

**2014 Mitigation Conditions  
(with CALP)  
Friday Peak Hour**

EPT Concord Resort  
3: Broadway & Pleasant

2014 Mitigation with CALP  
Friday Peak Hour























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	549	679	40	28	632	307	27	19	14	321	37	499	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width	12	14	12	10	12	11	12	13	12	12	11	15	
Total Lost time (s)	4.2	4.2		4.2	4.2	4.2		4.2	4.2		4.2	4.2	
Lane Util. Factor	1.00	1.00		1.00	0.95	1.00		1.00	1.00		1.00	1.00	
Frbp, ped/bikes	1.00	1.00		1.00	1.00	0.97		1.00	0.97		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00	1.00		0.99	1.00	
Frft	1.00	0.99		1.00	1.00	0.85		1.00	0.85		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.97	1.00		0.96	1.00	
Satd. Flow (prot)	1769	1967		1650	3539	1478		1867	1532		1705	1727	
Flt Permitted	0.18	1.00		0.23	1.00	1.00		0.73	1.00		0.71	1.00	
Satd. Flow (perm)	343	1967		397	3539	1478		1395	1532		1269	1727	
Peak-hour factor, PHF	0.91	0.91	0.91	0.94	0.94	0.94	0.92	0.92	0.92	0.93	0.93	0.93	
Adj. Flow (vph)	603	746	44	30	672	327	29	21	15	345	40	537	
RTOR Reduction (vph)	0	2	0	0	0	115	0	0	10	0	0	2	
Lane Group Flow (vph)	603	788	0	30	672	212	0	50	5	0	385	535	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10	
Turn Type	pm+pt			pm+pt		Perm	Perm		Perm	Perm		pm+ov	
Protected Phases	5	2		1	6			4			8	5	
Permitted Phases	2			6		6	4		4	8		8	
Actuated Green, G (s)	46.6	39.3		20.6	17.5	17.5		26.4	26.4		26.4	51.3	
Effective Green, g (s)	46.6	39.3		20.6	17.5	17.5		26.4	26.4		26.4	51.3	
Actuated g/C Ratio	0.57	0.48		0.25	0.21	0.21		0.32	0.32		0.32	0.63	
Clearance Time (s)	4.2	4.2		4.2	4.2	4.2		4.2	4.2		4.2	4.2	
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5		2.5	2.5		2.5	2.5	
Lane Grp Cap (vph)	633	950		148	761	318		452	497		412	1178	
v/s Ratio Prot	c0.29	0.40		0.01	0.19							0.14	
v/s Ratio Perm	c0.25			0.04		0.14		0.04	0.00		c0.30	0.17	
v/c Ratio	0.95	0.83		0.20	0.88	0.67		0.11	0.01		0.93	0.45	
Uniform Delay, d1	20.1	18.2		23.4	31.0	29.3		19.3	18.6		26.7	7.8	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	24.5	6.0		0.5	11.7	4.7		0.1	0.0		28.3	0.2	
Delay (s)	44.5	24.1		23.9	42.7	33.9		19.4	18.6		54.9	8.0	
Level of Service	D	C		C	D	C		B	B		D	A	
Approach Delay (s)		33.0			39.4			19.2			27.6		
Approach LOS		C			D			B			C		
<b>Intersection Summary</b>													
HCM Average Control Delay			33.2									HCM Level of Service	C
HCM Volume to Capacity ratio			0.93										
Actuated Cycle Length (s)			81.4									Sum of lost time (s)	8.4
Intersection Capacity Utilization			86.4%									ICU Level of Service	E
Analysis Period (min)			15										
c Critical Lane Group													



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	603	790	30	672	327	50	15	385	537
v/c Ratio	0.94	0.80	0.12	1.00	0.82	0.11	0.03	0.91	0.48
Control Delay	45.0	28.2	13.3	71.3	36.6	18.7	8.8	52.5	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.0	28.2	13.3	71.3	36.6	18.7	8.8	52.5	6.6
Queue Length 50th (ft)	255	290	7	~204	91	17	0	181	92
Queue Length 95th (ft)	#470	#656	19	#311	#237	41	12	#341	142
Internal Link Dist (ft)		2120		980		249		1452	
Turn Bay Length (ft)			50		50				110
Base Capacity (vph)	661	983	303	669	398	523	585	476	1149
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.91	0.80	0.10	1.00	0.82	0.10	0.03	0.81	0.47

**Intersection Summary**

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	29	12	9	512	18	17	118	965	469	15	867	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	12	12	12	12	12	11	12	12	12	12	12
Total Lost time (s)	4.5	4.5		4.5	4.5		4.9	4.9	4.0	4.9	4.9	
Lane Util. Factor	1.00	1.00		0.95	0.95		1.00	1.00	1.00	1.00	0.95	
Frbp, ped/bikes	1.00	0.97		1.00	1.00		1.00	1.00	0.98	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.94		1.00	0.99		1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00		0.95	0.96		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1652	1699		1681	1676		1708	1863	1544	1767	3481	
Flt Permitted	0.95	1.00		0.95	0.96		0.20	1.00	1.00	0.07	1.00	
Satd. Flow (perm)	1652	1699		1681	1676		360	1863	1544	123	3481	
Peak-hour factor, PHF	0.75	0.75	0.75	0.77	0.77	0.77	0.97	0.97	0.97	0.91	0.91	0.91
Adj. Flow (vph)	39	16	12	665	23	22	122	995	484	16	953	96
RTOR Reduction (vph)	0	11	0	0	2	0	0	0	0	0	6	0
Lane Group Flow (vph)	39	17	0	359	349	0	122	995	484	16	1043	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Split			Split			Perm		Free	Perm		
Protected Phases	4	4		8	8			1				5
Permitted Phases							1		Free		5	
Actuated Green, G (s)	6.7	6.7		26.9	26.9		60.7	60.7	108.2	60.7	60.7	
Effective Green, g (s)	6.7	6.7		26.9	26.9		60.7	60.7	108.2	60.7	60.7	
Actuated g/C Ratio	0.06	0.06		0.25	0.25		0.56	0.56	1.00	0.56	0.56	
Clearance Time (s)	4.5	4.5		4.5	4.5		4.9	4.9		4.9	4.9	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		6.0	6.0		6.0	6.0	
Lane Grp Cap (vph)	102	105		418	417		202	1045	1544	69	1953	
v/s Ratio Prot	0.02	0.01		c0.21	0.21			c0.53			0.30	
v/s Ratio Perm							0.34		c0.31	0.13		
v/c Ratio	0.38	0.16		0.86	0.84		0.60	0.95	0.31	0.23	0.53	
Uniform Delay, d1	48.8	48.1		38.8	38.6		15.8	22.4	0.0	12.0	14.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	2.4	0.7		15.9	13.6		8.8	18.1	0.5	4.8	0.7	
Delay (s)	51.1	48.8		54.8	52.1		24.6	40.5	0.5	16.8	15.6	
Level of Service	D	D		D	D		C	D	A	B	B	
Approach Delay (s)		50.2			53.5			27.2			15.6	
Approach LOS		D			D			C			B	

Intersection Summary			
HCM Average Control Delay	29.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	108.2	Sum of lost time (s)	9.4
Intersection Capacity Utilization	109.6%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	39	28	359	351	122	995	484	16	1049
v/c Ratio	0.31	0.20	0.85	0.83	0.60	0.94	0.31	0.23	0.53
Control Delay	56.0	36.4	58.3	55.9	34.3	42.2	0.5	25.5	17.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	44.3	0.0	0.0	0.0
Total Delay	56.0	36.4	58.3	55.9	34.3	86.5	0.5	25.5	17.1
Queue Length 50th (ft)	27	11	253	244	60	689	0	6	251
Queue Length 95th (ft)	52	32	313	304	#167	#1043	0	27	332
Internal Link Dist (ft)		538		2647		520			6088
Turn Bay Length (ft)			300		115			100	
Base Capacity (vph)	241	261	483	483	203	1054	1544	70	1975
Starvation Cap Reductn	0	0	0	0	0	150	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.11	0.74	0.73	0.60	1.10	0.31	0.23	0.53

**Intersection Summary**

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

VISSIM MULTIRUN OUTPUT

FRIDAY PHASE 1 (2014) FULL BUILD

Volumes															
Location	Count	Seed 1	Seed 6	Seed 11	Seed 16	Seed 21	Seed 26	Seed 31	Seed 36	Seed 41	Seed 46	VISSIM Served	Difference	% Served	GEH
9: L from Cimarron Rd	13	15	15	14	13	15	12	11	8	9	10	12	1	8%	0.3
8: R from Cimarron Rd	41	38	38	39	40	38	41	43	45	44	40	41	0	0%	0.0
3: R from WB Off Ramp	25	28	23	33	19	24	27	25	25	24	24	25	0	0%	0.0
T from WB Off Ramp	877	875	876	868	882	878	875	879	877	876	876	876	1	0%	0.0
7: L to Cimarron Rd	20	17	21	14	9	15	14	20	16	24	20	17	3	15%	0.7
6: T to WB On Ramp	218	227	215	217	220	222	209	219	203	207	202	214	4	2%	0.3
13: L from Towner Rd	3	2	0	1	1	0	1	0	1	0	3	1	2	67%	1.4
18: R from Towner Rd	1	2	4	3	3	4	3	4	3	4	1	3	-2	-200%	1.4
12: R to Towner Rd	3	2	1	3	2	1	5	3	4	2	4	3	0	0%	0.0
WB Thru on Cimarron realign	915	908	913	905	921	915	911	919	918	918	913	914	1	0%	0.0
16: L to Towner Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
17: EB Thru on Cimarron realign	237	242	236	233	226	239	222	236	219	231	220	230	7	3%	0.5
27: EB Left to Joyland Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
26: EB Thru to Cimarron realign	175	181	173	179	183	180	168	169	167	163	165	173	2	1%	0.2
28: EB Right to Overpass	691	683	692	688	682	688	684	688	698	703	700	690	1	0%	0.0
23: SB Right to Entry Loop Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
25: SB Left to Cimarron realign	10	5	8	10	9	9	6	10	8	11	7	8	2	20%	0.7
24: SB Thru to overpass	10	12	9	7	8	8	11	7	9	7	11	9	1	10%	0.3
WB Thru to Entry Loop Rd	751	747	753	736	752	730	747	751	752	752	761	748	3	0%	0.1
22: WB Right to Joyland Rd	10	5	10	10	10	7	5	9	9	5	9	8	2	20%	0.7
19: WB L to overpass	154	167	139	156	158	180	162	161	158	159	147	159	-5	-3%	0.4
29: NB Left to Entry Loop Rd	327	320	327	330	338	321	328	319	327	339	367	332	-5	-2%	0.3
30: NB Thru to Joyland Rd	10	9	12	4	16	13	7	14	9	6	8	10	0	0%	0.0
31: NB Right to Cimarron realign	52	56	56	44	34	49	47	55	45	57	48	49	3	6%	0.4
35: EB Off Ramp	239	241	237	238	239	242	233	238	241	238	239	239	0	0%	0.0
36: SB Thru to Roundabout	858	858	843	853	849	870	854	856	861	880	860	858	0	0%	0.0
43: R to EB On Ramp	768	787	768	754	736	747	776	770	773	784	764	766	2	0%	0.1
44: NB Thru to Overpass	389	380	391	375	388	380	375	391	383	401	425	389	0	0%	0.0
SB roundabout approach	1,098	1097	1079	1092	1088	1110	1087	1094	1103	1118	1098	1097	1	0%	0.0
EB from County Rd 173 to roundabout	330	332	336	329	325	331	325	329	327	326	331	329	1	0%	0.1
WB County Rd 173 to Roundabout	65	64	60	63	61	62	62	62	62	62	62	62	3	5%	0.4
	8290	12841	12756	12692	12738	12802	12682	12816	12750	12891	12851	12783			43.8

Delays											
Location	Seed 1	Seed 6	Seed 11	Seed 16	Seed 21	Seed 26	Seed 31	Seed 36	Seed 41	Seed 46	Average
9: L from Cimarron Rd	14.9	13.6	12.8	13.4	11.1	15.1	16.3	9.6	8	12.8	13
8: R from Cimarron Rd	8.7	7.6	6.9	7.6	7.1	7.3	6.5	8.7	7.5	7.1	7.5
3: R from WB Off Ramp	4.5	2.2	1.8	3.3	2.6	3.8	3.3	3.4	1.5	3.2	3
T from WB Off Ramp	2.3	2.1	2.1	1.8	2.1	2.1	1.7	2.3	2.2	2.2	2.1
7: L to Cimarron Rd	4.4	6.4	7.4	4.2	4.8	5.2	6.6	4.9	5.1	3.9	5.3
6: T to WB On Ramp	1.9	1.9	1.8	2.2	1.7	1.8	1.4	2.5	2	2.1	1.9
13: L from Towner Rd	11.4	0	3.5	24.5	0	14.1	0	1.8	0	4.4	8.9
18: R from Towner Rd	2.3	8.6	3.7	1.8	11	5.8	1.7	0.9	1.4	0.6	4.3
12: R to Towner Rd	2.4	0.5	0.5	0.3	0.4	0.4	0.4	0.4	0.7	0.3	0.6
WB Thru on Cimarron realign	0.2	0.3	0.3	0.2	0.2	0.2	0.3	0.2	0.2	0.2	0.2
16: L to Towner Rd	0	0	0	0	0	0	0	0	0	0	0
17: EB Thru on Cimarron realign	0.3	0.3	0.3	0.7	0.6	0.3	0.3	0.3	0.3	0.3	0.4
27: EB Left to Joyland Rd	0	0	0	0	0	0	0	0	0	0	0
26: EB Thru to Cimarron realign	20.7	16.9	16.3	18.7	19.8	15.9	19.3	14.7	17.8	18.8	17.9
28: EB Right to Overpass	11.9	11.6	13.7	13.7	13.4	11.6	12.3	12.2	12.7	10.8	12.4
23: SB Right to Entry Loop Rd	0	0	0	0	0	0	0	0	0	0	0
25: SB Left to Cimarron realign	20.9	27.1	33.4	34.6	33.4	31	33.8	28	35.7	33.5	31.8
24: SB Thru to overpass	40.8	33.6	41.2	26.8	45.8	39.3	33.1	45.9	28.6	37.6	37.7
WB Thru to Entry Loop Rd	9.5	10.9	9.8	9.6	9.2	9	10.2	9	10	10	9.7
22: WB Right to Joyland Rd	7.3	11.2	4.6	4.9	9.9	2.7	7.4	6	5.8	1.7	6.2
19: WB L to overpass	29.6	24.5	29	29.1	25.6	28.6	27.8	26.1	28.2	28.3	27.7
29: NB Left to Entry Loop Rd	21.5	20	26.2	20.8	21.8	25.1	22.7	25.7	23.1	22.2	22.9
30: NB Thru to Joyland Rd	9.5	10.4	14.1	21.4	18.6	15.9	13.1	13.7	14.6	18.3	15.3
31: NB Right to Cimarron realign	14.5	13.6	13.6	14.7	16.2	16.4	14.9	15.4	16.9	19.6	15.6
35: EB Off Ramp	26.9	25.1	23.6	24.3	26.1	24.9	24.7	28.7	25.1	26.7	25.6
36: SB Thru to Roundabout	11.8	11.3	12.5	10.3	11.2	10	11.1	10.4	11.8	12	11.2
43: R to EB On Ramp	3.1	3.3	2.7	3	3.9	3.3	3.9	3.6	3.1	3.1	3.3
44: NB Thru to Overpass	4.2	4.4	3.5	3.7	3.8	3.4	4.4	4.6	5.7	6.2	4.4
SB roundabout approach	3.4	3.4	3.5	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4
EB from County Rd 173 to roundabout	26	43.5	30.5	24.1	29.7	35.4	28.4	33	26.9	34.5	31.2
WB County Rd 173 to Roundabout	45.8	46.9	35.6	33.1	52.6	35.3	54.1	51.8	49.3	77.1	48.2

**2014 Mitigation Conditions  
(with CALP)  
Sunday Peak Hour**



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↗	↖			↕			↕	
Volume (vph)	11	26	24	309	61	51	27	256	300	64	269	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	16	12	12	10	12	12	11	12	12	12	12
Total Lost time (s)		5.0		5.0	5.0			7.5			7.5	
Lane Util. Factor		1.00		1.00	1.00			1.00			1.00	
Frb, ped/bikes		0.98		1.00	0.99			0.98			1.00	
Flpb, ped/bikes		1.00		0.98	1.00			1.00			1.00	
Frt		0.95		1.00	0.93			0.93			0.99	
Flt Protected		0.99		0.95	1.00			1.00			0.99	
Satd. Flow (prot)		1946		1739	1595			1641			1832	
Flt Permitted		0.95		0.70	1.00			0.97			0.76	
Satd. Flow (perm)		1863		1288	1595			1590			1398	
Peak-hour factor, PHF	0.75	0.75	0.75	0.75	0.75	0.75	0.90	0.90	0.90	0.87	0.87	0.87
Adj. Flow (vph)	15	35	32	412	81	68	30	284	333	74	309	15
RTOR Reduction (vph)	0	0	0	0	39	0	0	45	0	0	2	0
Lane Group Flow (vph)	0	82	0	412	110	0	0	602	0	0	396	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Perm		Perm		Perm		Perm		Perm		Perm	
Protected Phases		4			8			2				6
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		29.0		29.0	29.0			32.7			32.7	
Effective Green, g (s)		29.0		29.0	29.0			32.7			32.7	
Actuated g/C Ratio		0.39		0.39	0.39			0.44			0.44	
Clearance Time (s)		5.0		5.0	5.0			7.5			7.5	
Vehicle Extension (s)		4.0		4.0	4.0			6.0			6.0	
Lane Grp Cap (vph)		728		503	623			701			616	
v/s Ratio Prot					0.07							
v/s Ratio Perm		0.04		c0.32				c0.38			0.28	
v/c Ratio		0.11		0.82	0.18			0.86			0.64	
Uniform Delay, d1		14.4		20.2	14.8			18.7			16.2	
Progression Factor		1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2		0.1		10.5	0.2			11.6			3.8	
Delay (s)		14.5		30.8	15.0			30.3			19.9	
Level of Service		B		C	B			C			B	
Approach Delay (s)		14.5			26.6			30.3			19.9	
Approach LOS		B			C			C			B	

**Intersection Summary**

HCM Average Control Delay	25.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	74.2	Sum of lost time (s)	12.5
Intersection Capacity Utilization	74.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			





Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	82	412	149	647	398
v/c Ratio	0.11	0.82	0.23	0.87	0.65
Control Delay	14.9	35.9	10.0	32.9	23.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	14.9	35.9	10.0	32.9	23.7
Queue Length 50th (ft)	24	173	26	253	149
Queue Length 95th (ft)	41	215	47	#495	251
Internal Link Dist (ft)	10998		2302	6088	1957
Turn Bay Length (ft)					
Base Capacity (vph)	909	628	813	796	665
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.09	0.66	0.18	0.81	0.60

**Intersection Summary**

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

VISSIM MULTIRUN OUTPUT

SUNDAY PHASE 1 (2014) FULL BUILD

Volumes															
Location	Count	Seed 1	Seed 6	Seed 11	Seed 16	Seed 21	Seed 26	Seed 31	Seed 36	Seed 41	Seed 46	VISSIM Served	Difference	% Served	GEH
9: L from Cimarron Rd	16	18	16	17	16	19	15	15	11	9	17	15	1	6%	0.3
8: R from Cimarron Rd	47	44	45	45	46	43	47	48	51	44	42	46	1	2%	0.1
3: R from WB Off Ramp	14	17	10	18	9	16	14	10	13	24	15	15	-1	-7%	0.3
T from WB Off Ramp	857	853	861	850	859	851	854	858	858	876	853	857	0	0%	0.0
7: L to Cimarron Rd	70	67	50	59	65	81	67	73	65	24	92	64	6	9%	0.7
6: T to WB On Ramp	267	272	268	258	268	268	250	269	250	207	258	257	10	4%	0.6
13: L from Towner Rd	4	4	1	3	2	1	1	3	4	0	4	2	2	50%	1.2
18: R from Towner Rd	2	0	3	1	2	3	3	1	0	4	0	2	0	0%	0.0
12: R to Towner Rd	3	3	1	2	3	4	4	5	3	2	2	3	0	0%	0.0
WB Thru on Cimarron realign	901	892	904	893	903	893	897	899	905	918	896	900	1	0%	0.0
16: L to Towner Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
17: EB Thru on Cimarron realign	333	335	316	316	329	350	314	342	311	231	346	319	14	4%	0.8
27: EB Left to Joyland Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
26: EB Thru to Cimarron realign	187	188	187	184	188	197	182	177	178	163	173	182	5	3%	0.4
28: EB Right to Overpass	703	696	707	708	700	691	702	703	709	703	716	704	-1	0%	0.0
23: SB Right to Entry Loop Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
25: SB Left to Cimarron realign	10	5	7	10	9	9	6	10	8	11	7	8	2	20%	0.7
24: SB Thru to overpass	10	11	8	7	8	8	11	7	9	7	11	9	1	10%	0.3
WB Thru to Entry Loop Rd	766	755	768	761	769	745	760	747	764	752	775	760	6	1%	0.2
22: WB Right to Joyland Rd	10	9	10	7	12	8	9	10	12	5	8	9	1	10%	0.3
19: WB L to overpass	126	128	122	128	122	143	130	137	128	159	115	131	-5	-4%	0.4
29: NB Left to Entry Loop Rd	299	306	301	305	290	291	290	284	309	339	298	301	-2	-1%	0.1
30: NB Thru to Joyland Rd	5	4	6	6	7	4	3	3	8	6	10	6	-1	-20%	0.4
31: NB Right to Cimarron realign	136	140	126	121	132	145	125	153	124	57	165	129	7	5%	0.6
35: EB Off Ramp	272	273	270	272	271	274	262	272	275	238	269	268	4	1%	0.2
36: SB Thru to Roundabout	840	835	836	841	832	847	843	847	844	880	843	845	-5	-1%	0.2
43: R to EB On Ramp	747	746	752	737	730	716	755	756	760	784	754	749	-2	0%	0.1
44: NB Thru to Overpass	440	444	435	432	425	433	422	439	438	401	475	434	6	1%	0.3
SB roundabout approach	1,088	1108	1079	1092	1088	1110	1087	1094	1103	1118	1098	1098	-10	-1%	0.3
EB from County Rd 173 to roundabout	323	323	336	329	325	331	325	329	327	326	331	328	-5	-2%	0.3
WB County Rd 173 to Roundabout	66	71	60	63	61	62	62	62	62	62	62	63	3	5%	0.4
	8542	13294	13202	13164	13210	13313	13124	13307	13249	12891	13438	13222			44.9

Delays												Average
Location	Seed 1	Seed 6	Seed 11	Seed 16	Seed 21	Seed 26	Seed 31	Seed 36	Seed 41	Seed 46		
9: L from Cimarron Rd	15.2	15.1	14.9	18.2	17.6	18.6	19.1	24.3	8	21.8		17.4
8: R from Cimarron Rd	9.6	8.7	8.1	6.8	8.7	8.2	7.5	7.6	7.5	11.9		8.4
3: R from WB Off Ramp	2.6	1.8	1.8	1.9	4.3	2.7	2.1	3.1	1.5	3		2.5
T from WB Off Ramp	2	1.9	2.8	2.1	1.7	2.1	2.3	2.2	2.2	2		2.1
7: L to Cimarron Rd	7.6	5	8.2	7	7.3	6.5	7.9	9.1	5.1	7.7		7.3
6: T to WB On Ramp	2.4	2	2.6	3	2.5	1.9	3.5	3	2	3.4		2.6
13: L from Towner Rd	2.7	26.8	2.3	8.2	20.1	6.3	2.4	5.8	0	3.7		5.8
18: R from Towner Rd	0	2.9	2.2	4.1	6.4	3.7	2.7	0	1.4	0		
12: R to Towner Rd	0.6	0.3	0.5	0.4	0.5	0.4	1	0.5	0.7	2.2		0.7
WB Thru on Cimarron realign	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2		0.2
16: L to Towner Rd	0	0	0	0	0	0	0	0	0	0		
17: EB Thru on Cimarron realign	0.8	0.5	0.6	0.7	0.6	0.4	0.7	0.6	0.3	0.8		0.6
27: EB Left to Joyland Rd	0	0	0	0	0	0	0	0	0	0		
26: EB Thru to Cimarron realign	16.7	16.3	16.8	16.3	20.1	19	18.9	16.6	17.8	17.9		17.6
28: EB Right to Overpass	11.7	10.9	12.9	11.4	12.5	11.5	14	12.1	12.7	11.7		12.1
23: SB Right to Entry Loop Rd	0	0	0	0	0	0	0	0	0	0		
25: SB Left to Cimarron realign	32.6	24.3	33.9	30.2	35.2	24.4	35.3	35.1	35.7	30.1		32.2
24: SB Thru to overpass	31.7	36.4	37.1	27.8	41.1	32.5	28.2	35.4	28.6	35.5		33.5
WB Thru to Entry Loop Rd	10.9	9.6	9.3	11.7	10.7	10.4	11.6	11.5	10	10.7		10.6
22: WB Right to Joyland Rd	10.4	7.2	10.7	4.4	10.5	11.3	5.2	4.2	5.8	2.1		7
19: WB L to overpass	28.2	26.1	27	25.5	29.8	27.8	30	29.4	28.2	25.4		27.8
29: NB Left to Entry Loop Rd	20	20.4	20.7	18.6	20.3	21.7	21.8	23.4	23.1	20.8		21.1
30: NB Thru to Joyland Rd	8.2	2.4	9.3	19.9	16.3	5.3	22.1	23.7	14.6	26.8		16.4
31: NB Right to Cimarron realign	15.6	18.9	15.5	14	17.9	14.9	16.7	18.8	16.9	17.5		16.7
35: EB Off Ramp	26.1	25.5	27	24.6	28.3	25.6	29	25.9	25.1	27.4		26.5
36: SB Thru to Roundabout	11.7	11.9	11.5	11.4	12.7	11.9	11.9	13.3	11.8	11.3		11.9
43: R to EB On Ramp	3.1	2.9	2.7	2.7	3	3.7	3.1	3.3	3.1	4.1		3.2
44: NB Thru to Overpass	4.6	5.4	4.4	3.5	3.7	3.4	4.3	4.7	5.7	9.7		5
SB roundabout approach	3.4	3.4	3.5	3.4	3.4	3.4	3.4	3.4	3.4	3.4		3.4
EB from County Rd 173 to roundabout	32.8	43.5	30.5	24.1	29.7	35.4	28.4	33	26.9	34.5		31.9
WB County Rd 173 to Roundabout	45.8	46.9	35.6	33.1	52.6	35.3	54.1	51.8	49.3	77.1		48.1