minor	WBL	12	17	20	9	10	11	A(8.7)	A(8.8)	A(8.8)	A(8.5)	A(8.9)	A(8.9)	1	2	2	2	1	1	---	---	---	---	---	---	
1149				WBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1149				WBR	0	2	1	15	3	3	A(8.7)	A(8.8)	A(8.8)	A(8.5)	A(8.9)	A(8.9)	1	2	2	2	1	1	---	---	---	---	---	---	
1149		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1149				NBT	6	9	11	14	47	45	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1149				NBR	2	2	3	0	18	19	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1149		Southbound	Major	SBL	7	2	1	4	4	3	A(7.2)	A(7.2)	A(7.2)	A(7.2)	A(7.3)	A(7.3)	1	2	2	1	1	1	---	---	---	---	---	---	
1149				SBT	17	48	44	11	24	24	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1149				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1149		**OVERALL**	**2-way Stop**	**AVG**	**44**	**80**	**80**	**53**	**106**	**105**	**A(3.6)**	**A(2.3)**	**A(2.4)**	**A(4.3)**	**A(1.4)**	**A(1.4)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
1150	Lime Bluff Rd At E Lime Bluff Rd	Eastbound	Minor	EBL	8	48	44	31	449	356	A(8.9)	B(13.0)	B(11.4)	A(9.0)	C(18.3)	C(17.0)	1	9	9	3	148	113	---	---	---	---	---	---	None
1150				EBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1150				EBR	2	6	23	6	104	106	A(8.9)	B(13.0)	B(11.4)	A(9.0)	C(18.3)	C(17.0)	1	9	9	3	148	113	---	---	---	---	200	200	
1150		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1150				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1150				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1150		Northbound	Major	NBL	11	151	71	4	23	44	A(7.3)	A(8.2)	A(8.4)	A(7.3)	A(7.4)	A(7.6)	1	12	9	2	5	6	---	---	---	---	---	---	
1150				NBT	19	25	45	35	72	54	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1150				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1150		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1150				SBT	29	39	30	26	55	58	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1150				SBR	28	247	399	21	34	103	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	200	200	---	---	---	
1150		**OVERALL**	**2-way Stop**	**AVG**	**97**	**516**	**612**	**123**	**737**	**721**	**A(1.8)**	**A(3.7)**	**A(2.2)**	**A(2.9)**	**B(13.9)**	**B(11.4)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour**	**Pk Hour 4 Hour**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
1155	Pa Route 405 At Chippewa Rd	Eastbound	Major	EBL	13	234	158	38	17	84	A(8.5)	A(9.7)	B(18.2)	A(8.2)	A(9.6)	C(23.3)	29	256	577	76	684	931	---	250	225	125	125	175	Traffic Signal
1155				EBT	278	552	467	552	750	754	A(0.0)	A(0.0)	B(18.2)	A(0.0)	A(0.0)	C(23.3)	0	0	577	0	0	931	---	---	---	---	---	---	
1155				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1155		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1155				WBT	497	588	656	393	851	794	A(0.0)	A(0.0)	A(9.3)	A(0.0)	A(0.0)	B(11.0)	0	0	407	0	0	552	---	---	---	---	---	---	
1155				WBR	26	0	0	11	0	0	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1155		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1155				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1155				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1155		Southbound	Minor	SBL	12	19	0	11	37	0	B(13.3)	D(34.3)	A(0.0)	B(13.5)	F(114.6)	A(0.0)	6	36	0	8	373	0	---	---	---	---	---	---	
1155				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1155				SBR	23	42	40	34	213	195	B(13.3)	D(34.3)	C(33.6)	B(13.5)	F(114.6)	D(44.2)	6	36	48	8	373	238	---	---	---	---	---	---	
1155		**OVERALL**	**2-way Stop**	**AVG**	**849**	**1435**	**1321**	**1039**	**1868**	**1827**	**A(0.7)**	**A(3.0)**	**B(14.2)**	**A(0.9)**	**C(15.4)**	**C(20.2)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour**	**Pk Hour 4 Hour**	
1162	Pa Route 405 At Lime Bluff Rd	Eastbound	Major	EBL	16	41	59	42	61	60	A(8.4)	A(9.1)	B(16.3)	A(8.1)	A(9.5)	C(22.1)	1	4	51	3	6	57	---	125	175	125	125	175	Traffic Signal and PA-405, WB Left-Turn Lan
1162				EBT	274	530	408	522	726	695	A(0.0)	A(0.0)	B(14.6)	A(0.0)	A(0.0)	C(20.3)	0	0	301	0	0	629	---	---	---	---	---	---	
1162				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1162		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1162				WBT	494	540	614	373	741	717	A(0.0)	A(0.0)	C(20.3)	A(0.0)	A(0.0)	C(22.9)	0	0	616	0	0	750	---	---	---	---	---	---	
1162				WBR	1	144	68	3	30	44	A(0.0)	A(0.0)	C(20.3)	A(0.0)	A(0.0)	C(22.9)	0	0	616	0	0	750	---	200	200	---	---	200	
1162		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1162				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1162				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1162		Southbound	Minor	SBL	5	7	21	2	61	108	B(12.2)	C(15.2)	C(23.0)	B(11.2)	F(90.1)	C(25.8)	5	12	61	4	234	180	---	---	---	---	---	---	
1162				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1162				SBR	28	48	42	31	111	77	B(12.2)	C(15.2)	C(23.0)	B(11.2)	F(90.1)	C(25.8)	5	12	61	4	234	180	---	---	---	---	---	---	
1162		**OVERALL**	**2-way Stop**	**AVG**	**818**	**1310**	**1212**	**973**	**1730**	**1701**	**A(0.7)**	**A(0.9)**	**B(18.3)**	**A(0.7)**	**A(9.3)**	**C(22.1)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour**	**Pk Hour 4 Hour**	
1164	Lime Bluff Rd At Ellis Artley Rd	Eastbound	Major	EBL	0	0	0	0	0	31	A(7.2)	A(7.6)	A(7.9)	A(7.2)	A(5.0)	A(7.4)	1	4	5	2	0	23	---	---	---	---	---	---	None
1164				EBT	20	51	63	35	405	247	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1164				EBR	2	11	15	4	117	83	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	200	
1164		Westbound	Major	WBL	4	12	9	6	18	13	A(7.2)	A(7.3)	A(7.4)	A(7.3)	A(8.5)	A(7.9)	1	13	22	1	5	5	---	---	---	---	---	---	
1164				WBT	25	214	344	22	42	71	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1164				WBR	0	0	0	0	0	0	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1164		Northbound	Minor	NBL	5	41	50	3	23	44	A(9.4)	B(11.0)	B(14.3)	A(9.1)	B(14.5)	C(15.3)	3	7	20	2	22	29	---	---	---	---	---	---	
1164				NBT	28	0	51	14	0	78	A(9.4)	B(11.0)	B(14.3)	A(9.1)	B(14.5)	C(15.3)	3	7	20	2	22	29	---	---	---	---	---	---	
1164				NBR	1	16	5	9	86	15	A(9.4)	B(11.0)	B(14.3)	A(9.1)	B(14.5)	C(15.3)	3	7	20	2	22	29	---	---	---	---	---	---	
1164		Southbound	Minor	SBL	0	0	0	0	0	0	A(9.4)	B(11.2)	B(12.9)	A(9.5)	C(17.5)	B(14.0)	1	8	12	2	43	13	---	---	---	---	---	---	
1164				SBT	14	51	63	18	140	69	A(9.4)	B(11.2)	B(12.9)	A(9.5)	C(17.5)	B(14.0)	1	8	12	2	43	13	---	---	---	---	---	---	
1164				SBR	0	10	13	0	29	1	A(9.4)	B(11.2)	B(12.9)	A(9.5)	C(17.5)	B(14.0)	1	8	12	2	43	13	---	---	---	---	---	---	
1164		**OVERALL**	**2-way Stop**	**AVG**	**99**	**406**	**613**	**111**	**860**	**652**	**A(4.8)**	**A(3.4)**	**A(4.2)**	**A(4.1)**	**A(5.4)**	**A(5.2)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
1175	Us-220 At Lime Bluff Rd	Eastbound	Major	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	US-220, EB Right Turn Lane
1175				EBT	174	26	303	278	174	955	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1175				EBR	29	234	58	68	391	76	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	389	235	
1175		Westbound	Major	WBL	26	57	188	37	54	36	A(7.7)	A(7.9)	A(8.5)	A(8.0)	A(8.7)	B(10.6)	26	202	233	23	68	165	---	235	289	235	235	235	
1175				WBT	325	914	740	255	433	441	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1175				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1175		Northbound	Minor	NBL	69	55	29	27	239	27	B(13.2)	D(28.6)	D(28.8)	B(12.4)	F(87.0)	D(31.5)	15	30	34	9	338	38	---	---	---	---	---	---	
1175				NBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1175				NBR	18	7	42	30	34	44	B(13.2)	D(28.6)	D(28.8)	B(12.4)	F(87.0)	D(31.5)	15	30	34	9	338	38	---	---	---	---	---	---	
1175		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1175				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1175				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1175		**OVERALL**	**2-way Stop**	**AVG**	**641**	**1293**	**1360**	**695**	**1325**	**1579**	**A(2.1)**	**A(1.7)**	**A(2.7)**	**A(1.5)**	**C(18.3)**	**A(1.7)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**---**	**Pk Hour**	**4-Hour**	
1180	Limebluff Rd At Cemetery Dr	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
1180				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1180				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1180		Westbound	Minor	WBL	4	180	169	2	12	50	A(8.7)	C(20.6)	B(12.9)	A(8.7)	B(14.7)	B(10.8)	6	69	33	2	21	9	---	---	---	---	---	---	
1180				WBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1180				WBR	69	36	31	28	92	27	A(8.7)	C(20.6)	B(12.9)	A(8.7)	B(14.7)	B(10.8)	6	69	33	2	21	9	---	---	---	---	---	---	
1180		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1180				NBT	18	26	39	29	181	44	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1180				NBR	4	41	30	15	310	218	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	200	---	
1180		Southbound	Major	SBL	30	246	62	79	397	78	A(7.3)	A(7.8)	A(7.4)	A(7.4)	B(10.3)	A(7.9)	3	17	14	5	52	7	---	---	---	---	275	---	
1180				SBT	24	46	185	26	49	34	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1180				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1180		**OVERALL**	**2-way Stop**	**AVG**	**149**	**575**	**516**	**179**	**1041**	**451**	**A(5.7)**	**B(11.1)**	**A(5.9)**	**A(4.7)**	**A(5.4)**	**A(3.2)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**---**	**---**	**Pk Hour 4-Hour**	**---**	
1182	Pa Route 405 At Elm Dr	Eastbound	Minor	EBL	15	34	54	23	101	61	B(11.4)	C(15.3)	C(16.1)	B(12.4)	E(46.8)	C(22.1)	7	21	20	8	199	48	---	---	---	---	---	---	None
1182				EBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1182				EBR	35	62	32	29	157	76	B(11.4)	C(15.3)	C(16.1)	B(12.4)	E(46.8)	C(22.1)	7	21	20	8	199	48	---	---	---	---	---	---	
1182		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1182				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1182				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1182		Northbound	Major	NBL	12	32	27	41	78	68	A(7.9)	A(8.4)	A(8.5)	A(7.9)	A(8.5)	A(8.5)	1	2	2	2	6	5	---	125	---	150	175	175	
1182				NBT	261	380	260	343	569	512	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1182				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1182		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1182				SBT	311	454	464	266	429	417	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1182				SBR	17	13	44	22	30	56	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1182		**OVERALL**	**2-way Stop**	**AVG**	**651**	**975**	**881**	**724**	**1364**	**1190**	**A(1.0)**	**A(1.8)**	**A(1.8)**	**A(1.3)**	**A(9.4)**	**A(3.0)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**4-Hour**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
1183	Wistar Rd At Pine Run Rd	Eastbound	Minor	EBL	19	10	8	8	10	9	A(8.6)	A(8.7)	A(8.6)	A(8.7)	A(9.5)	A(8.6)	1	1	1	1	1	1	---	---	---	---	---	---	None
1183				EBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1183				EBR	0	0	0	0	0	0	A(8.6)	A(8.7)	A(8.6)	A(8.7)	A(9.5)	A(8.6)	1	1	1	1	1	1	---	---	---	---	---	---	
1183		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1183				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1183				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1183		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1183				NBT	0	2	7	16	4	7	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1183				NBR	1	3	2	33	8	8	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1183		Southbound	Major	SBL	0	0	0	0	0	0	A(7.2)	A(7.2)	A(7.2)	A(7.3)	A(7.2)	A(7.2)	1	1	0	0	10	1	---	---	---	---	---	---	
1183				SBT	15	23	7	2	184	14	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1183				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1183		**OVERALL**	**2-way Stop**	**AVG**	**35**	**38**	**24**	**59**	**206**	**38**	**A(4.6)**	**A(2.3)**	**A(2.8)**	**A(1.1)**	**A(0.5)**	**A(2.1)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
1191	Pa Route 442 At Clarkstown Rd	Eastbound	Major	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
1191				EBT	136	167	167	253	589	603	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1191				EBR	19	32	28	57	48	50	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	175	
1191		Westbound	Major	WBL	4	15	15	1	16	16	A(7.5)	A(7.6)	A(7.6)	A(7.9)	A(8.8)	A(8.9)	13	55	55	16	28	29	---	---	---	---	---	---	
1191				WBT	205	573	573	216	248	248	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1191				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1191		Northbound	Minor	NBL	46	90	48	40	50	40	B(10.8)	C(17.8)	C(15.4)	B(12.3)	C(17.8)	C(17.4)	7	27	13	6	24	17	---	---	---	---	---	---	
1191				NBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1191				NBR	11	12	12	1	40	26	B(10.8)	C(17.8)	C(15.4)	B(12.3)	C(17.8)	C(17.4)	7	27	13	6	24	17	---	---	---	---	---	---	
1191		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1191				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1191				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1191		**OVERALL**	**2-way Stop**	**AVG**	**421**	**889**	**843**	**568**	**991**	**983**	**A(1.5)**	**A(2.2)**	**A(1.2)**	**A(0.9)**	**A(1.8)**	**A(1.3)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**---**	**---**	**Pk Hour 4-Hour**	**4-Hour**	
1192	Pa Route 405 At Cemetery Dr	Eastbound	Minor	EBL	7	247	48	87	653	237	B(16.1)	B(19.9)	B(18.8)	B(17.5)	E(69.6)	C(22.6)	29	239	74	113	1218	260	---	---	---	---	---	---	None
1192				EBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1192				EBR	27	33	36	48	54	52	B(16.1)	B(19.9)	B(18.8)	B(17.5)	E(69.6)	C(22.6)	29	239	74	113	1218	260	---	---	---	---	75	---	
1192		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1192				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1192				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1192		Northbound	Major	NBL	68	33	30	38	63	24	C(20.8)	C(23.3)	B(17.4)	C(22.2)	C(30.3)	C(22.8)	262	303	183	349	740	494	---	75	---	---	75	---	
1192				NBT	232	294	193	354	603	514	C(20.8)	C(23.3)	B(17.4)	C(22.2)	C(30.3)	C(22.8)	262	303	183	349	740	494	---	---	---	---	---	---	
1192				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1192		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1192				SBT	296	412	446	282	322	307	C(20.3)	C(30.0)	C(26.3)	C(20.3)	B(18.9)	B(18.7)	272	644	626	271	305	295	---	---	---	---	---	---	
1192				SBR	24	188	174	36	48	53	C(20.3)	C(30.0)	C(26.3)	C(20.3)	B(18.9)	B(18.7)	272	644	626	271	305	295	---	175	150	---	---	---	
1192		**OVERALL**	**Signal**	**AVG**	**654**	**1207**	**927**	**845**	**1743**	**1187**	**C(20.3)**	**C(25.8)**	**C(23.5)**	**C(20.7)**	**D(43.8)**	**C(21.5)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**---**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
1203	Us-220 At Beaver Lake Rd	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
1203				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1203				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1203		Westbound	Minor	WBL	30	116	116	36	51	51	B(11.9)	C(19.1)	C(18.8)	B(14.2)	C(19.4)	C(20.7)	4	35	34	7	16	18	---	---	---	---	---	---	
1203				WBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1203				WBR	1	3	3	0	3	3	B(11.9)	C(19.1)	C(18.8)	B(14.2)	C(19.4)	C(20.7)	4	35	34	7	16	18	---	---	---	---	---	---	
1203		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1203				NBT	178	184	195	376	443	628	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1203				NBR	26	36	39	44	128	142	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	150	150	
1203		Southbound	Major	SBL	4	5	3	0	19	5	A(7.6)	A(7.7)	A(7.7)	A(8.1)	A(8.6)	A(9.2)	19	53	51	23	48	36	---	---	---	---	---	---	
1203				SBT	278	560	540	269	378	271	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1203				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1203		**OVERALL**	**2-way Stop**	**AVG**	**517**	**904**	**896**	**725**	**1022**	**1100**	**A(0.8)**	**A(2.6)**	**A(2.5)**	**A(0.7)**	**A(1.2)**	**A(1.1)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
1208	Us-220 At Pine Run Rd	Eastbound	Minor	EBL	3	12	4	0	86	12	A(9.8)	B(13.0)	B(12.4)	A(9.6)	C(15.5)	B(13.6)	3	5	2	1	42	4	---	---	---	---	---	---	None
1208				EBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1208				EBR	32	21	10	10	107	11	A(9.8)	B(13.0)	B(12.4)	A(9.6)	C(15.5)	B(13.6)	3	5	2	1	42	4	---	---	---	---	---	---	
1208		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1208				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1208				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1208		Northbound	Major	NBL	1	4	3	49	9	9	A(7.7)	A(8.4)	A(8.4)	A(7.8)	A(7.8)	A(7.8)	11	16	17	28	38	65	---	---	---	150	---	---	
1208				NBT	177	179	191	310	422	606	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1208				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1208		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1208				SBT	236	527	516	247	281	254	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1208				SBR	0	1	7	1	3	6	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1208		**OVERALL**	**2-way Stop**	**AVG**	**449**	**744**	**731**	**617**	**908**	**898**	**A(0.8)**	**A(0.6)**	**A(0.3)**	**A(0.8)**	**A(3.4)**	**A(0.4)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour**	**---**	
1211	Us-220 At Pa Route 854	Eastbound	Minor	EBL	3	16	11	2	120	26	A(9.2)	B(12.2)	B(11.9)	A(9.3)	C(17.3)	B(13.1)	4	10	8	3	47	10	---	---	---	---	---	---	None
1211				EBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1211				EBR	46	49	42	37	66	36	A(9.2)	B(12.2)	B(11.9)	A(9.3)	C(17.3)	B(13.1)	4	10	8	3	47	10	---	---	---	---	---	---	
1211		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1211				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1211				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1211		Northbound	Major	NBL	18	17	16	53	41	49	A(7.5)	A(8.2)	A(8.2)	A(7.6)	A(7.7)	A(7.7)	9	14	14	15	39	53	---	---	---	---	125	125	
1211				NBT	135	156	161	182	426	519	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1211				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1211		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1211				SBT	131	429	429	155	195	195	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1211				SBR	1	9	9	1	17	17	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
1211		**OVERALL**	**2-way Stop**	**AVG**	**334**	**676**	**668**	**430**	**865**	**842**	**A(1.7)**	**A(1.4)**	**A(1.2)**	**A(1.8)**	**A(4.1)**	**A(1.4)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour**	**---**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
1227	Us-220 At Spook Hollow Rd	Eastbound	Major	EBL	0	0	---	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
1227				EBT	916	2439	---	762	1006	---	A(0.0)	A(0.0)	---	A(0.0)	A(0.0)	---	0	0	---	0	0	---	---	---	---	---	---	---	
1227				EBR	0	0	---	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1227		Westbound	Major	WBL	0	0	---	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1227				WBT	655	739	---	1154	2361	---	A(0.0)	A(0.0)	---	A(0.0)	A(0.0)	---	0	0	---	0	0	---	---	---	---	---	---	---	
1227				WBR	7	5	---	6	21	---	A(0.0)	A(0.0)	---	A(0.0)	A(0.0)	---	0	0	---	0	0	---	---	---	---	---	---	---	
1227		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1227				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1227				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1227		Southbound	Minor	SBL	0	0	---	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1227				SBT	0	0	---	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1227				SBR	3	15	---	5	34	---	B(10.4)	B(10.8)	---	B(12.9)	D(29.3)	---	0	2	---	1	17	---	---	---	---	---	---	---	---	
1227		**OVERALL**	**2-way Stop**	**AVG**	**1581**	**3198**	**0**	**1927**	**3422**	**0**	**A(0.0)**	**A(0.0)**	**---**	**A(0.0)**	**A(0.3)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**#N/A**	**---**	**---**	**#N/A**	
1800	Broad St At I-180 East Ramp To Broad St	Eastbound	Major	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
1800				EBT	201	423	430	428	607	514	A(0.0)	A(0.0)	A(7.0)	A(0.0)	A(0.0)	A(8.1)	0	0	46	0	0	62	---	---	---	---	---	---	
1800				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1800		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1800				WBT	361	198	211	539	229	233	A(0.0)	A(0.0)	A(4.9)	A(0.0)	A(0.0)	A(5.0)	0	0	17	0	0	19	---	---	---	---	---	---	
1800				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1800		Northbound	Minor	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1800				NBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1800				NBR	422	453	535	551	456	552	B(13.5)	C(24.4)	A(8.4)	E(44.9)	F(66.9)	A(8.7)	74	173	67	375	431	71	325	325	350	375	325	375	
1800		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1800				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1800				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1800		**OVERALL**	**2-way Stop**	**AVG**	**984**	**1074**	**1176**	**1518**	**1292**	**1299**	**A(5.8)**	**B(10.3)**	**A(7.3)**	**C(16.3)**	**C(23.6)**	**A(7.8)**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	
5000	Pa Route 44 At Pa Route 973	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
5000				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
5000				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
5000		Westbound	Minor	WBL	45	40	46	34	59	50	A(9.3)	B(10.5)	A(9.8)	A(9.7)	B(10.1)	B(10.1)	4	5	5	3	9	7	---	---	---	---	---	---	
5000				WBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
5000				WBR	1	6	6	0	25	16	A(9.3)	B(10.5)	A(9.8)	A(9.7)	B(10.1)	B(10.1)	4	5	5	3	9	7	---	---	---	---	---	---	
5000		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
5000				NBT	43	42	42	99	120	129	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
5000				NBR	21	16	15	30	31	39	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
5000		Southbound	Major	SBL	6	87	10	0	12	12	A(7.3)	A(7.4)	A(7.3)	A(7.4)	A(7.5)	A(7.6)	3	8	8	4	5	5	---	---	---	---	---	---	
5000				SBT	57	60	137	81	74	74	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
5000				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
5000		**OVERALL**	**2-way Stop**	**AVG**	**173**	**251**	**256**	**244**	**321**	**320**	**A(2.7)**	**A(4.5)**	**A(2.3)**	**A(1.4)**	**A(2.9)**	**A(2.4)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
14000	Railroad St At Nichols Run Rd	Eastbound	Major	EBL	0	0	0	0	0	0	A(7.3)	A(7.3)	A(7.3)	A(7.3)	A(7.3)	A(7.3)	2	3	3	2	2	2	---	---	---	---	---	---	None
14000				EBT	42	52	52	36	43	43	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
14000				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
14000		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
14000				WBT	27	31	31	41	53	53	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
14000				WBR	1	1	1	2	2	2	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
14000		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
14000				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
14000				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
14000		Southbound	Minor	SBL	2	2	2	1	1	1	A(8.8)	A(8.9)	A(8.9)	A(8.9)	A(9.0)	A(9.0)	0	0	0	0	0	0	---	---	---	---	---	---	
14000				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
14000				SBR	0	0	0	0	0	0	A(8.8)	A(8.9)	A(8.9)	A(8.9)	A(9.0)	A(9.0)	0	0	0	0	0	0	---	---	---	---	---	---	
14000		**OVERALL**	**2-way Stop**	**AVG**	**72**	**86**	**86**	**80**	**99**	**99**	**A(0.3)**	**A(0.2)**	**A(0.2)**	**A(0.2)**	**A(0.1)**	**A(0.1)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
16666	S Northway Rd At Shiffler Ave	Eastbound	Major	EBL	196	227	213	150	183	191	C(27.9)	D(50.0)	B(12.0)	C(24.8)	B(11.7)	B(12.3)	209	309	138	151	116	123	406	456	456	331	406	406	None
16666				EBT	451	750	847	342	831	760	C(23.1)	D(43.0)	B(15.1)	C(20.6)	B(14.8)	B(13.3)	409	1022	699	293	674	573	---	---	---	---	---	---	
16666				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
16666		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
16666				WBT	400	475	446	420	455	474	D(36.6)	D(44.0)	D(40.2)	D(38.0)	D(41.2)	D(43.6)	445	589	524	477	543	586	---	---	---	---	---	---	
16666				WBR	0	0	0	0	0	0	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
16666		Northbound	Minor	NBL	3	46	43	7	23	23	B(15.7)	B(16.3)	C(29.3)	B(15.8)	C(28.7)	C(28.7)	3	39	48	6	26	26	---	295	295	---	---	---	
16666				NBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
16666				NBR	224	244	178	267	172	121	C(30.5)	C(31.5)	D(37.5)	C(32.6)	D(37.1)	C(34.2)	233	256	205	284	197	137	---	481	---	481	---	---	
16666		Southbound	Minor	SBL	0	0	0	0	0	0	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
16666				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
16666				SBR	175	185	216	211	184	217	C(28.6)	C(29.0)	D(40.6)	C(30.0)	D(37.9)	D(40.6)	179	190	254	218	211	255	---	---	---	---	---	---	
16666		**OVERALL**	**Signal**	**AVG**	**1449**	**1927**	**1943**	**1397**	**1848**	**1786**	**C(29.3)**	**D(40.6)**	**C(25.7)**	**C(30.0)**	**C(25.5)**	**C(26.2)**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	
19004	I-180 East Ramp To Broad St At I-180 East Ramp From Broad St	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
19004				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
19004				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
19004		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
19004				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
19004				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
19004		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
19004				NBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
19004				NBR	200	405	490	367	406	527	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	275	350	275	275	350	
19004		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
19004				SBT	0	0	0	0	0	0	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
19004				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
19004		**OVERALL**	**2-way Stop**	**AVG**	**200**	**405**	**490**	**367**	**406**	**527**	**A(0.0)**	**A(0.0)**	**A(0.0)**	**A(0.0)**	**A(0.0)**	**A(0.0)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
19006	I-180 West Ramp To/From N Loyalsock Ave At I-180 West Ramp To N Loyalsock Ave	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
19006				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
19006				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
19006		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
19006				WBT	350	468	428	396	426	388	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
19006				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
19006		Northbound	Minor	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
19006				NBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
19006				NBR	122	197	173	215	150	453	A(8.7)	A(9.0)	A(8.9)	A(9.1)	A(8.8)	B(10.6)	9	16	14	18	12	53	---	---	---	---	---	325	
19006		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
19006				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
19006				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
19006		**OVERALL**	**2-way Stop**	**AVG**	**472**	**665**	**601**	**611**	**576**	**841**	**A(2.2)**	**A(2.7)**	**A(2.6)**	**A(3.2)**	**A(2.3)**	**A(5.7)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	
21000	Allegheny St At Locust St	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
21000				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
21000				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
21000		Westbound	Major	WBL	1	8	6	12	31	12	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
21000				WBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
21000				WBR	0	2	2	3	6	6	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
21000		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
21000				NBT	48	49	51	38	42	43	A(7.3)	A(7.3)	A(7.3)	A(7.3)	A(7.3)	A(7.3)	3	3	3	2	3	3	---	---	---	---	---	---	
21000				NBR	8	15	13	9	14	12	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
21000		Southbound	Minor	SBL	1	1	1	2	7	4	A(9.1)	A(9.2)	A(9.2)	A(9.2)	A(9.3)	A(9.3)	3	2	3	3	3	5	---	---	---	---	---	---	
21000				SBT	28	26	28	32	31	50	A(9.1)	A(9.2)	A(9.2)	A(9.2)	A(9.3)	A(9.3)	3	2	3	3	3	5	---	---	---	---	---	---	
21000				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
21000		**OVERALL**	**2-way Stop**	**AVG**	**86**	**101**	**101**	**96**	**131**	**127**	**A(7.2)**	**A(6.0)**	**A(6.4)**	**A(6.1)**	**A(5.0)**	**A(6.4)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
22002	I-180 East Ramp To/From Lycoming Mall Rd At Rt 180 Hwy Ramp To Lycoming Mall Rd	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
22002				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
22002				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
22002		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
22002				WBT	39	268	280	104	778	745	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
22002				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
22002		Northbound	Minor	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
22002				NBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
22002				NBR	153	428	586	331	256	385	A(8.8)	B(10.4)	B(12.1)	A(9.7)	A(9.3)	B(10.1)	12	48	86	33	23	41	---	325	375	250	200	275	
22002		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
22002				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
22002				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
22002		**OVERALL**	**2-way Stop**	**AVG**	**192**	**696**	**866**	**435**	**1034**	**1130**	**A(7.1)**	**A(6.4)**	**A(8.2)**	**A(7.4)**	**A(2.3)**	**A(3.4)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**Pk Hour 4 Hour**	**---**	**4-Hour**	**Pk Hour 4 Hour**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
26000	Pine Creek Ave At Oak St	Eastbound	Major	EBL	0	2	2	6	5	5	A(7.2)	A(7.3)	A(7.3)	A(7.3)	A(7.3)	A(7.3)	1	2	2	1	3	3	---	---	---	---	---	---	None
26000				EBT	13	33	37	19	64	64	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
26000				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
26000		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
26000				WBT	19	61	61	24	33	33	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
26000				WBR	0	1	1	5	3	3	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
26000		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
26000				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
26000				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
26000		Southbound	Minor	SBL	0	2	2	1	1	1	A(8.5)	A(8.7)	A(8.7)	A(8.5)	A(8.6)	A(8.6)	0	0	0	0	0	0	---	---	---	---	---	---	
26000				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
26000				SBR	1	4	4	2	3	3	A(8.5)	A(8.7)	A(8.7)	A(8.5)	A(8.6)	A(8.6)	0	0	0	0	0	0	---	---	---	---	---	---	
26000		**OVERALL**	**2-way Stop**	**AVG**	**33**	**103**	**107**	**57**	**109**	**109**	**A(0.4)**	**A(0.6)**	**A(0.6)**	**A(1.3)**	**A(0.7)**	**A(0.7)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
26002	I-180 East Ramp From Pa-405 At I-180 East Ramp To Pa-405 Eb	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
26002				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
26002				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
26002		Westbound	Minor	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
26002				WBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
26002				WBR	128	331	251	280	490	636	A(8.7)	A(9.7)	A(9.3)	A(9.4)	B(11.0)	B(12.9)	10	33	22	26	61	103	---	250	200	200	350	400	
26002		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
26002				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
26002				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
26002		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
26002				SBT	107	177	195	109	346	451	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
26002				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
26002		**OVERALL**	**2-way Stop**	**AVG**	**235**	**508**	**446**	**389**	**836**	**1087**	**A(4.7)**	**A(6.3)**	**A(5.2)**	**A(6.8)**	**A(6.4)**	**A(7.5)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	
27001	I-180 West Ramp To/From Pa-405 At I-180 West Ramp To Pa 405	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
27001				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
27001				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
27001		Westbound	Minor	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
27001				WBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
27001				WBR	98	371	251	130	277	289	A(8.6)	A(10.0)	A(9.3)	A(8.7)	A(9.4)	A(9.5)	7	39	22	10	26	27	---	275	200	---	200	200	
27001		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
27001				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
27001				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
27001		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
27001				SBT	123	50	172	129	385	216	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
27001				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
27001		**OVERALL**	**2-way Stop**	**AVG**	**221**	**421**	**423**	**259**	**662**	**505**	**A(3.8)**	**A(8.8)**	**A(5.5)**	**A(4.4)**	**A(3.9)**	**A(5.4)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
28003	I-180 East Ramp From Us-15 Sb At I-180 East Ramp From Us-15 Nb	Eastbound	Major	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
28003				EBT	133	152	27	144	171	96	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
28003				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
28003		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
28003				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
28003				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
28003		Northbound	Minor	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
28003				NBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
28003				NBR	176	647	612	231	605	615	A(9.8)	C(19.1)	B(13.1)	B(10.3)	C(18.1)	C(15.2)	18	182	102	26	159	128	---	400	400	---	400	400	
28003		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
28003				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
28003				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
28003		**OVERALL**	**2-way Stop**	**AVG**	**309**	**799**	**639**	**375**	**776**	**711**	**A(5.6)**	**C(15.4)**	**B(12.6)**	**A(6.4)**	**B(14.1)**	**B(13.1)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**4-Hour**	**---**	**4-Hour**	**4-Hour**	
28004	I-180 West Ramp From Us-15 Nb At I-180 West Ramp From Us-15 Sb	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
28004				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
28004				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
28004		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
28004				WBT	358	372	454	394	478	683	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
28004				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
28004		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
28004				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
28004				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
28004		Southbound	Minor	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
28004				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
28004				SBR	66	160	191	45	295	284	B(10.8)	B(11.9)	B(13.6)	B(10.9)	C(17.1)	D(26.1)	8	23	34	6	73	120	---	---	---	---	200	200	
28004		**OVERALL**	**2-way Stop**	**AVG**	**424**	**532**	**645**	**439**	**773**	**967**	**A(1.7)**	**A(3.6)**	**A(4.0)**	**A(1.1)**	**A(6.5)**	**A(7.7)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	
30000	Thomas St At Us-220 West Exit Ramp To Thomas St	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	Roundabout
30000				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
30000				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
30000		Westbound	Minor	WBL	133	29	82	107	59	239	B(12.5)	C(17.5)	A(5.5)	B(12.9)	F(166.4)	B(14.5)	23	9	9	18	163	62	---	---	---	---	---	---	
30000				WBT	0	0	0	0	0	0	B(12.5)	C(17.5)	A(5.5)	B(12.9)	F(166.4)	B(14.5)	23	9	9	18	163	62	---	---	---	---	---	---	
30000				WBR	17	4	4	2	8	10	B(12.5)	C(17.5)	A(5.5)	B(12.9)	F(166.4)	B(14.5)	23	9	9	18	163	62	---	---	---	---	---	---	
30000		Northbound	Major	NBL	138	335	336	149	689	735	A(7.4)	A(7.8)	A(6.3)	A(7.5)	A(9.0)	B(12.7)	8	22	36	9	60	144	---	---	---	---	---	---	
30000				NBT	16	29	29	23	17	15	A(0.0)	A(0.0)	A(6.3)	A(0.0)	A(0.0)	B(12.7)	0	0	36	0	0	144	---	---	---	---	---	---	
30000				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
30000		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
30000				SBT	20	14	14	33	12	12	A(0.0)	A(0.0)	A(5.1)	A(0.0)	A(0.0)	A(9.5)	0	0	2	0	0	6	---	---	---	---	---	---	
30000				SBR	1	8	8	0	22	22	A(0.0)	A(0.0)	A(5.1)	A(0.0)	A(0.0)	A(9.5)	0	0	2	0	0	6	---	---	---	---	---	---	
30000		**OVERALL**	**2-way Stop**	**AVG**	**325**	**419**	**473**	**314**	**807**	**1033**	**A(8.9)**	**A(7.7)**	**A(6.1)**	**A(8.0)**	**C(21.6)**	**B(13.1)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
33000	Thomas St At Us-220 East Exit Ramp To Thomas St	Eastbound	Minor	EBL	3	22	22	17	12	12	B(10.8)	B(11.7)	B(12.3)	B(11.1)	C(16.7)	C(22.9)	0	3	3	2	3	4	---	---	---	---	---	---	None
33000				EBT	0	0	0	0	0	0	B(10.8)	B(11.7)	B(12.3)	B(11.1)	C(16.7)	C(22.9)	0	3	3	2	3	4	---	---	---	---	---	---	
33000				EBR	193	598	808	218	574	549	A(10.0)	B(12.9)	C(25.0)	A(9.9)	B(13.4)	C(18.2)	20	97	307	22	99	146	---	375	500	---	375	375	
33000		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
33000				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
33000				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
33000		Northbound	Major	NBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
33000				NBT	151	341	342	155	694	738	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
33000				NBR	180	247	272	154	73	105	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	150	200	200	---	100	100	
33000		Southbound	Major	SBL	18	14	12	36	5	26	A(7.9)	A(8.7)	A(8.7)	A(7.9)	A(9.2)	A(9.6)	11	3	8	9	7	34	---	---	---	---	---	75	
33000				SBT	135	28	83	104	66	225	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
33000				SBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
33000		**OVERALL**	**2-way Stop**	**AVG**	**680**	**1250**	**1539**	**684**	**1424**	**1655**	**A(3.1)**	**A(6.5)**	**B(13.3)**	**A(3.8)**	**A(5.6)**	**A(6.3)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	
36000	Railroad St At Thomas St	Eastbound	Major	EBL	40	59	59	27	49	49	B(16.7)	B(16.9)	D(54.1)	B(16.5)	E(69.7)	D(42.0)	58	67	110	50	101	86	---	---	---	---	---	---	None
36000				EBT	0	11	9	0	0	9	B(16.7)	B(16.9)	D(54.1)	B(16.5)	E(69.7)	D(42.0)	58	67	110	50	101	86	---	---	---	---	---	---	
36000				EBR	29	10	11	33	18	9	B(16.7)	B(16.9)	D(54.1)	B(16.5)	E(69.7)	D(42.0)	58	67	110	50	101	86	---	---	---	---	---	---	
36000		Westbound	Major	WBL	0	0	0	0	0	0	B(15.8)	B(17.0)	D(40.5)	B(15.9)	D(43.2)	A(0.0)	9	81	0	12	0	0	---	---	---	---	---	---	
36000				WBT	0	10	0	2	0	6	B(15.8)	B(17.0)	D(40.5)	B(15.9)	D(43.2)	D(37.3)	9	81	0	12	0	8	---	---	---	---	---	---	
36000				WBR	10	86	0	12	0	0	B(15.8)	B(17.0)	D(40.5)	B(15.9)	D(43.2)	A(0.0)	9	81	0	12	0	0	---	---	---	---	---	---	
36000		Northbound	Minor	NBL	7	4	9	43	42	13	B(19.4)	C(23.1)	A(4.1)	C(22.0)	A(4.5)	A(7.5)	232	379	228	294	338	458	---	---	---	---	100	75	
36000				NBT	270	412	525	285	703	777	B(19.4)	C(23.1)	A(4.1)	C(22.0)	A(4.5)	A(7.5)	232	379	228	294	338	458	---	---	---	---	---	---	
36000				NBR	0	0	0	0	0	0	B(19.4)	C(23.1)	A(4.1)	C(22.0)	A(4.5)	A(7.5)	232	379	228	294	338	458	---	---	---	---	---	---	
36000		Southbound	Minor	SBL	0	0	195	0	4	133	C(33.6)	F(184.1)	C(32.0)	C(32.9)	C(31.2)	D(54.3)	367	1679	1168	349	676	1204	---	---	200	---	---	175	
36000				SBT	315	595	661	308	577	557	C(33.6)	F(184.1)	C(32.0)	C(32.9)	C(31.2)	D(54.3)	367	1679	1168	349	676	1204	---	---	---	---	---	---	
36000				SBR	30	27	32	23	37	60	C(33.6)	F(184.1)	C(32.0)	C(32.9)	C(31.2)	D(54.3)	367	1679	1168	349	676	1204	---	---	---	---	---	100	
36000		**OVERALL**	**Signal**	**AVG**	**701**	**1214**	**1501**	**733**	**1430**	**1613**	**C(26.1)**	**F(104.6)**	**C(23.2)**	**C(26.4)**	**B(19.1)**	**C(30.8)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	
37000	Allegheny St At Glover St	Eastbound	Major	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
37000				EBT	103	102	104	95	89	99	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
37000				EBR	3	3	3	4	10	5	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
37000		Westbound	Major	WBL	222	402	448	225	288	334	A(7.8)	A(8.3)	A(8.4)	A(7.8)	A(8.0)	A(8.1)	20	36	41	21	26	33	---	275	325	---	---	250	
37000				WBT	91	83	85	110	104	123	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
37000				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
37000		Northbound	Minor	NBL	0	3	3	4	7	7	A(9.5)	B(10.5)	B(10.6)	B(10.2)	B(11.3)	B(13.1)	15	30	32	26	47	79	---	---	---	---	---	---	
37000				NBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
37000				NBR	158	262	270	237	350	466	A(9.5)	B(10.5)	B(10.6)	B(10.2)	B(11.3)	B(13.1)	15	30	32	26	47	79	---	200	200	---	250	325	
37000		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
37000				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
37000				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
37000		**OVERALL**	**2-way Stop**	**AVG**	**577**	**855**	**913**	**675**	**848**	**1034**	**A(5.6)**	**A(7.1)**	**A(7.3)**	**A(6.2)**	**A(7.5)**	**A(8.6)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**4-Hour**	**---**	**4-Hour**	**Pk Hour 4-Hour**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
39000	Allegheny St At Bridge St	Eastbound	Major	EBL	202	340	356	265	439	542	C(22.5)	C(26.0)	C(32.7)	C(28.2)	F(476.4)	D(51.8)	241	357	415	342	2141	842	---	---	---	---	---	---	None
39000				EBT	59	24	17	67	0	23	C(22.5)	C(26.0)	C(32.7)	C(28.2)	A(0.0)	D(51.8)	241	357	415	342	0	842	---	---	---	---	---	---	
39000				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
39000		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
39000				WBT	113	23	17	136	63	14	C(28.3)	C(25.7)	C(28.6)	C(29.1)	D(38.6)	D(47.5)	192	87	184	221	424	320	---	---	---	---	---	---	
39000				WBR	78	63	164	82	307	242	C(28.3)	C(25.7)	C(28.6)	C(29.1)	D(38.6)	D(47.5)	192	87	184	221	424	320	---	---	---	---	325	---	
39000		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
39000				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
39000				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
39000		Southbound	Minor	SBL	159	142	155	154	259	110	C(22.0)	C(34.8)	D(46.6)	C(21.8)	C(32.0)	D(51.0)	320	710	942	312	655	775	---	---	---	---	---	---	
39000				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
39000				SBR	200	461	515	199	329	443	C(22.0)	C(34.8)	D(46.6)	C(21.8)	C(32.0)	D(51.0)	320	710	942	312	655	775	200	450	475	200	350	450	
39000		**OVERALL**	**Signal**	**AVG**	**811**	**1053**	**1224**	**903**	**1397**	**1374**	**C(23.7)**	**C(31.0)**	**D(39.7)**	**C(25.9)**	**F(173.4)**	**D(50.7)**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**4-Hour**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	
43000	Locust St At Glover St	Eastbound	Major	EBL	27	27	28	32	29	31	A(7.4)	A(7.5)	A(7.5)	A(7.5)	A(7.7)	A(7.8)	2	3	3	2	3	3	---	---	---	---	---	---	None
43000				EBT	14	22	19	10	27	21	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
43000				EBR	1	1	1	2	1	1	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
43000		Westbound	Major	WBL	5	31	19	8	39	16	A(7.2)	A(7.3)	A(7.3)	A(7.2)	A(7.3)	A(7.3)	4	9	8	7	13	16	---	---	---	---	---	---	
43000				WBT	28	17	11	39	56	25	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
43000				WBR	48	126	132	93	147	247	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	200	
43000		Northbound	Minor	NBL	0	0	0	1	2	2	B(10.2)	B(11.6)	B(11.3)	B(10.7)	B(13.8)	B(14.1)	5	12	12	8	34	35	---	---	---	---	---	---	
43000				NBT	45	79	81	58	148	153	B(10.2)	B(11.6)	B(11.3)	B(10.7)	B(13.8)	B(14.1)	5	12	12	8	34	35	---	---	---	---	---	---	
43000				NBR	3	11	12	9	35	30	B(10.2)	B(11.6)	B(11.3)	B(10.7)	B(13.8)	B(14.1)	5	12	12	8	34	35	---	---	---	---	---	---	
43000		Southbound	Minor	SBL	92	185	215	77	160	156	B(10.9)	C(17.1)	C(17.8)	B(11.5)	C(20.1)	C(19.5)	19	84	101	21	77	83	---	---	175	---	---	---	
43000				SBT	57	133	145	61	65	87	B(10.9)	C(17.1)	C(17.8)	B(11.5)	C(20.1)	C(19.5)	19	84	101	21	77	83	---	---	---	---	---	---	
43000				SBR	4	22	26	18	25	37	B(10.9)	C(17.1)	C(17.8)	B(11.5)	C(20.1)	C(19.5)	19	84	101	21	77	83	---	---	---	---	---	---	
43000		**OVERALL**	**2-way Stop**	**AVG**	**324**	**654**	**689**	**408**	**734**	**806**	**A(7.4)**	**B(11.1)**	**B(12.0)**	**A(6.9)**	**B(11.0)**	**B(10.5)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
44001	E Lime Bluff Rd At E Lime Bluff Rd	Eastbound	Major	EBL	14	40	43	20	360	282	A(7.6)	A(8.6)	A(9.1)	A(7.6)	B(12.3)	C(28.9)	7	92	27	16	484	303	---	125	175	---	350	400	Traffic Signal, EB, WB, NB, SB left-turn lanes, Industrial Parkway NB Right Turn Lane, 2nd SB Lime Bluff Thru Lane
44001				EBT	62	161	63	158	211	171	A(0.0)	A(0.0)	C(21.3)	A(0.0)	A(0.0)	C(31.4)	0	0	365	0	0	191	---	---	---	---	---	---	
44001				EBR	49	385	351	74	201	10	A(0.0)	A(0.0)	C(21.3)	A(0.0)	A(0.0)	C(31.4)	0	0	365	0	0	191	---	200	200	---	200	---	
44001		Westbound	Major	WBL	12	571	204	14	119	57	A(7.4)	B(12.8)	B(12.7)	A(7.7)	A(8.5)	B(19.5)	12	1448	151	12	233	52	---	375	250	---	100	---	
44001				WBT	149	494	264	115	576	119	A(0.0)	A(0.0)	B(18.0)	A(0.0)	A(0.0)	C(32.3)	0	0	252	0	0	204	---	---	---	---	---	---	
44001				WBR	48	29	48	63	195	73	A(0.0)	A(0.0)	B(18.0)	A(0.0)	A(0.0)	C(32.3)	0	0	252	0	0	204	---	75	---	---	175	---	
44001		Northbound	Minor	NBL	21	146	10	88	218	291	B(11.4)	F(600.0)	C(30.4)	B(14.0)	F(600.0)	C(30.1)	4	2636	12	19	4665	314	---	150	---	---	175	325	
44001				NBT	7	44	153	12	192	821	B(11.4)	F(600.0)	C(29.6)	B(14.0)	F(600.0)	D(40.1)	4	2636	159	19	4665	1111	---	---	---	---	---	---	
44001				NBR	0	72	0	0	0	0	B(11.4)	F(600.0)	C(25.9)	B(14.0)	F(600.0)	B(13.5)	4	2636	0	19	4665	0	---	---	---	---	---	---	
44001		Southbound	Minor	SBL	80	254	77	69	11	44	B(12.0)	F(600.0)	C(31.2)	B(12.4)	F(600.0)	D(49.5)	16	11902	87	17	341	54	---	200	100	---	---	100	
44001				SBT	25	296	695	10	24	254	B(12.0)	F(600.0)	D(47.0)	B(12.4)	F(600.0)	B(15.5)	16	11902	642	17	341	155	---	---	---	---	---	---	
44001				SBR	6	421	170	33	32	123	B(12.0)	F(600.0)	D(47.0)	B(12.4)	F(600.0)	B(15.5)	16	11902	642	17	341	155	---	325	200	---	---	175	
44001		**OVERALL**	**2-way Stop**	**AVG**	**473**	**2913**	**2078**	**656**	**2139**	**2245**	**A(3.9)**	**F(256.7)**	**C(31.4)**	**A(4.6)**	**F(136.4)**	**C(31.6)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	**---**	**Pk Hour 4-Hour**	**Pk Hour 4-Hour**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
49000	Locust St At Poplar St	Eastbound	Major	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
49000				EBT	45	62	53	44	106	73	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
49000				EBR	45	142	175	45	117	130	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
49000		Westbound	Major	WBL	11	34	22	16	54	41	A(7.4)	A(7.7)	A(7.7)	A(7.4)	A(7.8)	A(7.7)	3	6	4	4	10	7	---	---	---	---	---	---	
49000				WBT	46	70	51	70	101	74	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
49000				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
49000		Northbound	Minor	NBL	32	107	111	54	132	199	A(9.2)	B(11.0)	B(10.7)	A(9.6)	B(12.5)	B(12.6)	4	16	15	7	30	37	---	---	---	---	---	---	
49000				NBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
49000				NBR	14	19	16	23	58	36	A(9.2)	B(11.0)	B(10.7)	A(9.6)	B(12.5)	B(12.6)	4	16	15	7	30	37	---	---	---	---	---	---	
49000		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
49000				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
49000				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
49000		**OVERALL**	**2-way Stop**	**AVG**	**193**	**434**	**428**	**252**	**568**	**553**	**A(2.6)**	**A(3.8)**	**A(3.6)**	**A(3.4)**	**A(4.9)**	**A(5.9)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	
50008	E 3Rd St At Shiffler Ave	Eastbound	Major	EBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
50008				EBT	10	112	122	2	94	86	B(18.5)	B(19.8)	A(6.9)	C(20.7)	A(6.4)	A(7.0)	156	231	157	254	113	161	---	---	---	---	---	---	
50008				EBR	175	159	169	290	121	210	B(18.5)	B(19.8)	A(6.9)	C(20.7)	A(6.4)	A(7.0)	156	231	157	254	113	161	---	---	---	200	---	175	
50008		Westbound	Major	WBL	137	156	291	190	284	316	B(19.2)	C(21.4)	B(10.7)	C(23.8)	B(11.1)	B(13.0)	141	175	271	196	357	372	---	---	200	---	200	250	
50008				WBT	24	35	106	13	231	177	B(19.2)	C(21.4)	B(10.7)	C(23.8)	B(11.1)	B(13.0)	141	175	271	196	357	372	---	---	---	---	---	---	
50008				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
50008		Northbound	Minor	NBL	156	221	213	146	183	173	B(18.4)	B(18.8)	D(42.2)	B(17.6)	D(39.7)	D(40.5)	164	190	253	125	213	225	---	---	---	---	---	---	
50008				NBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
50008				NBR	41	6	0	4	0	18	B(18.4)	B(18.8)	A(0.0)	B(17.6)	A(0.0)	D(40.5)	164	190	0	125	0	225	---	---	---	---	---	---	
50008		Southbound	---	SBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
50008				SBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
50008				SBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
50008		**OVERALL**	**Signal**	**AVG**	**543**	**689**	**901**	**645**	**913**	**980**	**B(18.7)**	**B(19.9)**	**B(16.9)**	**C(21.0)**	**B(15.8)**	**B(16.5)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**---**	**---**	**4-Hour**	
50012	I-180 West Ramp From Northway Rd At I-180 West Ramp Fro Shiffler Ave	Eastbound	---	EBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	None
50012				EBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
50012				EBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
50012		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
50012				WBT	342	443	399	388	491	505	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
50012				WBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
50012		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
50012				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
50012				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
50012		Southbound	Minor	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
50012				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
50012				SBR	137	130	244	269	221	309	B(11.3)	B(12.4)	B(13.7)	B(14.1)	B(15.0)	C(18.7)	18	20	44	50	45	86	---	---	---	200	---	250	
50012		**OVERALL**	**2-way Stop**	**AVG**	**479**	**573**	**643**	**657**	**712**	**814**	**A(3.2)**	**A(2.8)**	**A(5.2)**	**A(5.8)**	**A(4.6)**	**A(7.1)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
50017	Fairview Ter At Bloomingrove Rd	Eastbound	Major	EBL	10	46	40	17	83	74	A(7.7)	A(7.9)	A(7.9)	A(8.0)	A(8.6)	A(8.5)	17	45	33	13	53	41	---	75	---	---	100	100	None
50017				EBT	238	429	362	162	363	318	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
50017				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
50017		Westbound	Major	WBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
50017				WBT	136	213	179	215	319	273	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
50017				WBR	101	91	96	142	180	193	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	150	175	
50017		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
50017				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
50017				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
50017		Southbound	Minor	SBL	132	174	173	130	155	152	B(13.2)	D(25.7)	C(20.1)	B(13.8)	E(38.8)	D(28.0)	24	96	71	28	140	100	---	---	---	---	---	---	
50017				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
50017				SBR	11	57	57	24	59	65	B(13.2)	D(25.7)	C(20.1)	B(13.8)	E(38.8)	D(28.0)	24	96	71	28	140	100	---	---	---	---	---	---	
50017		**OVERALL**	**2-way Stop**	**AVG**	**628**	**1010**	**907**	**690**	**1159**	**1075**	**A(3.1)**	**A(6.2)**	**A(5.5)**	**A(3.3)**	**A(7.8)**	**A(6.2)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**4-Hour**	**---**	**4-Hour**	**4-Hour**	
50053	W 3Rd St At Campbell St	Eastbound	Major	EBL	52	164	122	53	423	182	B(17.8)	C(20.3)	A(9.0)	B(17.4)	B(10.7)	A(9.1)	158	313	188	129	340	196	---	---	---	---	---	---	None
50053				EBT	311	525	467	246	551	427	B(17.8)	C(20.3)	A(9.0)	B(17.4)	B(10.7)	A(9.1)	158	313	188	129	340	196	---	---	---	---	---	---	
50053				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
50053		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
50053				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
50053				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
50053		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
50053				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
50053				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
50053		Southbound	Minor	SBL	246	279	171	168	164	169	B(19.2)	B(19.8)	C(32.3)	B(17.9)	C(32.1)	C(32.2)	207	236	184	140	176	181	---	---	---	---	---	---	
50053				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
50053				SBR	64	141	23	84	53	71	B(16.6)	B(17.8)	C(27.9)	B(16.9)	C(28.8)	C(29.4)	54	119	25	70	58	77	---	150	---	---	---	---	
50053		**OVERALL**	**Signal**	**AVG**	**673**	**1109**	**783**	**551**	**1191**	**849**	**B(18.2)**	**B(19.9)**	**B(14.6)**	**B(17.5)**	**B(14.4)**	**B(15.4)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**---**	**---**	**4-Hour**	**---**	
50075	Pa Route 405 At Pa Route 44	Eastbound	Minor	EBL	47	89	185	70	104	120	B(10.2)	F(161.2)	C(31.9)	B(11.7)	F(113.7)	D(37.2)	18	452	371	31	682	759	---	---	---	---	---	---	Traffic Signal
50075				EBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
50075				EBR	121	159	169	157	432	500	B(10.2)	F(161.2)	C(31.9)	B(11.7)	F(113.7)	D(37.2)	18	452	371	31	682	759	---	---	211	---	386	411	
50075		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
50075				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
50075				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
50075		Northbound	Major	NBL	119	493	507	157	214	218	A(7.6)	A(9.0)	E(74.5)	A(7.7)	A(8.8)	D(49.8)	8	69	1231	12	25	386	---	411	411	---	236	236	
50075				NBT	29	177	164	40	74	70	A(0.0)	A(0.0)	E(74.5)	A(0.0)	A(0.0)	D(49.8)	0	0	1231	0	0	386	---	---	---	---	---	---	
50075				NBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
50075		Southbound	Major	SBL	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
50075				SBT	31	59	50	42	262	193	A(0.0)	A(0.0)	B(11.7)	A(0.0)	A(0.0)	C(23.0)	0	0	86	0	0	371	---	---	---	---	---	---	
50075				SBR	61	134	73	88	154	216	A(0.0)	A(0.0)	B(11.7)	A(0.0)	A(0.0)	C(23.0)	0	0	86	0	0	371	---	---	---	---	211	236	
50075		**OVERALL**	**2-way Stop**	**AVG**	**408**	**1111**	**1148**	**554**	**1240**	**1317**	**A(6.4)**	**E(39.9)**	**D(54.7)**	**A(7.0)**	**F(50.7)**	**D(35.5)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**Pk Hour 4 Hour**	**---**	**Pk Hour 4 Hour**	**Pk Hour 4 Hour**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
50178	S Arch St At Jacks Hollow Rd	Eastbound	Major	EBL	8	14	17	73	42	40	A(7.2)	A(7.2)	A(7.2)	A(7.3)	A(7.3)	A(7.3)	6	13	6	13	32	24	---	---	---	---	---	---	None
50178				EBT	118	221	112	176	453	351	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	A(0.0)	0	0	0	0	0	0	---	---	---	---	---	---	
50178				EBR	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
50178		Westbound	---	WBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
50178				WBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
50178				WBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
50178		Northbound	---	NBL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
50178				NBT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
50178				NBR	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
50178		Southbound	Minor	SBL	0	44	2	1	46	30	A(9.9)	B(11.6)	A(9.7)	A(9.0)	B(11.8)	B(10.6)	36	69	32	17	62	43	---	---	---	---	---	---	
50178				SBT	0	0	0	0	0	0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
50178				SBR	357	460	327	197	396	339	A(9.9)	B(11.6)	A(9.7)	A(9.0)	B(11.8)	B(10.6)	36	69	32	17	62	43	250	325	250	---	275	250	
50178		**OVERALL**	**2-way Stop**	**AVG**	**483**	**739**	**458**	**447**	**937**	**760**	**A(7.4)**	**A(8.1)**	**A(7.3)**	**A(5.2)**	**A(5.9)**	**A(5.5)**	**---**	**---**	**---**	**---**	**---**	**---**	**---**	**4-Hour**	**---**	**---**	**Pk Hour 4-Hour**	**4-Hour**	
50230	Pa Route 405 At Industrial Park Connector	Eastbound	Major	EBL			317			388			C(33.2)			C(26.7)			329			415			325			375	Construct intersection with Traffic-Signal control and auxiliary eastbound left-turn lane on PA Route 405.
50230				EBT			304			594			B(10.1)			C(21.3)			192			535			---			---	
50230				EBR			0			0			---			---			---			---			---			---	
50230		Westbound	Major	WBL			0			0			---			---			---			---			---			---	
50230				WBT			478			289			D(36.4)			C(32.4)			703			307			---			---	
50230				WBR			119			5			D(36.4)			C(32.4)			703			307			150			---	
50230		Northbound	---	NBL			---			---			---			---			---			---			---			---	
50230				NBT			---			---			---			---			---			---			---			---	
50230				NBR			---			---			---			---			---			---			---			---	
50230		Southbound	Minor	SBL			4			139			C(34.0)			D(49.5)			249			791			---			---	
50230				SBT			0			0			---			---			---			---			---			---	
50230				SBR			226			431			C(34.0)			D(49.5)			249			791			---			400	
50230		**OVERALL**	**Signal**	**AVG**			**1448**			**1846**			**C(29.8)**			**C(32.9)**			**---**			**---**			**Pk Hour 4-Hour**			**Pk Hour 4-Hour**	
50232	Industrial Parkway At Industrial Park Connector	Eastbound	Major	EBL			0			0			---			---			---			---			---			---	Construct intersection with Traffic-Signal control, auxiliary westbound left-turn lane on Industrial Parkway, and second eastbound travel lane on Industrial Parkway.
50232				EBT			215			1163			A(5.6)			D(37.2)			66			1050			---			---	
50232				EBR			30			248			A(5.6)			D(37.2)			66			1050			---			350	
50232		Westbound	Major	WBL			199			322			A(7.1)			D(45.3)			114			359			175			400	
50232				WBT			1076			305			B(18.6)			A(8.2)			1085			177			---			---	
50232				WBR			0			0			---			---			---			---			---			---	
50232		Northbound	Minor	NBL			243			39			D(47.1)			C(29.9)			301			44			---			---	
50232				NBT			0			0			---			---			---			---			---			---	
50232				NBR			193			354			D(44.5)			C(23.5)			236			326			175			450	
50232		Southbound	---	SBL			---			---			---			---			---			---			---			---	
50232				SBT			---			---			---			---			---			---			---			---	
50232				SBR			---			---			---			---			---			---			---			---	
50232		**OVERALL**	**Signal**	**AVG**			**1956**			**2431**			**C(21.9)**			**C(32.5)**			**---**			**---**			**Pk Hour 4-Hour**			**Pk Hour 4-Hour**	

Table 1. Traffic Analysis Results

SCENARIO					TRAFFIC FORECAST (veh/hr)						LEVEL-OF-SERVICE (delay/veh)						95th Percentile Queue Length (ft)						Signal/Auxiliary Turn Lane Warrant Tests (Turn Lane Storage, ft)						Mitigation
					Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			Morning Peak Hour			Afternoon Peak Hour			
PEAK HOUR					2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	2010	2030	2030	
Node	Intersection	Approach	Existing Traffic Control	Lane	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	Base	Base	Mitigate	
50235	Us-220 Eb Ramp At Spook Hollow Interchange	Eastbound	Minor	EBL			10			15			B(11.8)			A(9.9)			51			8			---			---	Construct new grade separated interchange approximately 1-mile west of Pine Run Road. Construct 1.5 mile connector roadway to Pine Run Road. Construct SB left-turn lane on interchange overpass.
50235				EBT			0			0			B(11.8)			A(9.9)			51			8			---			---	
50235				EBR			352			59			B(11.8)			A(9.9)			51			8			250			---	
50235		Westbound	---	WBL			---			---			---			---			---			---			---			---	
50235				WBT			---			---			---			---			---			---			---			---	
50235				WBR			---			---			---			---			---			---			---			---	
50235		Northbound	Major	NBL			0			0			---			---			---			---			---			---	
50235				NBT			53			453			A(0.0)			A(0.0)			0			0			---			---	
50235				NBR			76			115			A(0.0)			A(0.0)			0			0			---			100	
50235		Southbound	Major	SBL			26			0			A(7.5)			A(8.5)			1			0			---			---	
50235				SBT			152			47			A(0.0)			A(0.0)			0			0			---			---	
50235				SBR			0			0			---			---			---			---			---			---	
50235		**OVERALL**	**2-way Stop**	**AVG**			**669**			**689**			**A(6.7)**			**A(1.1)**			**---**			**---**			**---**			**---**	
50239	Us-220 Wb Ramp At Spook Hollow Interchange	Eastbound	---	EBL			---			---			---			---			---			---			---			---	New grade seperated interchange (Project 48). Construct connector roadway (1000-ft) to Spook Hollow Road. Construct NB left-turn lane on interchange overpass.
50239				EBT			---			---			---			---			---			---			---			---	
50239				EBR			---			---			---			---			---			---			---			---	
50239		Westbound	Minor	WBL			146			46			B(10.5)			C(23.5)			17			25			---			---	
50239				WBT			0			0			B(10.5)			C(23.5)			17			25			---			---	
50239				WBR			5			21			B(10.5)			C(23.5)			17			25			---			---	
50239		Northbound	Major	NBL			52			448			A(7.4)			A(8.1)			3			29			---			---	
50239				NBT			10			20			A(0.0)			A(0.0)			0			0			---			---	
50239				NBR			0			0			---			---			---			---			---			---	
50239		Southbound	Major	SBL			0			0			---			---			---			---			---			---	
50239				SBT			32			2			A(0.0)			A(0.0)			0			0			---			---	
50239				SBR			14			29			A(0.0)			A(0.0)			0			0			---			---	
50239		**OVERALL**	**2-way Stop**	**AVG**			**259**			**566**			**A(7.6)**			**A(9.2)**			**---**			**---**			**---**			**---**	