

TRAFFIC STUDY SUPPLEMENT III

TRADITIONS RESORT & CASINO

JOHNSON CITY, NEW YORK

Prepared for:

WALSH & SONS CONSTRUCTION, CORP

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A handwritten signature in black ink, appearing to be "V. Ochieng", written over a horizontal line.

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June 25, 2014



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Traffic Databank LLC has prepared this Supplement III to the Traffic Study dated March 28, 2014 and Supplements I & II dated May 16th and May 27th 2014. This supplement compiles findings following thorough analyses and review by NYSDOT, BMTS, Broome County Engineering and the Village of Johnson City. The review comments provided at several meetings with the various agencies are incorporated. The Project comprises of a 1,650 Casino gaming facility, a 370 seat banquet facility and a 200 room hotel (there is an existing 40 room hotel).

NYSDOT has expressed satisfaction with the findings, analyses and proposed mitigation associated with the project as documented herein. All comments related to the traffic study that were received from the various agencies have been complied with and addressed. The critical peak has been identified as the Friday evening commuter peak hour. The Friday night and Saturday evening Casino peak hours previously analyzed do not have as significant impact as the combined Friday commuter and Casino traffic and hence the focus of this supplement. With the mitigation proposed based on the Friday commuter peak hours, the project can be accommodated for all conditions.

In addition, the request by the Village of Johnson City and Broome County to evaluate the concern for the underpass to NYS 17C being closed has been addressed. As documented herein, the proposed Casino Project and planned improvements can be developed with or without the underpass, without a significant impact on the local area roadway network.

The following is a summary of the findings:

1. As shown on the level of service table below, with or without the underpass, the project will not have a significant impact on the local roadway network on the local area roadway network.
2. During the Friday Evening (Casino) peak, the overall network operates with similar levels to No Build. However, the mitigation provided for the Friday commuter peak improves the capacity and safety of the local area roadway network. The following roadway improvements (mitigations) are proposed:
 - a. A traffic signal is proposed at the intersection of the existing ramp at Exit 70 with NY 991C. This signal will enhance safety of traffic by separating northbound traffic along NY 991C and traffic from the ramp. Currently, traffic from the ramp has to weave across traffic on NY 991C to turn left onto Harry L. Drive thereby creating an unsafe condition. The ramp will be redesigned to intersect NY 991C at a right angle. In addition, warning traffic signs will be installed further south along NY 991C to warn northbound traffic about the new signal.
 - b. The Wegmans driveway intersection with Harry L Drive will be improved to provide an additional westbound left turn (entry) lane and the northbound (exit) approach will be restriped to provide a left-turn lane, a shared thru/left turn lane and a channelized right-turn lane. In addition, the traffic signal phasing will be modified to maximize capacity of the intersection.



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- c. The traffic signals along Harry L Drive from the Friendly's driveway to the Wegmans driveway will remain coordinated to ensure traffic flows optimally. The phasing and timing will be changed as approved by NYSDOT. In addition, the traffic light at the Pizza Hut driveway with Reynolds will also be coordinated to ensure capacity of the local area roadway network.
- d. The existing driveway to the Traditions at Glen (Casino site) will be relocated west of its current location to line up with the existing NY 17C westbound underpass. This relocation is necessary to provide appropriate sight distance coming from the west which currently presents an unsafe condition. In addition, this new access will be installed with a traffic signal and provided with exclusive entering lanes (left-turn lane from the west, and a right-turn lane from the east).
- e. With or without the underpass to NY 17C serving as an alternate egress for regional traffic going west of the study area, the project can be accommodated in the existing roadway network. To enhance safety for westbound traffic merging onto NY 17C, it is proposed to construct an acceleration lane onto NY 17C. Currently, there is no acceleration lane, which presents a safety concern.
- f. The intersection of Valley Road and Watson Blvd will be evaluated over time for the need for a traffic signal. Currently, the intersection meets Friday evening commuter peak hour traffic signal warrants only. An 8-hour and 4-hour traffic signal warrant will be reevaluated over time to determine the need for a traffic signal. The Village of Junction City and Broome County are agreeable to maintain a traffic signal if it is installed.



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LOS SUMMARY TABLE – PM Peak Hour

| Signalized Intersection | Approach | Movement | PM Peak No Build Conditions | | PM Peak Build Conditions Mitigated -with RT17C WB Open | | PM Peak Build Conditions Mitigated -with RT 17 WB Closed | |
|---|----------|----------|-----------------------------|--------------|--|--------------|--|--------------|
| | | | LOS | Delay (sec.) | LOS | Delay (sec.) | LOS | Delay (sec.) |
| Route 201/Reynolds Rd at Harry L Dr | EB | L | D | 52.2 | E | 72.1 | E | 72.5 |
| | | T | D | 48.8 | E | 74.3 | E | 66.3 |
| | | R | C | 20.6 | B | 15.4 | B | 15.2 |
| | WB | L | D | 53.1 | F | 117.1 | F | 117.0 |
| | | TR | E | 55.4 | F | 95.7 | F | 95.6 |
| | NB | L | E | 64.6 | C | 28.6 | C | 28.1 |
| | | T | C | 34.3 | B | 14.1 | B | 14.3 |
| | | R | A | 0.5 | A | 0.4 | A | 0.4 |
| | SB | LTR | E | 56.6 | F | 131.1 | F | 129.8 |
| | Overall | | D | 43.1 | D | 52.8 | D | 51.9 |
| Wegmans Driveway/Shopping Center Driveway at Harry L Dr | EB | L | B | 13.8 | B | 16.0 | B | 15.8 |
| | | T | C | 29.1 | C | 31.1 | C | 29.8 |
| | | R | A | 0.1 | A | 0.1 | A | 0.1 |
| | WB | L | E | 67.1 | C | 28.9 | C | 29.7 |
| | | TR | B | 18.6 | B | 19.4 | B | 18.8 |
| | NB | L | E | 64.0 | E | 69.2 | E | 69.2 |
| | | T | D | 45.5 | E | 68.4 | E | 68.4 |
| | | R | A | 1.1 | A | 0.8 | A | 0.8 |
| | SB | L | D | 44.5 | E | 63.1 | E | 63.1 |
| | | T | E | 56.4 | E | 60.2 | E | 60.2 |
| Overall | R | B | 15.5 | A | 7.8 | A | 6.2 | |
| Overall | | C | 28.4 | C | 23.8 | C | 23.5 | |
| Oakdale Rd at Harry L Dr | EB | L | A | 5.3 | A | 5.1 | A | 5.4 |
| | | TR | B | 12.5 | B | 13.1 | B | 13.3 |
| | WB | L | A | 5.4 | A | 1.7 | A | 1.6 |
| | | T | B | 18.4 | B | 10.2 | B | 11.1 |
| | NB | LT | D | 43.6 | C | 32.6 | C | 30.7 |
| | | R | A | 5.2 | B | 15.4 | B | 14.9 |
| | SB | L | E | 61.9 | E | 71.4 | E | 73.9 |
| | | TR | D | 44.1 | D | 49.2 | D | 46.4 |
| Overall | | B | 18.9 | B | 16.6 | B | 17.5 | |
| Main St at Oakdale Rd | EB | L | B | 18.9 | B | 19.8 | B | 19.9 |
| | | T | C | 26.1 | C | 27.0 | C | 27.1 |
| | WB | TR | A | 1.2 | A | 1.2 | A | 1.2 |
| | SB | LR | E | 67.0 | E | 65.5 | E | 71.9 |
| | Overall | | B | 18.7 | B | 19.4 | C | 21.2 |
| Main St at Camden St | EB | TR | A | 1.5 | A | 1.6 | A | 1.6 |
| | WB | L | B | 16.1 | B | 16.2 | B | 16.3 |
| | | T | C | 31.1 | C | 30.9 | C | 30.9 |
| | NB | LR | D | 35.9 | D | 35.9 | D | 35.9 |

| Signalized Intersection | Approach | Movement | PM Peak No Build Conditions | | PM Peak Build Conditions Mitigated -with RT17C WB Open | | PM Peak Build Conditions Mitigated -with RT 17 WB Closed | |
|--|---|----------|-----------------------------|--------------|--|--------------|--|--------------|
| | | | LOS | Delay (sec.) | LOS | Delay (sec.) | LOS | Delay (sec.) |
| Hooper Rd at Country Club Rd | Overall | | C | 20.3 | C | 20.3 | C | 20.2 |
| | EB | L | C | 29.4 | C | 30.9 | C | 31.3 |
| | | T | C | 32.8 | C | 35.1 | C | 34.7 |
| | | R | A | 7.1 | A | 7.5 | A | 7.5 |
| | WB | L | C | 24.5 | C | 26.3 | C | 25.9 |
| | | T | D | 47.6 | D | 48.4 | D | 47.7 |
| | | R | B | 11.1 | A | 9.7 | A | 9.7 |
| | NB | L | C | 20.4 | B | 17.5 | B | 17.8 |
| | | TR | C | 29.2 | C | 29.5 | C | 29.5 |
| | SB | L | B | 12.4 | B | 11.6 | B | 11.7 |
| | | T | C | 35.8 | C | 31.4 | C | 32.0 |
| | | R | A | 8.7 | A | 8.1 | A | 8.2 |
| | Overall | | C | 26.6 | C | 25.6 | C | 25.6 |
| Hooper Rd at Watson Blvd | EB | L | C | 29.5 | C | 31.2 | C | 31.1 |
| | | T | D | 39.5 | D | 44.7 | D | 43.5 |
| | | R | A | 9.3 | B | 10.1 | A | 9.7 |
| | WB | L | C | 28.4 | C | 30.7 | D | 40.5 |
| | | TR | D | 47.9 | D | 50.0 | D | 52.0 |
| | NB | L | C | 32.1 | C | 31.6 | D | 37.9 |
| | | TR | C | 23.0 | C | 31.2 | D | 46.1 |
| | SB | L | B | 10.3 | B | 11.9 | B | 14.0 |
| | | TR | D | 36.1 | D | 34.6 | D | 36.8 |
| | Overall | | C | 29.5 | D | 32.4 | D | 39.9 |
| Hooper Rd at Mary St-Prospect St | EB | LTR | A | 8.4 | A | 9.0 | B | 10.8 |
| | WB | L | B | 19.3 | C | 20.8 | C | 25.2 |
| | | R | B | 10.5 | B | 11.4 | B | 13.5 |
| | NB | LTR | A | 3.3 | A | 3.3 | A | 2.9 |
| | SB | LTR | A | 5.6 | A | 5.7 | A | 6.2 |
| | Overall | | A | 4.8 | A | 4.8 | A | 5.0 |
| NYS Route 201 at NYS Route 17 WB Off Ramp | WB | R | | | E | 55.1 | D | 54.9 |
| | NB | T | | | B | 16.8 | B | 16.7 |
| | Overall | | | | B | 16.0 | B | 15.9 |
| Harry L Drive at Giant Plaza-Friendly's Access | EB | L | A | 3.5 | A | 4.0 | A | 4.2 |
| | | T | A | 7.5 | A | 7.0 | A | 7.5 |
| | | R | A | 1.6 | A | 1.9 | A | 2.3 |
| | WB | L | A | 3.5 | A | 3.5 | A | 3.5 |
| | | TR | A | 7.4 | A | 7.4 | A | 7.4 |
| | NB | LT | E | 69.6 | E | 69.6 | E | 69.6 |
| | | R | B | 13.4 | B | 13.4 | B | 13.4 |
| | SB | LTR | D | 38.6 | D | 38.6 | D | 38.6 |
| | Overall | | B | 11.6 | B | 11.4 | B | 11.7 |
| | Reynolds Rd at Mall Entrance-Taco Bell-Pizza Hut Entrance | EB | LT | D | 49.3 | D | 53.6 | D |
| R | | | B | 13.7 | B | 14.6 | B | 13.9 |



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| Signalized Intersection | Approach | Movement | PM Peak No Build Conditions | | PM Peak Build Conditions Mitigated -with RT17C WB Open | | PM Peak Build Conditions Mitigated -with RT 17 WB Closed | | |
|---|---|----------|-----------------------------|--------------|--|--------------|--|--------------|--|
| | | | LOS | Delay (sec.) | LOS | Delay (sec.) | LOS | Delay (sec.) | |
| | WB | L | E | 58.1 | E | 67.0 | E | 65.2 | |
| | | TR | C | 20.2 | C | 20.8 | C | 20.8 | |
| | NB | L | A | 4.8 | A | 7.8 | A | 6.8 | |
| | | T | A | 2.0 | C | 11.5 | B | 10.5 | |
| | SB | R | A | 0.2 | A | 6.6 | A | 6.0 | |
| | | L | A | 3.3 | A | 3.8 | A | 3.5 | |
| | | TR | A | 9.0 | A | 9.6 | A | 8.7 | |
| | Overall | | A | 9.9 | B | 14.6 | B | 13.7 | |
| | Watson Blvd at Traditions Casino Access- NYS 17 WB Access | EB | L | | | A | 7.6 | | |
| | | | TR | | | A | 7.6 | | |
| WB | | L | | | A | 6.8 | | | |
| | | T | | | A | 7.8 | | | |
| SB | | R | | | A | 1.8 | | | |
| | | L | | | C | 32.8 | | | |
| | | TR | | | B | 15.7 | | | |
| Overall | | | | | B | 10.1 | | | |
| Watson Blvd at Traditions Casino Access | EB | L | | | | | C | 31.2 | |
| | | T | | | | | B | 14.8 | |
| | WB | T | | | | | C | 21.2 | |
| | | R | | | | | A | 2.9 | |
| | SB | L | | | | | B | 13.6 | |
| | | R | | | | | A | 3.5 | |
| | Overall | | | | | | B | 14.2 | |



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LOS SUMMARY TABLE- PM Peak Hour

| Unsignalized Intersection | Approach | Move- ment | PM Peak No Build Conditions | | PM Peak Build Conditions Mitigated -with RT17C WB Open | | PM Peak Build Conditions Mitigated -with RT 17 WB Closed | |
|---|----------|---------------|--------------------------------|-----------------|--|-----------------|--|-----------------|
| | | | LOS | Delay (sec.) | LOS | Delay (sec.) | LOS | Delay (sec.) |
| Oakdale Rd at Valley Plaza/Field Ct | EB | LTR | B | 10.9 | B | 11.0 | B | 10.9 |
| | WB | LTR | C | 15.9 | C | 19.4 | C | 21.5 |
| | NB | L | A | 7.6 | A | 7.7 | A | 7.7 |
| | SB | L | A | 8.2 | A | 8.1 | A | 8.1 |
| Watson Blvd/Harry L Dr at Valley Plaza | WB | LR | C | 20.3 | F | 132.2 | F | 93.9 |
| | SB | L | A | 8.0 | A | 8.9 | A | 8.8 |
| Watson Blvd at Barton Ave | EB | L | A | 8.8 | A | 9.8 | A | 9.8 |
| | SB | LR | C | 17.1 | E | 43.3 | E | 40.0 |
| Watson Blvd at Site Access | EB | L | A | 8.7 | - | - | - | - |
| | SB | LR | B | 14.8 | - | - | - | - |
| Watson Blvd at Country Club Rd | EB | L | A | 8.4 | A | 8.4 | A | 9.1 |
| | SB | LR | C | 16 | C | 22.1 | D | 29.0 |
| Country Club Rd at Eagle Dr | WB | LR | B | 11.4 | B | 11.3 | B | 11.5 |
| | SB | L | A | 0.0 | A | 0.0 | A | 7.9 |

Traffic Study Supplement III

Traditions Resort & Casino

Johnson City, New York

APPENDIX

June 25, 2014

Level of Service Definitions

LEVEL OF SERVICE: SIGNALIZED INTERSECTIONS

Level of service for signalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. The levels of service range between level of service A (relatively congestion-free) and level of service F (congested).

The delay experienced by a motorist is made up of a number of factors that relate to control, geometry, traffic, and incidents at an intersection. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during ideal conditions: in the absence of traffic control, in the absence of geometric delay, in the absence of any incidents, and when there are no other vehicles on the road. The portion of the total delay attributed to the control facility is called the control delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Control delay may also be referred to as signal delay for signalized intersections.

Level of service criteria for signalized intersections is determined in terms of the average control delay per vehicle. The following average control delays are used to determine approach levels of service:

| | |
|--------------------|--|
| Level of Service A | ≤ 10.0 seconds per vehicle |
| Level of Service B | > 10.0 and ≤ 20.0 seconds per vehicle |
| Level of Service C | > 20.0 and ≤ 35.0 seconds per vehicle |
| Level of Service D | > 35.0 and ≤ 55.0 seconds per vehicle |
| Level of Service E | > 55.0 and ≤ 80.0 seconds per vehicle |
| Level of Service F | > 80.0 seconds per vehicle |

Level of Service A describes operations with very low control delay. This occurs when progression is extremely favorable; most vehicles arrive during the green phase and do not stop at all. Short traffic signal cycles may contribute to low delay.

Level of Service B generally occurs with good progression and/or short traffic signal cycle lengths. More vehicles stop than for level of service A, causing higher average delays.

Level of Service C has higher delays than level of service B. These higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failures, where motorists are required to wait through an entire signal cycle, may begin to appear at this level. The number of vehicles stopping is significant, although many still pass through the intersection without stopping.

Level of Service D At this level, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths or high volume-to-capacity ratios. The proportion of stopping vehicles increases. Individual cycle failures are noticeable.

Level of Service E is considered the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths and high volume-to-capacity ratios. Individual cycle failures occur frequently.

Level of Service F is considered unacceptable to most drivers. This condition often occurs with over saturation, i.e., when arrival flow rates exceed the capacity of the intersection. It may occur at volume to capacity ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

LEVEL OF SERVICE: TWO WAY STOP CONTROLLED INTERSECTIONS

The quality of traffic service at a two-way stop controlled, or “TWSC,” intersection is measured according to the level of service and capacity of individual legs. The level of service ranges from LOS A to LOS F, just as with signalized intersections.

The right of way at the TWSC intersection is controlled by stop signs on two opposing legs of an intersection (on one leg of a “T”-type intersection). The capacity of a controlled leg is based on the distribution of gaps in the major street traffic flow, driver judgment in selecting a gap through which to execute the desired maneuver and the follow up time required by each driver in a queue.

The level of service for a TWSC intersection is determined by the computed or measured control delay and is defined for each minor movement. Level of service is not defined for the intersection as a whole. The delay experienced by a motorist is made up of a number of factors that relate to control, geometry, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during conditions with ideal geometry and in the absence of incidents, control, and traffic. This program only quantifies that portion of the total delay attributed to traffic control measures, either traffic signals or stop signs. This delay is called control delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration. Average control delay for any particular minor movement is a function of the approach and the degree of saturation.

The expectation is that TWSC intersections are designed to carry smaller traffic volumes than signalized intersections. Therefore, the delay threshold times are lower for the same LOS grades. The following average control delays are used to determine approach levels of service:

| | |
|--------------------|--|
| Level of Service A | ≤ 10 seconds per vehicle |
| Level of Service B | > 10 and ≤ 15 seconds per vehicle |
| Level of Service C | > 15 and ≤ 25 seconds per vehicle |
| Level of Service D | > 25 and ≤ 35 seconds per vehicle |
| Level of Service E | > 35 and ≤ 50 seconds per vehicle |
| Level of Service F | > 50 seconds per vehicle |

Capacity Analysis/Level of Service Worksheets

LOS SUMMARY TABLE – PM Peak Hour

| Signalized Intersection | Approach | Movement | PM Peak No Build Conditions | | PM Peak Build Conditions Mitigated -with RT17C WB Open | | PM Peak Build Conditions Mitigated -with RT 17 WB Closed | |
|--|----------|----------|--------------------------------|-----------------|--|-----------------|--|-----------------|
| | | | LOS | Delay (sec.) | LOS | Delay (sec.) | LOS | Delay (sec.) |
| | | | | | | | | |
| Route 201/Reynolds Rd at Harry L Dr | EB | L | D | 52.2 | E | 72.1 | E | 72.5 |
| | | T | D | 48.8 | E | 74.3 | E | 66.3 |
| | | R | C | 20.6 | B | 15.4 | B | 15.2 |
| | WB | L | D | 53.1 | F | 117.1 | F | 117.0 |
| | | TR | E | 55.4 | F | 95.7 | F | 95.6 |
| | NB | L | E | 64.6 | C | 28.6 | C | 28.1 |
| | | T | C | 34.3 | B | 14.1 | B | 14.3 |
| | | R | A | 0.5 | A | 0.4 | A | 0.4 |
| | SB | LTR | E | 56.6 | F | 131.1 | F | 129.8 |
| | Overall | | D | 43.1 | D | 52.8 | D | 51.9 |
| Wegmans Driveway/Shopping Center Driveway at Harry L Dr | EB | L | B | 13.8 | B | 16.0 | B | 15.8 |
| | | T | C | 29.1 | C | 31.1 | C | 29.8 |
| | | R | A | 0.1 | A | 0.1 | A | 0.1 |
| | WB | L | E | 67.1 | C | 28.9 | C | 29.7 |
| | | TR | B | 18.6 | B | 19.4 | B | 18.8 |
| | NB | L | E | 64.0 | E | 69.2 | E | 69.2 |
| | | T | D | 45.5 | E | 68.4 | E | 68.4 |
| | | R | A | 1.1 | A | 0.8 | A | 0.8 |
| | SB | L | D | 44.5 | E | 63.1 | E | 63.1 |
| | | T | E | 56.4 | E | 60.2 | E | 60.2 |
| Overall | R | B | 15.5 | A | 7.8 | A | 6.2 | |
| Overall | | C | 28.4 | C | 23.8 | C | 23.5 | |
| Oakdale Rd at Harry L Dr | EB | L | A | 5.3 | A | 5.1 | A | 5.4 |
| | | TR | B | 12.5 | B | 13.1 | B | 13.3 |
| | WB | L | A | 5.4 | A | 1.7 | A | 1.6 |
| | | T | B | 18.4 | B | 10.2 | B | 11.1 |
| | NB | LT | D | 43.6 | C | 32.6 | C | 30.7 |
| | | R | A | 5.2 | B | 15.4 | B | 14.9 |
| | SB | L | E | 61.9 | E | 71.4 | E | 73.9 |
| | | TR | D | 44.1 | D | 49.2 | D | 46.4 |
| Overall | | B | 18.9 | B | 16.6 | B | 17.5 | |
| Main St at Oakdale Rd | EB | L | B | 18.9 | B | 19.8 | B | 19.9 |
| | | T | C | 26.1 | C | 27.0 | C | 27.1 |
| | WB | TR | A | 1.2 | A | 1.2 | A | 1.2 |
| | SB | LR | E | 67.0 | E | 65.5 | E | 71.9 |
| | Overall | | B | 18.7 | B | 19.4 | C | 21.2 |
| Main St at Camden St | EB | TR | A | 1.5 | A | 1.6 | A | 1.6 |
| | | L | B | 16.1 | B | 16.2 | B | 16.3 |
| | WB | T | C | 31.1 | C | 30.9 | C | 30.9 |
| | | LR | D | 35.9 | D | 35.9 | D | 35.9 |
| | Overall | | C | 20.3 | C | 20.3 | C | 20.2 |

| Signalized Intersection | Approach | Movement | PM Peak No Build Conditions | | PM Peak Build Conditions Mitigated -with RT17C WB Open | | PM Peak Build Conditions Mitigated -with RT 17 WB Closed | |
|--|---|----------|--------------------------------|-----------------|--|-----------------|--|-----------------|
| | | | LOS | Delay (sec.) | LOS | Delay (sec.) | LOS | Delay (sec.) |
| | | | | | | | | |
| Hooper Rd at Country Club Rd | EB | L | C | 29.4 | C | 30.9 | C | 31.3 |
| | | T | C | 32.8 | C | 35.1 | C | 34.7 |
| | | R | A | 7.1 | A | 7.5 | A | 7.5 |
| | WB | L | C | 24.5 | C | 26.3 | C | 25.9 |
| | | T | D | 47.6 | D | 48.4 | D | 47.7 |
| | | R | B | 11.1 | A | 9.7 | A | 9.7 |
| | NB | L | C | 20.4 | B | 17.5 | B | 17.8 |
| | | TR | C | 29.2 | C | 29.5 | C | 29.5 |
| | SB | L | B | 12.4 | B | 11.6 | B | 11.7 |
| | | T | C | 35.8 | C | 31.4 | C | 32.0 |
| | | R | A | 8.7 | A | 8.1 | A | 8.2 |
| Overall | | C | 26.6 | C | 25.6 | C | 25.6 | |
| Hooper Rd at Watson Blvd | EB | L | C | 29.5 | C | 31.2 | C | 31.1 |
| | | T | D | 39.5 | D | 44.7 | D | 43.5 |
| | | R | A | 9.3 | B | 10.1 | A | 9.7 |
| | WB | L | C | 28.4 | C | 30.7 | D | 40.5 |
| | | TR | D | 47.9 | D | 50.0 | D | 52.0 |
| | NB | L | C | 32.1 | C | 31.6 | D | 37.9 |
| | | TR | C | 23.0 | C | 31.2 | D | 46.1 |
| | SB | L | B | 10.3 | B | 11.9 | B | 14.0 |
| | | TR | D | 36.1 | D | 34.6 | D | 36.8 |
| | Overall | | C | 29.5 | D | 32.4 | D | 39.9 |
| | Hooper Rd at Mary St-Prospect St | EB | LTR | A | 8.4 | A | 9.0 | B |
| WB | | L | B | 19.3 | C | 20.8 | C | 25.2 |
| | | R | B | 10.5 | B | 11.4 | B | 13.5 |
| NB | | LTR | A | 3.3 | A | 3.3 | A | 2.9 |
| SB | | LTR | A | 5.6 | A | 5.7 | A | 6.2 |
| Overall | | | A | 4.8 | A | 4.8 | A | 5.0 |
| NYS Route 201 at NYS Route 17 WB Off Ramp | WB | R | | | E | 55.1 | D | 54.9 |
| | NB | T | | | B | 16.8 | B | 16.7 |
| | Overall | | | | B | 16.0 | B | 15.9 |
| Harry L Drive at Giant Plaza- Friendly's Access | EB | L | A | 3.5 | A | 4.0 | A | 4.2 |
| | | T | A | 7.5 | A | 7.0 | A | 7.5 |
| | | R | A | 1.6 | A | 1.9 | A | 2.3 |
| | WB | L | A | 3.5 | A | 3.5 | A | 3.5 |
| | | TR | A | 7.4 | A | 7.4 | A | 7.4 |
| | NB | LT | E | 69.6 | E | 69.6 | E | 69.6 |
| | | R | B | 13.4 | B | 13.4 | B | 13.4 |
| | SB | LTR | D | 38.6 | D | 38.6 | D | 38.6 |
| | Overall | | B | 11.6 | B | 11.4 | B | 11.7 |
| | Reynolds Rd at Mall Entrance- Taco Bell-Pizza Hut Entrance | EB | LT | D | 49.3 | D | 53.6 | D |
| R | | | B | 13.7 | B | 14.6 | B | 13.9 |
| WB | | L | E | 58.1 | E | 67.0 | E | 65.2 |
| | | TR | C | 20.2 | C | 20.8 | C | 20.8 |
| NB | | L | A | 4.8 | A | 7.8 | A | 6.8 |

| Signalized Intersection | Approach | Movement | PM Peak No Build Conditions | | PM Peak Build Conditions Mitigated -with RT17C WB Open | | PM Peak Build Conditions Mitigated -with RT 17 WB Closed | |
|--|----------|----------|--------------------------------|-----------------|--|-----------------|--|-----------------|
| | | | LOS | Delay (sec.) | LOS | Delay (sec.) | LOS | Delay (sec.) |
| | | | | | | | | |
| | | T | A | 2.0 | C | 11.5 | B | 10.5 |
| | | R | A | 0.2 | A | 6.6 | A | 6.0 |
| | SB | L | A | 3.3 | A | 3.8 | A | 3.5 |
| | | TR | A | 9.0 | A | 9.6 | A | 8.7 |
| | Overall | | A | 9.9 | B | 14.6 | B | 13.7 |
| Watson Blvd at Traditions Casino Access- NYS 17 WB Access | EB | L | | | A | 7.6 | | |
| | | TR | | | A | 7.6 | | |
| | WB | L | | | A | 6.8 | | |
| | | T | | | A | 7.8 | | |
| | | R | | | A | 1.8 | | |
| | SB | L | | | C | 32.8 | | |
| | | TR | | | B | 15.7 | | |
| | Overall | | | | B | 10.1 | | |
| Watson Blvd at Traditions Casino Access | EB | L | | | | | C | 31.2 |
| | | T | | | | | B | 14.8 |
| | WB | T | | | | | C | 21.2 |
| | | R | | | | | A | 2.9 |
| | SB | L | | | | | B | 13.6 |
| | | R | | | | | A | 3.5 |
| | Overall | | | | | | B | 14.2 |

LOS SUMMARY TABLE- PM Peak Hour

| Unsignalized Intersection | Approach | Move- ment | PM Peak No Build Conditions | | PM Peak Build Conditions Mitigated -with RT17C WB Open | | PM Peak Build Conditions Mitigated -with RT 17 WB Closed | |
|---|----------|---------------|--------------------------------|-----------------|--|-----------------|--|-----------------|
| | | | LOS | Delay (sec.) | LOS | Delay (sec.) | LOS | Delay (sec.) |
| Oakdale Rd at Valley Plaza/Field Ct | EB | LTR | B | 10.9 | B | 11.0 | B | 10.9 |
| | WB | LTR | C | 15.9 | C | 19.4 | C | 21.5 |
| | NB | L | A | 7.6 | A | 7.7 | A | 7.7 |
| | SB | L | A | 8.2 | A | 8.1 | A | 8.1 |
| Watson Blvd/Harry L Dr at Valley Plaza | WB | LR | C | 20.3 | F | 132.2 | F | 93.9 |
| | SB | L | A | 8.0 | A | 8.9 | A | 8.8 |
| Watson Blvd at Barton Ave | EB | L | A | 8.8 | A | 9.8 | A | 9.8 |
| | SB | LR | C | 17.1 | E | 43.3 | E | 40.0 |
| Watson Blvd at Site Access | EB | L | A | 8.7 | - | - | - | - |
| | SB | LR | B | 14.8 | - | - | - | - |
| Watson Blvd at Country Club Rd | EB | L | A | 8.4 | A | 8.4 | A | 9.1 |
| | SB | LR | C | 16 | C | 22.1 | D | 29.0 |
| Country Club Rd at Eagle Dr | WB | LR | B | 11.4 | B | 11.3 | B | 11.5 |
| | SB | L | A | 0.0 | A | 0.0 | A | 7.9 |

No Build PM Capacity Analyses



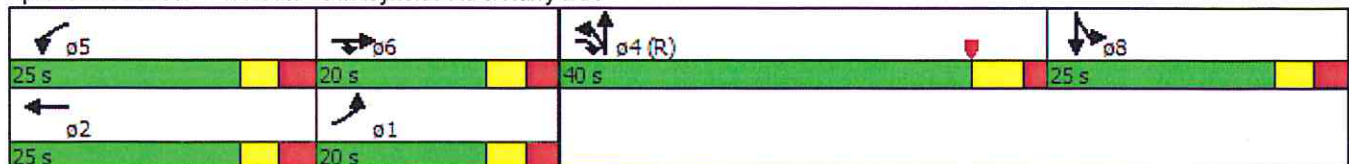
| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | NBR | SBT |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | |
| Volume (vph) | 109 | 270 | 836 | 338 | 317 | 1022 | 585 | 457 | 530 |
| Turn Type | Prot | NA | pt+ov | Prot | NA | Split | NA | Free | NA |
| Protected Phases | 1 | 6 | 6 4 | 5 | 2 | 4 | 4 | | 8 |
| Permitted Phases | | | | | | | | Free | |
| Detector Phase | 1 | 6 | 6 4 | 5 | 2 | 4 | 4 | | 8 |
| Switch Phase | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | | 8.0 | 8.0 | 10.0 | 10.0 | | 8.0 |
| Minimum Split (s) | 14.0 | 14.0 | | 14.2 | 24.2 | 16.3 | 16.3 | | 14.2 |
| Total Split (s) | 20.0 | 20.0 | | 25.0 | 25.0 | 40.0 | 40.0 | | 25.0 |
| Total Split (%) | 18.2% | 18.2% | | 22.7% | 22.7% | 36.4% | 36.4% | | 22.7% |
| Yellow Time (s) | 3.2 | 3.2 | | 3.2 | 3.2 | 4.3 | 4.3 | | 3.2 |
| All-Red Time (s) | 2.8 | 2.8 | | 3.0 | 3.0 | 2.0 | 2.0 | | 3.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | | 6.2 | 6.2 | 6.3 | 6.3 | | 6.2 |
| Lead/Lag | Lag | Lag | | Lead | Lead | | | | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | | | |
| Recall Mode | None | None | | None | None | C-Max | C-Max | | None |
| Act Effct Green (s) | 14.7 | 16.0 | 56.0 | 16.8 | 18.1 | 33.7 | 33.7 | 110.0 | 18.8 |
| Actuated g/C Ratio | 0.13 | 0.15 | 0.51 | 0.15 | 0.16 | 0.31 | 0.31 | 1.00 | 0.17 |
| v/c Ratio | 0.50 | 0.57 | 0.63 | 0.74 | 0.85 | 0.99 | 0.56 | 0.29 | 0.89 |
| Control Delay | 52.2 | 48.8 | 20.6 | 53.1 | 55.4 | 64.6 | 34.3 | 0.5 | 56.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 52.2 | 48.8 | 20.6 | 53.1 | 55.4 | 64.6 | 34.3 | 0.5 | 56.6 |
| LOS | D | D | C | D | E | E | C | A | E |
| Approach Delay | | 29.7 | | | 54.4 | | 41.8 | | 56.6 |
| Approach LOS | | C | | | D | | D | | E |

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 4:NBT, Start of Yellow, Master Intersection
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.99
 Intersection Signal Delay: 43.1
 Intersection Capacity Utilization 83.6%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service E

Splits and Phases: 1: Route 201/Reynolds Rd & Harry L Dr



Traditions Casino

2: Wegmans Driveway/Shopping Center Driveway & Harry L Dr

6/25/2014



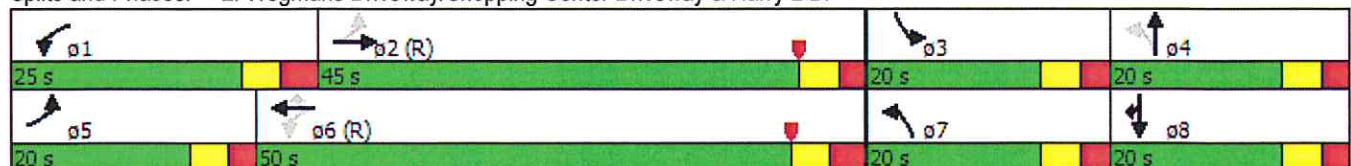
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 125 | 427 | 147 | 585 | 630 | 225 | 221 | 22 | 605 | 183 | 67 | 149 |
| Turn Type | pm+pt | NA | Free | pm+pt | NA | Perm | pm+pt | NA | Free | Prot | NA | custom |
| Protected Phases | 5 | 2 | | 1 | 6 | | 7 | 4 | | 3 | 8 | 8 |
| Permitted Phases | 2 | | Free | 6 | | 6 | 4 | | Free | | | 8 |
| Detector Phase | 5 | 2 | | 1 | 6 | 6 | 7 | 4 | | 3 | 8 | 8 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 10.0 | | 8.0 | 10.0 | 10.0 | 8.0 | 8.0 | | 8.0 | 8.0 | 8.0 |
| Minimum Split (s) | 14.4 | 16.4 | | 14.4 | 16.4 | 16.4 | 13.7 | 13.7 | | 13.7 | 13.7 | 13.7 |
| Total Split (s) | 20.0 | 45.0 | | 25.0 | 50.0 | 50.0 | 20.0 | 20.0 | | 20.0 | 20.0 | 20.0 |
| Total Split (%) | 18.2% | 40.9% | | 22.7% | 45.5% | 45.5% | 18.2% | 18.2% | | 18.2% | 18.2% | 18.2% |
| Yellow Time (s) | 3.2 | 3.2 | | 3.2 | 3.2 | 3.2 | 3.2 | 3.2 | | 3.2 | 3.2 | 3.2 |
| All-Red Time (s) | 2.3 | 2.3 | | 3.0 | 3.0 | 3.0 | 2.5 | 2.5 | | 2.5 | 2.5 | 2.5 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.5 | 5.5 | | 6.2 | 6.2 | 6.2 | 5.7 | 5.7 | | 5.7 | 5.7 | 5.7 |
| Lead/Lag | Lead | Lag | | Lead | Lag | Lag | Lead | Lag | | Lead | Lag | Lag |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | Yes | | Yes | | Yes | | |
| Recall Mode | None | C-Max | | None | C-Max | C-Max | None | None | | None | None | None |
| Act Effct Green (s) | 49.1 | 39.5 | 110.0 | 67.4 | 52.3 | 52.3 | 22.4 | 11.3 | 110.0 | 19.2 | 10.7 | 10.7 |
| Actuated g/C Ratio | 0.45 | 0.36 | 1.00 | 0.61 | 0.48 | 0.48 | 0.20 | 0.10 | 1.00 | 0.17 | 0.10 | 0.10 |
| v/c Ratio | 0.34 | 0.39 | 0.10 | 1.08 | 0.44 | 0.30 | 0.85 | 0.14 | 0.46 | 0.37 | 0.47 | 0.58 |
| Control Delay | 13.8 | 29.1 | 0.1 | 67.1 | 18.6 | 3.4 | 64.0 | 45.5 | 1.1 | 44.5 | 56.4 | 15.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 13.8 | 29.1 | 0.1 | 67.1 | 18.6 | 3.4 | 64.0 | 45.5 | 1.1 | 44.5 | 56.4 | 15.5 |
| LOS | B | C | A | E | B | A | E | D | A | D | E | B |
| Approach Delay | | 20.3 | | | 36.0 | | | 18.6 | | | 35.7 | |
| Approach LOS | | C | | | D | | | B | | | D | |

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 48 (44%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.08
 Intersection Signal Delay: 28.4
 Intersection Capacity Utilization 83.9%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service E

Splits and Phases: 2: Wegmans Driveway/Shopping Center Driveway & Harry L Dr



Traditions Casino
3: Oakdale Rd & Harry L Dr

6/25/2014



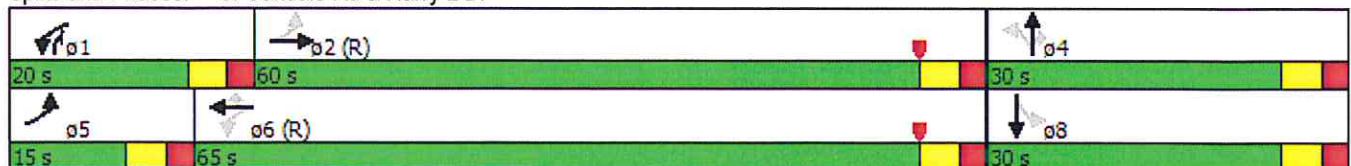
| Lane Group | EBL | EBT | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | |
| Volume (vph) | 24 | 359 | 99 | 569 | 332 | 17 | 74 | 208 | 132 | 27 |
| Turn Type | pm+pt | NA | pm+pt | NA | Perm | Perm | NA | pm+ov | Perm | NA |
| Protected Phases | 5 | 2 | 1 | 6 | | | 4 | 1 | | 8 |
| Permitted Phases | 2 | | 6 | | 6 | 4 | | 4 | 8 | |
| Detector Phase | 5 | 2 | 1 | 6 | 6 | 4 | 4 | 1 | 8 | 8 |
| Switch Phase | | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 10.0 | 8.0 | 10.0 | 10.0 | 7.7 | 7.7 | 8.0 | 7.7 | 7.7 |
| Minimum Split (s) | 14.0 | 16.0 | 14.0 | 16.0 | 16.0 | 13.7 | 13.7 | 14.0 | 13.7 | 13.7 |
| Total Split (s) | 15.0 | 60.0 | 20.0 | 65.0 | 65.0 | 30.0 | 30.0 | 20.0 | 30.0 | 30.0 |
| Total Split (%) | 13.6% | 54.5% | 18.2% | 59.1% | 59.1% | 27.3% | 27.3% | 18.2% | 27.3% | 27.3% |
| Yellow Time (s) | 3.2 | 3.2 | 3.2 | 3.2 | 3.2 | 3.5 | 3.5 | 3.2 | 3.5 | 3.5 |
| All-Red Time (s) | 2.3 | 2.3 | 2.3 | 2.3 | 2.3 | 2.3 | 2.3 | 2.3 | 2.3 | 2.3 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | | 5.8 | 5.5 | 5.8 | 5.8 |
| Lead/Lag | Lead | Lag | Lead | Lag | Lag | | | Lead | | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | | Yes | | |
| Recall Mode | None | C-Max | None | C-Max | C-Max | None | None | None | None | None |
| Act Effct Green (s) | 75.5 | 67.5 | 78.2 | 73.2 | 73.2 | | 17.4 | 31.5 | 17.4 | 17.4 |
| Actuated g/C Ratio | 0.69 | 0.61 | 0.71 | 0.67 | 0.67 | | 0.16 | 0.29 | 0.16 | 0.16 |
| v/c Ratio | 0.05 | 0.35 | 0.15 | 0.47 | 0.29 | | 0.37 | 0.37 | 0.71 | 0.38 |
| Control Delay | 5.3 | 12.5 | 5.4 | 18.4 | 8.7 | | 43.6 | 5.2 | 61.9 | 44.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 5.3 | 12.5 | 5.4 | 18.4 | 8.7 | | 43.6 | 5.2 | 61.9 | 44.1 |
| LOS | A | B | A | B | A | | D | A | E | D |
| Approach Delay | | 12.1 | | 13.9 | | | 16.9 | | | 54.6 |
| Approach LOS | | B | | B | | | B | | | D |

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 18.9
 Intersection Capacity Utilization 64.6%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 3: Oakdale Rd & Harry L Dr



| Intersection | |
|---------------------------|-----|
| Intersection Delay, s/veh | 3.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol, veh/h | 8 | 3 | 40 | 20 | 9 | 2 | 58 | 289 | 14 | 5 | 123 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 79 | 79 | 79 | 54 | 54 | 54 | 93 | 93 | 93 | 73 | 73 | 73 |
| Heavy Vehicles, % | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 20 | 2 | 0 |
| Mvmt Flow | 10 | 4 | 51 | 37 | 17 | 4 | 62 | 311 | 15 | 7 | 168 | 7 |

| Major/Minor | Minor2 | | Minor1 | | | Major1 | | | Major2 | | | |
|-------------------------|--------|-------|--------|-----|-----|--------|------|---|--------|------|---|---|
| Conflicting Flow All | 639 | 637 | 172 | 656 | 632 | 318 | 175 | 0 | 0 | 326 | 0 | 0 |
| Stage 1 | 186 | 186 | - | 443 | 443 | - | - | - | - | - | - | - |
| Stage 2 | 453 | 451 | - | 213 | 189 | - | - | - | - | - | - | - |
| Follow-up Headway | 3.5 | 4.297 | 3.3 | 3.5 | 4 | 3.3 | 2.2 | - | - | 2.38 | - | - |
| Pot Capacity-1 Maneuver | 392 | 357 | 877 | 382 | 400 | 727 | 1414 | - | - | 1139 | - | - |
| Stage 1 | 820 | 691 | - | 598 | 579 | - | - | - | - | - | - | - |
| Stage 2 | 590 | 522 | - | 794 | 748 | - | - | - | - | - | - | - |
| Time blocked-Platoon, % | | | | | | | | - | - | | - | - |
| Mov Capacity-1 Maneuver | 359 | 335 | 877 | 340 | 376 | 727 | 1414 | - | - | 1139 | - | - |
| Mov Capacity-2 Maneuver | 359 | 335 | - | 340 | 376 | - | - | - | - | - | - | - |
| Stage 1 | 776 | 686 | - | 566 | 548 | - | - | - | - | - | - | - |
| Stage 2 | 538 | 494 | - | 739 | 743 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|----|------|-----|-----|
| HCM Control Delay, s | 11 | 16.8 | 1.2 | 0.3 |
| HCM LOS | B | C | | |

| Minor Lane / Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-------------------------|-------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1414 | - | - | 664 | 363 | 1139 | - | - |
| HCM Lane V/C Ratio | 0.044 | - | - | 0.097 | 0.158 | 0.006 | - | - |
| HCM Control Delay (s) | 7.663 | 0 | - | 11 | 16.8 | 8.18 | 0 | - |
| HCM Lane LOS | A | A | | B | C | A | A | |
| HCM 95th %tile Q(veh) | 0.138 | - | - | 0.322 | 0.555 | 0.018 | - | - |

Notes
~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Traditions Casino
5: Main St & Oakdale Rd

6/25/2014



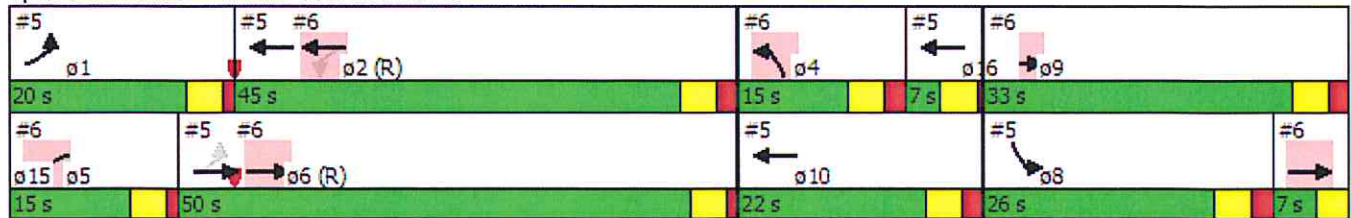
| Lane Group | EBL | EBT | WBT | SBL | ø2 | ø4 | ø5 | ø9 | ø10 | ø15 | ø16 |
|----------------------|-------|-------|---------|-------|-------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | |
| Volume (vph) | 153 | 312 | 447 | 121 | | | | | | | |
| Turn Type | pm+pt | NA | NA | NA | | | | | | | |
| Protected Phases | 1 | 6 | 2 10 16 | 8 | 2 | 4 | 5 | 9 | 10 | 15 | 16 |
| Permitted Phases | 6 | | | | | | | | | | |
| Detector Phase | 1 | 6 | 2 10 16 | 8 | | | | | | | |
| Switch Phase | | | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | | 8.0 | 10.0 | 6.0 | 8.0 | 8.0 | 6.0 | 4.0 | 3.0 |
| Minimum Split (s) | 12.2 | 12.2 | | 13.2 | 15.2 | 11.5 | 12.2 | 13.2 | 11.5 | 7.0 | 7.0 |
| Total Split (s) | 20.0 | 50.0 | | 26.0 | 45.0 | 15.0 | 15.0 | 33.0 | 22.0 | 7.0 | 7.0 |
| Total Split (%) | 16.7% | 41.7% | | 21.7% | 38% | 13% | 13% | 28% | 18% | 6% | 6% |
| Yellow Time (s) | 3.2 | 3.2 | | 3.2 | 3.2 | 3.2 | 3.2 | 3.2 | 3.2 | 3.0 | 3.5 |
| All-Red Time (s) | 1.0 | 1.0 | | 2.0 | 2.0 | 2.0 | 1.0 | 2.0 | 2.0 | 0.0 | 0.5 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | | | | | | | |
| Total Lost Time (s) | 4.2 | 4.2 | | 5.2 | | | | | | | |
| Lead/Lag | Lead | Lag | | | Lag | | Lead | | | | |
| Lead-Lag Optimize? | Yes | Yes | | | Yes | | Yes | | | | |
| Recall Mode | None | C-Max | | None | C-Max | None | None | None | None | None | None |
| Act Effct Green (s) | 63.4 | 54.0 | 67.3 | 18.1 | | | | | | | |
| Actuated g/C Ratio | 0.53 | 0.45 | 0.56 | 0.15 | | | | | | | |
| v/c Ratio | 0.41 | 0.39 | 0.39 | 0.81 | | | | | | | |
| Control Delay | 18.9 | 26.1 | 0.9 | 67.0 | | | | | | | |
| Queue Delay | 0.0 | 0.0 | 0.3 | 0.0 | | | | | | | |
| Total Delay | 18.9 | 26.1 | 1.2 | 67.0 | | | | | | | |
| LOS | B | C | A | E | | | | | | | |
| Approach Delay | | 23.7 | 1.2 | 67.0 | | | | | | | |
| Approach LOS | | C | A | E | | | | | | | |

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 18.7
 Intersection Capacity Utilization 50.1%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 5: Main St & Oakdale Rd



Traditions Casino
6: Camden St & Main St

6/25/2014



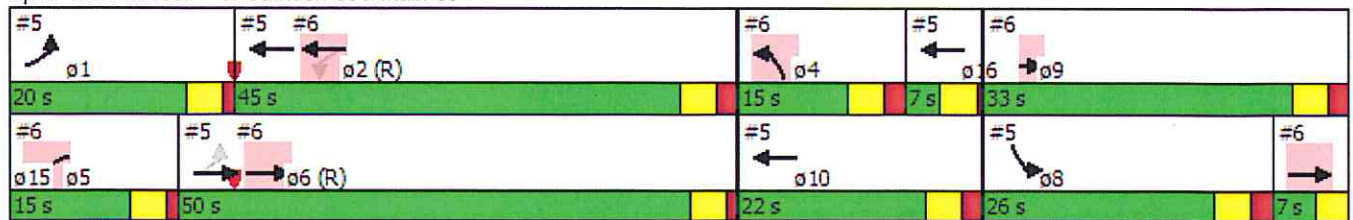
| Lane Group | EBT | WBL | WBT | NBL | ø1 | ø6 | ø8 | ø9 | ø10 | ø15 | ø16 |
|----------------------|--------|-------|-------|-------|------|-------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | |
| Volume (vph) | 418 | 45 | 635 | 20 | | | | | | | |
| Turn Type | NA | pm+pt | NA | NA | | | | | | | |
| Protected Phases | 6 9 15 | 5 | 2 | 4 | 1 | 6 | 8 | 9 | 10 | 15 | 16 |
| Permitted Phases | | 2 | | | | | | | | | |
| Detector Phase | 6 9 15 | 5 | 2 | 4 | | | | | | | |
| Switch Phase | | | | | | | | | | | |
| Minimum Initial (s) | | 8.0 | 10.0 | 6.0 | 8.0 | 8.0 | 8.0 | 8.0 | 6.0 | 4.0 | 3.0 |
| Minimum Split (s) | | 12.2 | 15.2 | 11.5 | 12.2 | 12.2 | 13.2 | 13.2 | 11.5 | 7.0 | 7.0 |
| Total Split (s) | | 15.0 | 45.0 | 15.0 | 20.0 | 50.0 | 26.0 | 33.0 | 22.0 | 7.0 | 7.0 |
| Total Split (%) | | 12.5% | 37.5% | 12.5% | 17% | 42% | 22% | 28% | 18% | 6% | 6% |
| Yellow Time (s) | | 3.2 | 3.2 | 3.2 | 3.2 | 3.2 | 3.2 | 3.2 | 3.2 | 3.0 | 3.5 |
| All-Red Time (s) | | 1.0 | 2.0 | 2.0 | 1.0 | 1.0 | 2.0 | 2.0 | 2.0 | 0.0 | 0.5 |
| Lost Time Adjust (s) | | 0.0 | 0.0 | 0.0 | | | | | | | |
| Total Lost Time (s) | | 4.2 | 5.2 | 5.2 | | | | | | | |
| Lead/Lag | | Lead | Lag | | Lead | Lag | | | | | |
| Lead-Lag Optimize? | | Yes | Yes | | Yes | Yes | | | | | |
| Recall Mode | | None | C-Max | None | None | C-Max | None | None | None | None | None |
| Act Effct Green (s) | 82.5 | 56.6 | 47.3 | 7.5 | | | | | | | |
| Actuated g/C Ratio | 0.69 | 0.47 | 0.39 | 0.06 | | | | | | | |
| v/c Ratio | 0.36 | 0.11 | 0.53 | 0.43 | | | | | | | |
| Control Delay | 1.2 | 16.1 | 31.1 | 35.9 | | | | | | | |
| Queue Delay | 0.4 | 0.0 | 0.0 | 0.0 | | | | | | | |
| Total Delay | 1.5 | 16.1 | 31.1 | 35.9 | | | | | | | |
| LOS | A | B | C | D | | | | | | | |
| Approach Delay | 1.5 | | 30.1 | 35.9 | | | | | | | |
| Approach LOS | A | | C | D | | | | | | | |

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 20.3
 Intersection Capacity Utilization 45.9%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service A

Splits and Phases: 6: Camden St & Main St



Intersection

Intersection Delay, s/veh 1.8

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|--------------------------|------|------|------|------|------|------|
| Vol, veh/h | 52 | 20 | 370 | 34 | 17 | 634 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 91 | 91 | 82 | 82 | 91 | 91 |
| Heavy Vehicles, % | 0 | 0 | 2 | 0 | 0 | 1 |
| Mvmt Flow | 57 | 22 | 451 | 41 | 19 | 697 |

| Major/Minor | Minor1 | Major1 | Major2 |
|-------------------------|--------|--------|--------|
| Conflicting Flow All | 1206 | 472 | 0 |
| Stage 1 | 472 | - | - |
| Stage 2 | 734 | - | - |
| Follow-up Headway | 3.5 | 3.3 | - |
| Pot Capacity-1 Maneuver | 205 | 596 | - |
| Stage 1 | 632 | - | - |
| Stage 2 | 478 | - | - |
| Time blocked-Platoon, % | | | |
| Mov Capacity-1 Maneuver | 199 | 596 | - |
| Mov Capacity-2 Maneuver | 199 | - | - |
| Stage 1 | 632 | - | - |
| Stage 2 | 464 | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 26.7 | 0 | 0.2 |
| HCM LOS | D | | |

| Minor Lane / Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|-------------------------|-----|-----|-------|-------|-----|
| Capacity (veh/h) | - | - | 244 | 1081 | - |
| HCM Lane V/C Ratio | - | - | 0.324 | 0.017 | - |
| HCM Control Delay (s) | - | - | 26.7 | 8.389 | 0 |
| HCM Lane LOS | | | D | A | A |
| HCM 95th %tile Q(veh) | - | - | 1.351 | 0.053 | - |

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection

Intersection Delay, s/veh 0.2

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|--------------------------|------|------|------|------|------|------|
| Vol, veh/h | 1 | 400 | 677 | 9 | 4 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 84 | 84 | 91 | 91 | 44 | 44 |
| Heavy Vehicles, % | 0 | 1 | 1 | 0 | 0 | 0 |
| Mvmt Flow | 1 | 476 | 744 | 10 | 9 | 5 |

| Major/Minor | Major1 | Major2 | Minor2 |
|-------------------------|--------|--------|--------|
| Conflicting Flow All | 754 | 0 | 1228 |
| Stage 1 | - | - | 749 |
| Stage 2 | - | - | 479 |
| Follow-up Headway | 2.2 | - | 3.5 |
| Pot Capacity-1 Maneuver | 865 | - | 199 |
| Stage 1 | - | - | 471 |
| Stage 2 | - | - | 627 |
| Time blocked-Platoon, % | - | - | - |
| Mov Capacity-1 Maneuver | 865 | - | 199 |
| Mov Capacity-2 Maneuver | - | - | 199 |
| Stage 1 | - | - | 471 |
| Stage 2 | - | - | 626 |

| Approach | EB | WB | SB |
|----------------------|----|----|------|
| HCM Control Delay, s | 0 | 0 | 20.8 |
| HCM LOS | | | C |

| Minor Lane / Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-------------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 865 | - | - | - | 241 |
| HCM Lane V/C Ratio | 0.001 | - | - | - | 0.057 |
| HCM Control Delay (s) | 9.168 | 0 | - | - | 20.8 |
| HCM Lane LOS | A | A | | | C |
| HCM 95th %tile Q(veh) | 0.004 | - | - | - | 0.179 |

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection

Intersection Delay, s/veh 0.5

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|--------------------------|------|------|------|------|------|------|
| Vol, veh/h | 7 | 394 | 672 | 7 | 7 | 15 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 150 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 84 | 84 | 93 | 93 | 79 | 79 |
| Heavy Vehicles, % | 0 | 1 | 0 | 14 | 0 | 0 |
| Mvmt Flow | 8 | 469 | 723 | 8 | 9 | 19 |

| Major/Minor | Major1 | Major2 | Minor2 |
|-------------------------|--------|--------|--------|
| Conflicting Flow All | 730 | 0 | 1212 |
| Stage 1 | - | - | 726 |
| Stage 2 | - | - | 486 |
| Follow-up Headway | 2.2 | - | 3.5 |
| Pot Capacity-1 Maneuver | 883 | - | 203 |
| Stage 1 | - | - | 483 |
| Stage 2 | - | - | 623 |
| Time blocked-Platoon, % | - | - | - |
| Mov Capacity-1 Maneuver | 883 | - | 201 |
| Mov Capacity-2 Maneuver | - | - | 201 |
| Stage 1 | - | - | 483 |
| Stage 2 | - | - | 617 |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.2 | 0 | 17.5 |
| HCM LOS | | | C |

| Minor Lane / Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-------------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 883 | - | - | - | 315 |
| HCM Lane V/C Ratio | 0.009 | - | - | - | 0.088 |
| HCM Control Delay (s) | 9.116 | - | - | - | 17.5 |
| HCM Lane LOS | A | | | | C |
| HCM 95th %tile Q(veh) | 0.029 | - | - | - | 0.289 |

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection

Intersection Delay, s/veh 3.9

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|--------------------------|------|------|------|------|------|------|
| Vol, veh/h | 1 | 241 | 297 | 302 | 164 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 94 | 94 | 93 | 93 | 88 | 88 |
| Heavy Vehicles, % | 0 | 1 | 1 | 0 | 0 | 0 |
| Mvmt Flow | 1 | 256 | 319 | 325 | 186 | 1 |

| Major/Minor | Major1 | Major2 | Minor2 |
|-------------------------|--------|--------|--------|
| Conflicting Flow All | 644 | 0 | 741 |
| Stage 1 | - | - | 482 |
| Stage 2 | - | - | 259 |
| Follow-up Headway | 2.2 | - | 3.5 |
| Pot Capacity-1 Maneuver | 951 | - | 387 |
| Stage 1 | - | - | 625 |
| Stage 2 | - | - | 789 |
| Time blocked-Platoon, % | - | - | - |
| Mov Capacity-1 Maneuver | 951 | - | 387 |
| Mov Capacity-2 Maneuver | - | - | 387 |
| Stage 1 | - | - | 625 |
| Stage 2 | - | - | 788 |

| Approach | EB | WB | SB |
|----------------------|----|----|------|
| HCM Control Delay, s | 0 | 0 | 22.7 |
| HCM LOS | | | C |

| Minor Lane / Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-------------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 951 | - | - | - | 388 |
| HCM Lane V/C Ratio | 0.001 | - | - | - | 0.483 |
| HCM Control Delay (s) | 8.79 | 0 | - | - | 22.7 |
| HCM Lane LOS | A | A | | | C |
| HCM 95th %tile Q(veh) | 0.003 | - | - | - | 2.547 |

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection

Intersection Delay, s/veh 0.2

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|--------------------------|------|------|------|------|------|------|
| Vol, veh/h | 3 | 1 | 299 | 4 | 0 | 162 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 50 | 50 | 94 | 94 | 91 | 91 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 6 | 2 | 318 | 4 | 0 | 178 |

| Major/Minor | Minor1 | Major1 | Major2 |
|-------------------------|--------|--------|--------|
| Conflicting Flow All | 498 | 320 | 0 |
| Stage 1 | 320 | - | - |
| Stage 2 | 178 | - | - |
| Follow-up Headway | 3.5 | 3.3 | 2.2 |
| Pot Capacity-1 Maneuver | 535 | 725 | 1249 |
| Stage 1 | 741 | - | - |
| Stage 2 | 858 | - | - |
| Time blocked-Platoon, % | | | |
| Mov Capacity-1 Maneuver | 535 | 725 | 1249 |
| Mov Capacity-2 Maneuver | 535 | - | - |
| Stage 1 | 741 | - | - |
| Stage 2 | 858 | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 11.4 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane / Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|-------------------------|-----|-----|-------|------|-----|
| Capacity (veh/h) | - | - | 573 | 1249 | - |
| HCM Lane V/C Ratio | - | - | 0.014 | - | - |
| HCM Control Delay (s) | - | - | 11.4 | 0 | - |
| HCM Lane LOS | | | B | A | |
| HCM 95th %tile Q(veh) | - | - | 0.042 | 0 | - |

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Traditions Casino

12: Hooper Rd/Hooper Rd & Country Club Rd

6/25/2014



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | SBL | SBT | SBR |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | |
| Volume (vph) | 196 | 86 | 166 | 28 | 126 | 96 | 199 | 526 | 54 | 456 | 150 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | pm+pt | NA | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | 2 | | 6 | | 6 |
| Detector Phase | 7 | 4 | 4 | 3 | 8 | 8 | 5 | 2 | 1 | 6 | 6 |
| Switch Phase | | | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 20.0 | 8.0 | 20.0 | 20.0 |
| Minimum Split (s) | 12.5 | 20.5 | 20.5 | 12.5 | 20.5 | 20.5 | 12.5 | 24.5 | 12.5 | 24.5 | 24.5 |
| Total Split (s) | 19.5 | 29.5 | 29.5 | 19.5 | 29.5 | 29.5 | 19.5 | 54.5 | 19.5 | 54.5 | 54.5 |
| Total Split (%) | 15.9% | 24.0% | 24.0% | 15.9% | 24.0% | 24.0% | 15.9% | 44.3% | 15.9% | 44.3% | 44.3% |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lag | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | None | None | None | None | None | Min | None | Min | Min |
| Act Effct Green (s) | 32.1 | 25.3 | 25.3 | 21.7 | 13.3 | 13.3 | 49.6 | 40.3 | 41.0 | 32.6 | 32.6 |
| Actuated g/C Ratio | 0.35 | 0.28 | 0.28 | 0.24 | 0.15 | 0.15 | 0.54 | 0.44 | 0.45 | 0.36 | 0.36 |
| v/c Ratio | 0.53 | 0.19 | 0.33 | 0.10 | 0.56 | 0.35 | 0.63 | 0.75 | 0.21 | 0.78 | 0.27 |
| Control Delay | 29.4 | 32.8 | 7.1 | 24.5 | 47.6 | 11.1 | 20.4 | 29.2 | 12.4 | 35.8 | 8.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 29.4 | 32.8 | 7.1 | 24.5 | 47.6 | 11.1 | 20.4 | 29.2 | 12.4 | 35.8 | 8.7 |
| LOS | C | C | A | C | D | B | C | C | B | D | A |
| Approach Delay | | 21.8 | | | 31.1 | | | 26.8 | | 27.7 | |
| Approach LOS | | C | | | C | | | C | | C | |

Intersection Summary

Cycle Length: 123
 Actuated Cycle Length: 91.4
 Natural Cycle: 80
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 26.6
 Intersection Capacity Utilization 67.8%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service C

Splits and Phases: 12: Hooper Rd/Hooper Rd & Country Club Rd

| | | | |
|--------|--------|--------|--------|
| ø1 | ø2 | ø3 | ø4 |
| 19.5 s | 54.5 s | 19.5 s | 29.5 s |
| ø5 | ø6 | ø7 | ø8 |
| 19.5 s | 54.5 s | 19.5 s | 29.5 s |

Traditions Casino
13: Hooper Rd & Watson Blvd

6/25/2014



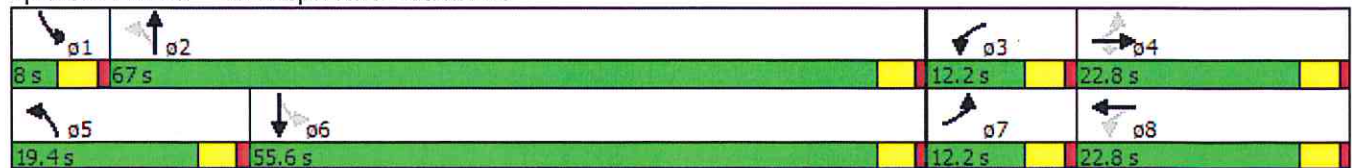
| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | SBL | SBT |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | |
| Volume (vph) | 51 | 98 | 148 | 33 | 127 | 249 | 662 | 38 | 571 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | pm+pt | NA | pm+pt | NA |
| Protected Phases | 7 | 4 | | 3 | 8 | 5 | 2 | 1 | 6 |
| Permitted Phases | 4 | | 4 | 8 | | 2 | | 6 | |
| Detector Phase | 7 | 4 | 4 | 3 | 8 | 5 | 2 | 1 | 6 |
| Switch Phase | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 15.0 | 3.8 | 15.0 |
| Minimum Split (s) | 12.2 | 12.2 | 12.2 | 12.2 | 20.2 | 12.2 | 25.2 | 8.0 | 20.2 |
| Total Split (s) | 12.2 | 22.8 | 22.8 | 12.2 | 22.8 | 19.4 | 67.0 | 8.0 | 55.6 |
| Total Split (%) | 11.1% | 20.7% | 20.7% | 11.1% | 20.7% | 17.6% | 60.9% | 7.3% | 50.5% |
| Yellow Time (s) | 3.2 | 3.2 | 3.2 | 3.2 | 3.2 | 3.2 | 3.2 | 3.2 | 3.2 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.2 | 4.2 | 4.2 | 4.2 | 4.2 | 4.2 | 4.2 | 4.2 | 4.2 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lag | Lead | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | None | None | None | None | Min | None | Min |
| Act Effect Green (s) | 21.0 | 16.9 | 16.9 | 20.1 | 14.2 | 56.4 | 52.3 | 41.3 | 37.2 |
| Actuated g/C Ratio | 0.24 | 0.19 | 0.19 | 0.23 | 0.16 | 0.64 | 0.59 | 0.47 | 0.42 |
| v/c Ratio | 0.21 | 0.32 | 0.39 | 0.12 | 0.64 | 0.75 | 0.77 | 0.18 | 0.86 |
| Control Delay | 29.5 | 39.5 | 9.3 | 28.4 | 47.9 | 32.1 | 22.0 | 10.3 | 36.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 | 0.0 | 0.0 |
| Total Delay | 29.5 | 39.5 | 9.3 | 28.4 | 47.9 | 32.1 | 23.0 | 10.3 | 36.1 |
| LOS | C | D | A | C | D | C | C | B | D |
| Approach Delay | | 22.7 | | | 44.4 | | 25.4 | | 34.5 |
| Approach LOS | | C | | | D | | C | | C |

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 88.7
 Natural Cycle: 90
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 29.5
 Intersection Capacity Utilization 75.3%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 13: Hooper Rd & Watson Blvd





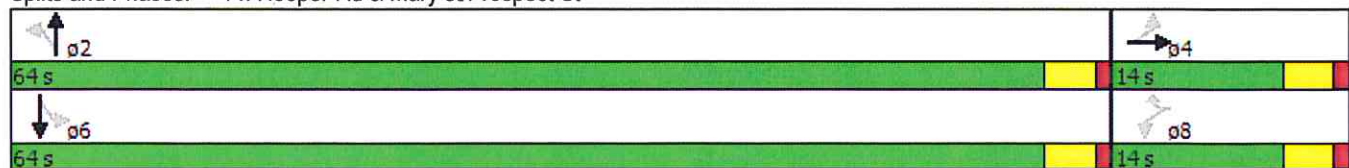
| Lane Group | EBT | WBL | WBR | NBL | NBT | SBL | SBT |
|----------------------|-------|--------|--------|-------|-------|-------|-------|
| Lane Configurations | ↕ | ↕ | ↕ | | ↕ | | ↕ |
| Volume (vph) | 0 | 32 | 10 | 6 | 938 | 3 | 743 |
| Turn Type | NA | custom | custom | Perm | NA | Perm | NA |
| Protected Phases | 4 | | | | 2 | | 6 |
| Permitted Phases | | 8 | 8 | 2 | | 6 | |
| Detector Phase | 4 | 8 | 8 | 2 | 2 | 6 | 6 |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | 8.0 | 15.0 | 15.0 | 15.0 | 15.0 |
| Minimum Split (s) | 12.0 | 12.0 | 12.0 | 20.0 | 20.0 | 19.0 | 19.0 |
| Total Split (s) | 14.0 | 14.0 | 14.0 | 64.0 | 64.0 | 64.0 | 64.0 |
| Total Split (%) | 17.9% | 17.9% | 17.9% | 82.1% | 82.1% | 82.1% | 82.1% |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | | 4.0 | | 4.0 |
| Lead/Lag | | | | | | | |
| Lead-Lag Optimize? | | | | | | | |
| Recall Mode | None | None | None | Min | Min | Min | Min |
| Act Effct Green (s) | 8.6 | 8.6 | 8.6 | | 35.8 | | 35.8 |
| Actuated g/C Ratio | 0.19 | 0.19 | 0.19 | | 0.81 | | 0.81 |
| v/c Ratio | 0.02 | 0.15 | 0.05 | | 0.36 | | 0.54 |
| Control Delay | 8.4 | 19.3 | 10.5 | | 3.3 | | 5.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.1 |
| Total Delay | 8.4 | 19.3 | 10.5 | | 3.3 | | 5.6 |
| LOS | A | B | B | | A | | A |
| Approach Delay | 8.4 | | | | 3.3 | | 5.6 |
| Approach LOS | A | | | | A | | A |

Intersection Summary

Cycle Length: 78
 Actuated Cycle Length: 44.4
 Natural Cycle: 40
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.54
 Intersection Signal Delay: 4.8
 Intersection Capacity Utilization 55.2%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 14: Hooper Rd & Mary st/Prospect St



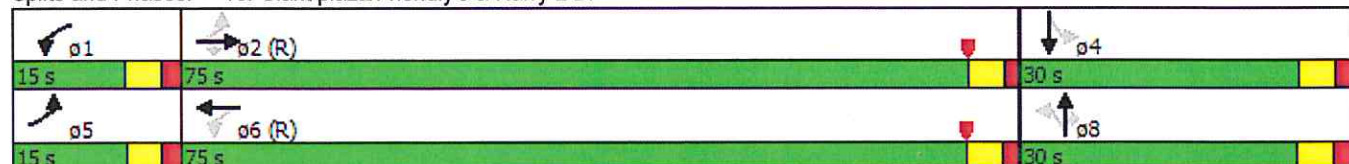


| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | NBR | SBL | SBT |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | |
| Volume (vph) | 40 | 700 | 100 | 40 | 691 | 75 | 10 | 60 | 30 | 5 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | Perm | NA | Perm | Perm | NA |
| Protected Phases | 5 | 2 | | 1 | 6 | | 8 | | | 4 |
| Permitted Phases | 2 | | 2 | 6 | | 8 | | 8 | 4 | |
| Detector Phase | 5 | 2 | 2 | 1 | 6 | 8 | 8 | 8 | 4 | 4 |
| Switch Phase | | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 |
| Minimum Split (s) | 13.0 | 21.0 | 21.0 | 13.1 | 21.1 | 21.0 | 21.0 | 21.0 | 20.8 | 20.8 |
| Total Split (s) | 15.0 | 75.0 | 75.0 | 15.0 | 75.0 | 30.0 | 30.0 | 30.0 | 30.0 | 30.0 |
| Total Split (%) | 12.5% | 62.5% | 62.5% | 12.5% | 62.5% | 25.0% | 25.0% | 25.0% | 25.0% | 25.0% |
| Yellow Time (s) | 3.2 | 3.2 | 3.2 | 3.2 | 3.2 | 3.2 | 3.2 | 3.2 | 3.2 | 3.2 |
| All-Red Time (s) | 1.7 | 1.5 | 1.5 | 1.8 | 1.6 | 1.8 | 1.8 | 1.8 | 1.6 | 1.6 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 |
| Total Lost Time (s) | 4.9 | 4.7 | 4.7 | 5.0 | 4.8 | | 5.0 | 5.0 | | 4.8 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | | | | | |
| Lead-Lag Optimize? | | Yes | Yes | Yes | | | | | | |
| Recall Mode | None | C-Max | C-Max | None | C-Max | None | None | None | None | None |
| Act Effct Green (s) | 92.1 | 85.9 | 85.9 | 92.0 | 85.8 | | 14.0 | 14.0 | | 14.2 |
| Actuated g/C Ratio | 0.77 | 0.72 | 0.72 | 0.77 | 0.72 | | 0.12 | 0.12 | | 0.12 |
| v/c Ratio | 0.07 | 0.30 | 0.09 | 0.07 | 0.29 | | 0.65 | 0.27 | | 0.46 |
| Control Delay | 3.5 | 7.5 | 1.6 | 3.5 | 7.4 | | 69.6 | 13.4 | | 38.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 |
| Total Delay | 3.5 | 7.5 | 1.6 | 3.5 | 7.4 | | 69.6 | 13.4 | | 38.6 |
| LOS | A | A | A | A | A | | E | B | | D |
| Approach Delay | | 6.6 | | | 7.2 | | 46.5 | | | 38.6 |
| Approach LOS | | A | | | A | | D | | | D |

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 100 (83%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.65
 Intersection Signal Delay: 11.6
 Intersection Capacity Utilization 48.9%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 16: Giant plaza/Friendly's & Harry L Dr





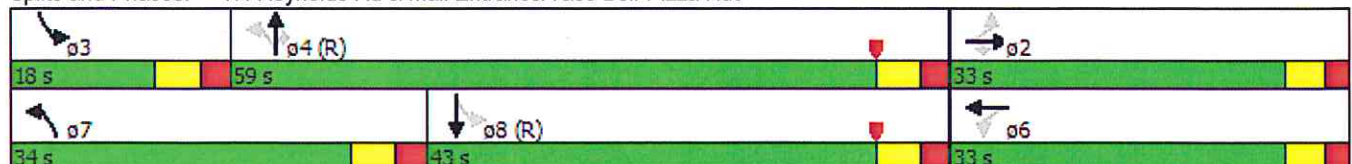
| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | NBR | SBL | SBT |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | ↕ | ↕ | ↕ | ↕ | ↕ | ↕↕ | ↕ | ↕ | ↕↕ |
| Volume (vph) | 20 | 25 | 228 | 64 | 11 | 206 | 425 | 144 | 15 | 443 |
| Turn Type | Perm | NA | Perm | Perm | NA | pm+pt | NA | Perm | pm+pt | NA |
| Protected Phases | | 2 | | | 6 | 7 | 4 | | 3 | 8 |
| Permitted Phases | 2 | | 2 | 6 | | 4 | | 4 | 8 | |
| Detector Phase | 2 | 2 | 2 | 6 | 6 | 7 | 4 | 4 | 3 | 8 |
| Switch Phase | | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 16.2 | 20.0 | 20.0 | 16.2 | 20.0 |
| Total Split (s) | 33.0 | 33.0 | 33.0 | 33.0 | 33.0 | 34.0 | 59.0 | 59.0 | 18.0 | 43.0 |
| Total Split (%) | 30.0% | 30.0% | 30.0% | 30.0% | 30.0% | 30.9% | 53.6% | 53.6% | 16.4% | 39.1% |
| Yellow Time (s) | 3.2 | 3.2 | 3.2 | 3.2 | 3.2 | 3.7 | 3.7 | 3.7 | 3.7 | 3.7 |
| All-Red Time (s) | 2.2 | 2.2 | 2.2 | 2.2 | 2.2 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 |
| Lost Time Adjust (s) | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | | 5.4 | 5.4 | 5.4 | 5.4 | 6.2 | 6.2 | 6.2 | 6.2 | 6.2 |
| Lead/Lag | | | | | | Lead | Lag | Lag | Lead | Lag |
| Lead-Lag Optimize? | | | | | | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | None | None | None | None | C-Max | C-Max | None | C-Max |
| Act Effct Green (s) | | 11.4 | 11.4 | 11.4 | 11.4 | 84.9 | 80.5 | 80.5 | 80.4 | 70.4 |
| Actuated g/C Ratio | | 0.10 | 0.10 | 0.10 | 0.10 | 0.77 | 0.73 | 0.73 | 0.73 | 0.64 |
| v/c Ratio | | 0.30 | 0.64 | 0.50 | 0.27 | 0.32 | 0.18 | 0.13 | 0.02 | 0.22 |
| Control Delay | | 49.3 | 13.7 | 58.1 | 20.2 | 4.8 | 2.0 | 0.2 | 3.3 | 9.0 |
| Queue Delay | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | | 49.3 | 13.7 | 58.1 | 20.2 | 4.8 | 2.0 | 0.2 | 3.3 | 9.0 |
| LOS | | D | B | E | C | A | A | A | A | A |
| Approach Delay | | 19.6 | | | 41.1 | | 2.4 | | | 8.8 |
| Approach LOS | | B | | | D | | A | | | A |

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 7.8 (7%), Referenced to phase 4:NBTL and 8:SBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.64
 Intersection Signal Delay: 9.9
 Intersection Capacity Utilization 49.4%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 17: Reynolds Rd & Mall Entrance/Taco Bell-Pizza Hut



Build Mitigated PM Capacity Analyses – 17C WB Open

Traditions Casino

1: Route 201/Reynolds Rd & Harry L Dr

6/25/2014

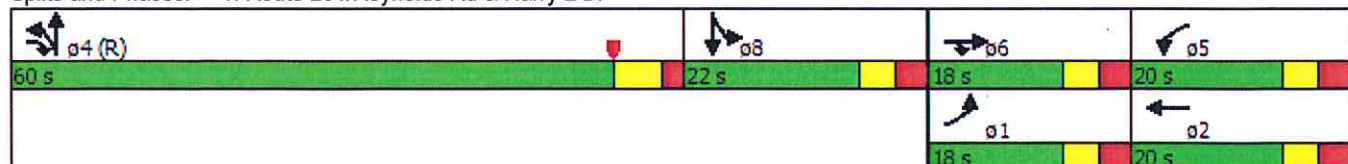


| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | NBR | SBT |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | |
| Volume (vph) | 99 | 279 | 997 | 378 | 287 | 1204 | 545 | 457 | 550 |
| Turn Type | Prot | NA | pt+ov | Prot | NA | Split | NA | Free | NA |
| Protected Phases | 1 | 6 | 6 4 | 5 | 2 | 4 | 4 | | 8 |
| Permitted Phases | | | | | | | | Free | |
| Detector Phase | 1 | 6 | 6 4 | 5 | 2 | 4 | 4 | | 8 |
| Switch Phase | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | | 8.0 | 8.0 | 7.9 | 7.9 | | 8.0 |
| Minimum Split (s) | 14.0 | 14.0 | | 14.2 | 14.2 | 14.2 | 14.2 | | 14.2 |
| Total Split (s) | 18.0 | 18.0 | | 20.0 | 20.0 | 60.0 | 60.0 | | 22.0 |
| Total Split (%) | 15.0% | 15.0% | | 16.7% | 16.7% | 50.0% | 50.0% | | 18.3% |
| Yellow Time (s) | 3.2 | 3.2 | | 3.2 | 3.2 | 4.3 | 4.3 | | 3.2 |
| All-Red Time (s) | 2.8 | 2.8 | | 3.0 | 3.0 | 2.0 | 2.0 | | 3.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | | 6.2 | 6.2 | 6.3 | 6.3 | | 6.2 |
| Lead/Lag | Lead | Lead | | Lag | Lag | | | | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | | | |
| Recall Mode | None | None | | None | None | C-Max | C-Max | | None |
| Act Effct Green (s) | 10.9 | 12.0 | 66.0 | 13.8 | 14.9 | 53.7 | 53.7 | 120.0 | 15.8 |
| Actuated g/C Ratio | 0.09 | 0.10 | 0.55 | 0.12 | 0.12 | 0.45 | 0.45 | 1.00 | 0.13 |
| v/c Ratio | 0.67 | 0.86 | 0.70 | 1.09 | 1.05 | 0.80 | 0.36 | 0.29 | 1.15 |
| Control Delay | 72.1 | 74.3 | 15.4 | 117.1 | 95.7 | 28.6 | 14.1 | 0.4 | 131.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 72.1 | 74.3 | 15.4 | 117.1 | 95.7 | 28.6 | 14.1 | 0.4 | 131.1 |
| LOS | E | E | B | F | F | C | B | A | F |
| Approach Delay | | 31.4 | | | 105.9 | | 19.2 | | 131.1 |
| Approach LOS | | C | | | F | | B | | F |

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 4:NBT, Start of Yellow, Master Intersection
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.15
 Intersection Signal Delay: 52.8
 Intersection Capacity Utilization 88.3%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service E

Splits and Phases: 1: Route 201/Reynolds Rd & Harry L Dr



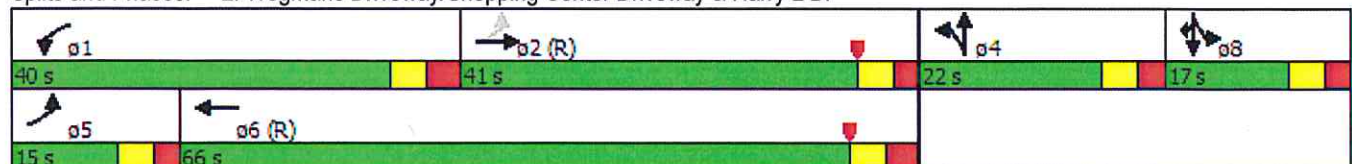


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 105 | 567 | 107 | 613 | 747 | 212 | 211 | 22 | 615 | 193 | 67 | 129 |
| Turn Type | pm+pt | NA | Free | Prot | NA | Free | Split | NA | Free | Split | NA | custom |
| Protected Phases | 5 | 2 | | 1 | 6 | | 4 | 4 | | 8 | 8 | 8 |
| Permitted Phases | 2 | | Free | | | Free | | | Free | | | 8 |
| Detector Phase | 5 | 2 | | 1 | 6 | | 4 | 4 | | 8 | 8 | 8 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 10.0 | | 8.0 | 10.0 | | 8.0 | 8.0 | | 8.0 | 8.0 | 8.0 |
| Minimum Split (s) | 13.5 | 15.5 | | 14.2 | 16.2 | | 13.7 | 13.7 | | 13.7 | 13.7 | 13.7 |
| Total Split (s) | 15.0 | 41.0 | | 40.0 | 66.0 | | 22.0 | 22.0 | | 17.0 | 17.0 | 17.0 |
| Total Split (%) | 12.5% | 34.2% | | 33.3% | 55.0% | | 18.3% | 18.3% | | 14.2% | 14.2% | 14.2% |
| Yellow Time (s) | 3.2 | 3.2 | | 3.2 | 3.2 | | 3.2 | 3.2 | | 3.2 | 3.2 | 3.2 |
| All-Red Time (s) | 2.3 | 2.3 | | 3.0 | 3.0 | | 2.5 | 2.5 | | 2.5 | 2.5 | 2.5 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.5 | 5.5 | | 6.2 | 6.2 | | 5.7 | 5.7 | | 5.7 | 5.7 | 5.7 |
| Lead/Lag | Lead | Lag | | Lead | Lag | | | | | | | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | | | | | | |
| Recall Mode | None | C-Max | | None | C-Max | | None | None | | None | None | None |
| Act Effct Green (s) | 52.6 | 44.0 | 120.0 | 28.1 | 63.5 | 120.0 | 13.7 | 13.7 | 120.0 | 11.2 | 11.2 | 11.2 |
| Actuated g/C Ratio | 0.44 | 0.37 | 1.00 | 0.23 | 0.53 | 1.00 | 0.11 | 0.11 | 1.00 | 0.09 | 0.09 | 0.09 |
| v/c Ratio | 0.30 | 0.45 | 0.07 | 0.81 | 0.42 | 0.14 | 0.69 | 0.68 | 0.42 | 0.67 | 0.45 | 0.46 |
| Control Delay | 16.0 | 31.1 | 0.1 | 28.9 | 19.4 | 0.1 | 69.2 | 68.4 | 0.8 | 63.1 | 60.2 | 7.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 16.0 | 31.1 | 0.1 | 28.9 | 19.4 | 0.1 | 69.2 | 68.4 | 0.8 | 63.1 | 60.2 | 7.8 |
| LOS | B | C | A | C | B | A | E | E | A | E | E | A |
| Approach Delay | | 24.8 | | | 20.5 | | | 19.5 | | | 44.2 | |
| Approach LOS | | C | | | C | | | B | | | D | |

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 50 (42%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 23.8
 Intersection LOS: C
 Intersection Capacity Utilization 60.8%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 2: Wegmans Driveway/Shopping Center Driveway & Harry L Dr



Traditions Casino
3: Oakdale Rd & Harry L Dr

6/25/2014



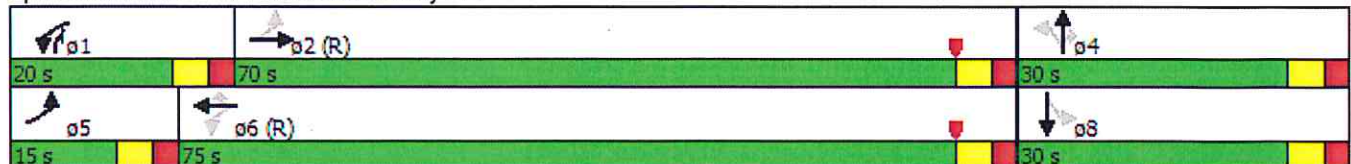
| Lane Group | EBL | EBT | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | |
| Volume (vph) | 24 | 479 | 79 | 676 | 332 | 17 | 74 | 168 | 132 | 27 |
| Turn Type | pm+pt | NA | pm+pt | NA | Perm | Perm | NA | pm+ov | Perm | NA |
| Protected Phases | 5 | 2 | 1 | 6 | | | 4 | 1 | | 8 |
| Permitted Phases | 2 | | 6 | | 6 | 4 | | 4 | 8 | |
| Detector Phase | 5 | 2 | 1 | 6 | 6 | 4 | 4 | 1 | 8 | 8 |
| Switch Phase | | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 10.0 | 8.0 | 10.0 | 10.0 | 7.7 | 7.7 | 8.0 | 7.7 | 7.7 |
| Minimum Split (s) | 13.5 | 15.5 | 13.5 | 15.5 | 15.5 | 13.5 | 13.5 | 13.5 | 13.5 | 13.5 |
| Total Split (s) | 15.0 | 70.0 | 20.0 | 75.0 | 75.0 | 30.0 | 30.0 | 20.0 | 30.0 | 30.0 |
| Total Split (%) | 12.5% | 58.3% | 16.7% | 62.5% | 62.5% | 25.0% | 25.0% | 16.7% | 25.0% | 25.0% |
| Yellow Time (s) | 3.2 | 3.2 | 3.2 | 3.2 | 3.2 | 3.5 | 3.5 | 3.2 | 3.5 | 3.5 |
| All-Red Time (s) | 2.3 | 2.3 | 2.3 | 2.3 | 2.3 | 2.3 | 2.3 | 2.3 | 2.3 | 2.3 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | | 5.8 | 5.5 | 5.8 | 5.8 |
| Lead/Lag | Lead | Lag | Lead | Lag | Lag | | | Lead | | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | | Yes | | |
| Recall Mode | None | C-Max | None | C-Max | C-Max | None | None | None | None | None |
| Act Effct Green (s) | 84.8 | 76.8 | 87.3 | 82.4 | 82.4 | | 18.2 | 32.2 | 18.2 | 18.2 |
| Actuated g/C Ratio | 0.71 | 0.64 | 0.73 | 0.69 | 0.69 | | 0.15 | 0.27 | 0.15 | 0.15 |
| v/c Ratio | 0.05 | 0.44 | 0.14 | 0.55 | 0.29 | | 0.39 | 0.33 | 0.75 | 0.40 |
| Control Delay | 5.1 | 13.1 | 1.7 | 10.0 | 2.3 | | 32.6 | 15.4 | 71.4 | 49.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 5.1 | 13.1 | 1.7 | 10.2 | 2.3 | | 32.6 | 15.4 | 71.4 | 49.2 |
| LOS | A | B | A | B | A | | C | B | E | D |
| Approach Delay | | 12.8 | | 7.2 | | | 21.5 | | | 62.3 |
| Approach LOS | | B | | A | | | C | | | E |

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 90 (75%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 16.6
 Intersection Capacity Utilization 70.2%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 3: Oakdale Rd & Harry L Dr



Intersection

Intersection Delay, s/veh 4.4

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol, veh/h | 8 | 3 | 70 | 20 | 9 | 2 | 121 | 249 | 14 | 5 | 103 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | .79 | .79 | .97 | .54 | .54 | .54 | .93 | .93 | .93 | .73 | .73 | .73 |
| Heavy Vehicles, % | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 20 | 2 | 0 |
| Mvmt Flow | 10 | 4 | 72 | 37 | 17 | 4 | 130 | 268 | 15 | 7 | 141 | 7 |

| Major/Minor | Minor2 | | Minor1 | | | Major1 | | | Major2 | | | |
|-------------------------|--------|-------|--------|-----|-----|--------|------|---|--------|------|---|---|
| Conflicting Flow All | 704 | 701 | 145 | 731 | 697 | 275 | 148 | 0 | 0 | 283 | 0 | 0 |
| Stage 1 | 158 | 158 | - | 535 | 535 | - | - | - | - | - | - | - |
| Stage 2 | 546 | 543 | - | 196 | 162 | - | - | - | - | - | - | - |
| Follow-up Headway | 3.5 | 4.297 | 3.3 | 3.5 | 4 | 3.3 | 2.2 | - | - | 2.38 | - | - |
| Pot Capacity-1 Maneuver | 354 | 327 | 908 | 340 | 367 | 769 | 1446 | - | - | 1183 | - | - |
| Stage 1 | 849 | 712 | - | 533 | 527 | - | - | - | - | - | - | - |
| Stage 2 | 526 | 472 | - | 810 | 768 | - | - | - | - | - | - | - |
| Time blocked-Platoon, % | | | | | | | | | | | | |
| Mov Capacity-1 Maneuver | 310 | 290 | 908 | 283 | 326 | 769 | 1446 | - | - | 1183 | - | - |
| Mov Capacity-2 Maneuver | 310 | 290 | - | 283 | 326 | - | - | - | - | - | - | - |
| Stage 1 | 758 | 708 | - | 476 | 471 | - | - | - | - | - | - | - |
| Stage 2 | 451 | 421 | - | 737 | 763 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|----|------|-----|-----|
| HCM Control Delay, s | 11 | 19.4 | 2.4 | 0.4 |
| HCM LOS | B | C | | |

| Minor Lane / Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-------------------------|-------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1446 | - | - | 687 | 307 | 1183 | - | - |
| HCM Lane V/C Ratio | 0.09 | - | - | 0.125 | 0.187 | 0.006 | - | - |
| HCM Control Delay (s) | 7.736 | 0 | - | 11 | 19.4 | 8.061 | 0 | - |
| HCM Lane LOS | A | A | | B | C | A | A | |
| HCM 95th %tile Q(veh) | 0.296 | - | - | 0.427 | 0.675 | 0.017 | - | - |

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Traditions Casino
5: Main St & Oakdale Rd

6/25/2014

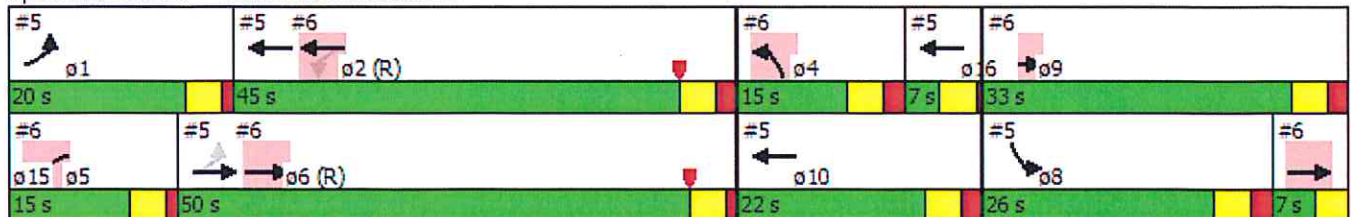


| Lane Group | EBL | EBT | WBT | SBL | ø2 | ø4 | ø5 | ø9 | ø10 | ø15 | ø16 |
|----------------------|-------|-------|---------|-------|-------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | |
| Volume (vph) | 176 | 342 | 447 | 120 | | | | | | | |
| Turn Type | pm+pt | NA | NA | NA | | | | | | | |
| Protected Phases | 1 | 6 | 2 10 16 | 8 | 2 | 4 | 5 | 9 | 10 | 15 | 16 |
| Permitted Phases | 6 | | | | | | | | | | |
| Detector Phase | 1 | 6 | 2 10 16 | 8 | | | | | | | |
| Switch Phase | | | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | | 8.0 | 10.0 | 6.0 | 8.0 | 8.0 | 6.0 | 4.0 | 3.0 |
| Minimum Split (s) | 12.2 | 12.2 | | 13.2 | 15.2 | 11.5 | 12.2 | 13.2 | 11.5 | 7.0 | 7.0 |
| Total Split (s) | 20.0 | 50.0 | | 26.0 | 45.0 | 15.0 | 15.0 | 33.0 | 22.0 | 7.0 | 7.0 |
| Total Split (%) | 16.7% | 41.7% | | 21.7% | 38% | 13% | 13% | 28% | 18% | 6% | 6% |
| Yellow Time (s) | 3.2 | 3.2 | | 3.2 | 3.2 | 3.2 | 3.2 | 3.2 | 3.2 | 3.0 | 3.5 |
| All-Red Time (s) | 1.0 | 1.0 | | 2.0 | 2.0 | 2.0 | 1.0 | 2.0 | 2.0 | 0.0 | 0.5 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | | | | | | | |
| Total Lost Time (s) | 4.2 | 4.2 | | 5.2 | | | | | | | |
| Lead/Lag | Lead | Lag | | | Lag | | Lead | | | | |
| Lead-Lag Optimize? | Yes | Yes | | | Yes | | Yes | | | | |
| Recall Mode | None | C-Max | | None | C-Max | None | None | None | None | None | None |
| Act Effct Green (s) | 63.4 | 53.7 | 66.3 | 18.6 | | | | | | | |
| Actuated g/C Ratio | 0.53 | 0.45 | 0.55 | 0.16 | | | | | | | |
| v/c Ratio | 0.46 | 0.43 | 0.40 | 0.82 | | | | | | | |
| Control Delay | 19.8 | 27.0 | 0.9 | 65.5 | | | | | | | |
| Queue Delay | 0.0 | 0.0 | 0.3 | 0.0 | | | | | | | |
| Total Delay | 19.8 | 27.0 | 1.2 | 65.5 | | | | | | | |
| LOS | B | C | A | E | | | | | | | |
| Approach Delay | | 24.6 | 1.2 | 65.5 | | | | | | | |
| Approach LOS | | C | A | E | | | | | | | |

Intersection Summary

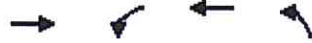
Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 39.8 (33%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 19.4
 Intersection LOS: B
 Intersection Capacity Utilization 52.0%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 5: Main St & Oakdale Rd



Traditions Casino
6: Camden St & Main St

6/25/2014



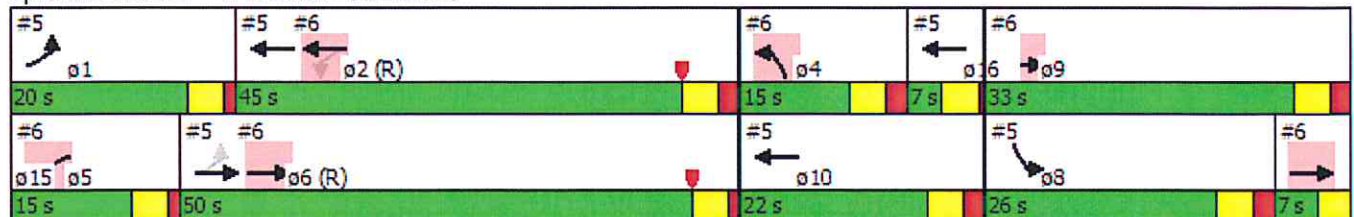
| Lane Group | EBT | WBL | WBT | NBL | ø1 | ø6 | ø8 | ø9 | ø10 | ø15 | ø16 |
|----------------------|--------|-------|-------|-------|------|-------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | |
| Volume (vph) | 447 | 45 | 635 | 20 | | | | | | | |
| Turn Type | NA | pm+pt | NA | NA | | | | | | | |
| Protected Phases | 6 9 15 | 5 | 2 | 4 | 1 | 6 | 8 | 9 | 10 | 15 | 16 |
| Permitted Phases | | 2 | | | | | | | | | |
| Detector Phase | 6 9 15 | 5 | 2 | 4 | | | | | | | |
| Switch Phase | | | | | | | | | | | |
| Minimum Initial (s) | | 8.0 | 10.0 | 6.0 | 8.0 | 8.0 | 8.0 | 8.0 | 6.0 | 4.0 | 3.0 |
| Minimum Split (s) | | 12.2 | 15.2 | 11.5 | 12.2 | 12.2 | 13.2 | 13.2 | 11.5 | 7.0 | 7.0 |
| Total Split (s) | | 15.0 | 45.0 | 15.0 | 20.0 | 50.0 | 26.0 | 33.0 | 22.0 | 7.0 | 7.0 |
| Total Split (%) | | 12.5% | 37.5% | 12.5% | 17% | 42% | 22% | 28% | 18% | 6% | 6% |
| Yellow Time (s) | | 3.2 | 3.2 | 3.2 | 3.2 | 3.2 | 3.2 | 3.2 | 3.2 | 3.0 | 3.5 |
| All-Red Time (s) | | 1.0 | 2.0 | 2.0 | 1.0 | 1.0 | 2.0 | 2.0 | 2.0 | 0.0 | 0.5 |
| Lost Time Adjust (s) | | 0.0 | 0.0 | 0.0 | | | | | | | |
| Total Lost Time (s) | | 4.2 | 5.2 | 5.2 | | | | | | | |
| Lead/Lag | | Lead | Lag | | Lead | Lag | | | | | |
| Lead-Lag Optimize? | | Yes | Yes | | Yes | Yes | | | | | |
| Recall Mode | | None | C-Max | None | None | C-Max | None | None | None | None | None |
| Act Effct Green (s) | 82.5 | 55.6 | 46.4 | 7.5 | | | | | | | |
| Actuated g/C Ratio | 0.69 | 0.46 | 0.39 | 0.06 | | | | | | | |
| v/c Ratio | 0.39 | 0.12 | 0.54 | 0.43 | | | | | | | |
| Control Delay | 1.3 | 16.2 | 31.9 | 35.9 | | | | | | | |
| Queue Delay | 0.3 | 0.0 | 0.0 | 0.0 | | | | | | | |
| Total Delay | 1.6 | 16.2 | 31.9 | 35.9 | | | | | | | |
| LOS | A | B | C | D | | | | | | | |
| Approach Delay | 1.6 | | 30.9 | 35.9 | | | | | | | |
| Approach LOS | A | | C | D | | | | | | | |

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 39.8 (33%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 20.3
 Intersection Capacity Utilization 47.4%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service A

Splits and Phases: 6: Camden St & Main St



Intersection

Intersection Delay, s/veh 11.9

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|--------------------------|------|------|------|------|------|------|
| Vol, veh/h | 115 | 20 | 490 | 64 | 17 | 741 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 91 | 91 | 82 | 82 | 91 | 91 |
| Heavy Vehicles, % | 0 | 0 | 2 | 0 | 0 | 1 |
| Mvmt Flow | 126 | 22 | 598 | 78 | 19 | 814 |

| Major/Minor | Minor1 | Major1 | Major2 |
|-------------------------|--------|--------|--------|
| Conflicting Flow All | 1489 | 637 | 0 |
| Stage 1 | 637 | - | - |
| Stage 2 | 852 | - | - |
| Follow-up Headway | 3.5 | 3.3 | - |
| Pot Capacity-1 Maneuver | 138 | 481 | - |
| Stage 1 | 531 | - | - |
| Stage 2 | 421 | - | - |
| Time blocked-Platoon, % | | | - |
| Mov Capacity-1 Maneuver | 133 | 481 | - |
| Mov Capacity-2 Maneuver | 133 | - | - |
| Stage 1 | 531 | - | - |
| Stage 2 | 405 | - | - |

| Approach | WB | NB | SB |
|----------------------|-------|----|-----|
| HCM Control Delay, s | 132.2 | 0 | 0.2 |
| HCM LOS | F | | |

| Minor Lane / Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|-------------------------|-----|-----|-------|-------|-----|
| Capacity (veh/h) | - | - | 149 | 925 | - |
| HCM Lane V/C Ratio | - | - | 0.996 | 0.02 | - |
| HCM Control Delay (s) | - | - | 132.2 | 8.972 | 0 |
| HCM Lane LOS | | | F | A | A |
| HCM 95th %tile Q(veh) | - | - | 7.418 | 0.062 | - |

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection

Intersection Delay, s/veh 1

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|--------------------------|------|------|------|------|------|------|
| Vol, veh/h | 1 | 522 | 847 | 9 | 32 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 84 | 84 | 91 | 91 | 92 | 92 |
| Heavy Vehicles, % | 0 | 1 | 1 | 0 | 0 | 0 |
| Mvmt Flow | 1 | 621 | 931 | 10 | 35 | 2 |

| Major/Minor | Major1 | Major2 | Minor2 |
|-------------------------|--------|--------|--------|
| Conflicting Flow All | 941 | 0 | 1560 |
| Stage 1 | - | - | 936 |
| Stage 2 | - | - | 624 |
| Follow-up Headway | 2.2 | - | 3.5 |
| Pot Capacity-1 Maneuver | 737 | - | 125 |
| Stage 1 | - | - | 385 |
| Stage 2 | - | - | 538 |
| Time blocked-Platoon, % | - | - | - |
| Mov Capacity-1 Maneuver | 737 | - | 125 |
| Mov Capacity-2 Maneuver | - | - | 125 |
| Stage 1 | - | - | 385 |
| Stage 2 | - | - | 537 |

| Approach | EB | WB | SB |
|----------------------|----|----|------|
| HCM Control Delay, s | 0 | 0 | 43.3 |
| HCM LOS | | | E |

| Minor Lane / Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-------------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 737 | - | - | - | 130 |
| HCM Lane V/C Ratio | 0.002 | - | - | - | 0.284 |
| HCM Control Delay (s) | 9.893 | 0 | - | - | 43.3 |
| HCM Lane LOS | A | A | | | E |
| HCM 95th %tile Q(veh) | 0.005 | - | - | - | 1.09 |

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Traditions Casino

9: NYS 17C WB Access & Watson Blvd

6/25/2014



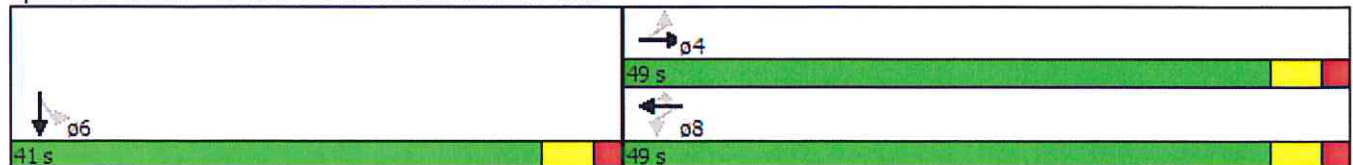
| Lane Group | EBL | EBT | WBL | WBT | WBR | SBL | SBT |
|----------------------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | |
| Volume (vph) | 105 | 312 | 68 | 393 | 388 | 211 | 70 |
| Turn Type | Perm | NA | Perm | NA | Perm | Perm | NA |
| Protected Phases | | 4 | | 8 | | | 6 |
| Permitted Phases | 4 | | 8 | | 8 | 6 | |
| Detector Phase | 4 | 4 | 8 | 8 | 8 | 6 | 6 |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 |
| Minimum Split (s) | 21.5 | 21.5 | 21.5 | 21.5 | 21.5 | 21.5 | 21.5 |
| Total Split (s) | 49.0 | 49.0 | 49.0 | 49.0 | 49.0 | 41.0 | 41.0 |
| Total Split (%) | 54.4% | 54.4% | 54.4% | 54.4% | 54.4% | 45.6% | 45.6% |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 |
| Lead/Lag | | | | | | | |
| Lead-Lag Optimize? | | | | | | | |
| Recall Mode | Max | Max | Max | Max | Max | None | None |
| Act Effct Green (s) | 44.3 | 44.3 | 44.3 | 44.3 | 44.3 | 14.4 | 14.4 |
| Actuated g/C Ratio | 0.64 | 0.64 | 0.64 | 0.64 | 0.64 | 0.21 | 0.21 |
| v/c Ratio | 0.22 | 0.35 | 0.12 | 0.35 | 0.36 | 0.63 | 0.40 |
| Control Delay | 7.6 | 7.6 | 6.8 | 7.8 | 1.8 | 32.8 | 15.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 7.6 | 7.6 | 6.8 | 7.8 | 1.8 | 32.8 | 15.7 |
| LOS | A | A | A | A | A | C | B |
| Approach Delay | | 7.6 | | 5.0 | | | 25.6 |
| Approach LOS | | A | | A | | | C |

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 69.7
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 10.1
 Intersection Capacity Utilization 52.8%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 9: NYS 17C WB Access & Watson Blvd



Intersection

Intersection Delay, s/veh 4.6

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|--------------------------|------|------|------|------|------|------|
| Vol, veh/h | 11 | 267 | 213 | 262 | 184 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 94 | 94 | 93 | 93 | 88 | 88 |
| Heavy Vehicles, % | 0 | 1 | 1 | 0 | 0 | 0 |
| Mvmt Flow | 12 | 284 | 229 | 282 | 209 | 0 |

| Major/Minor | Major1 | Major2 | Minor2 |
|-------------------------|--------|--------|--------|
| Conflicting Flow All | 511 | 0 | 677 |
| Stage 1 | - | - | 370 |
| Stage 2 | - | - | 307 |
| Follow-up Headway | 2.2 | - | 3.5 |
| Pot Capacity-1 Maneuver | 1065 | - | 421 |
| Stage 1 | - | - | 703 |
| Stage 2 | - | - | 751 |
| Time blocked-Platoon, % | - | - | - |
| Mov Capacity-1 Maneuver | 1065 | - | 416 |
| Mov Capacity-2 Maneuver | - | - | 416 |
| Stage 1 | - | - | 703 |
| Stage 2 | - | - | 741 |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.3 | 0 | 22.1 |
| HCM LOS | | | C |

| Minor Lane / Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-------------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1065 | - | - | - | 416 |
| HCM Lane V/C Ratio | 0.011 | - | - | - | 0.503 |
| HCM Control Delay (s) | 8.418 | 0 | - | - | 22.1 |
| HCM Lane LOS | A | A | | | C |
| HCM 95th %tile Q(veh) | 0.033 | - | - | - | 2.741 |

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection

Intersection Delay, s/veh 0.2

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|--------------------------|------|------|------|------|------|------|
| Vol, veh/h | 3 | 1 | 269 | 4 | 0 | 181 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 50 | 50 | 94 | 94 | 91 | 91 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 6 | 2 | 286 | 4 | 0 | 199 |

| Major/Minor | Minor1 | Major1 | Major2 |
|-------------------------|--------|--------|--------|
| Conflicting Flow All | 487 | 288 | 0 |
| Stage 1 | 288 | - | - |
| Stage 2 | 199 | - | - |
| Follow-up Headway | 3.5 | 3.3 | 2.2 |
| Pot Capacity-1 Maneuver | 543 | 756 | 1283 |
| Stage 1 | 766 | - | - |
| Stage 2 | 839 | - | - |
| Time blocked-Platoon, % | | | |
| Mov Capacity-1 Maneuver | 543 | 756 | 1283 |
| Mov Capacity-2 Maneuver | 543 | - | - |
| Stage 1 | 766 | - | - |
| Stage 2 | 839 | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 11.3 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane / Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|-------------------------|-----|-----|-------|------|-----|
| Capacity (veh/h) | - | - | 584 | 1283 | - |
| HCM Lane V/C Ratio | - | - | 0.014 | - | - |
| HCM Control Delay (s) | - | - | 11.3 | 0 | - |
| HCM Lane LOS | | | B | A | |
| HCM 95th %tile Q(veh) | - | - | 0.042 | 0 | - |

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Traditions Casino
12: Hooper Rd & Country Club Rd

6/25/2014



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | SBL | SBT | SBR |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | |
| Volume (vph) | 206 | 86 | 176 | 35 | 96 | 66 | 209 | 572 | 54 | 459 | 160 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | pm+pt | NA | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | 2 | | 6 | | 6 |
| Detector Phase | 7 | 4 | 4 | 3 | 8 | 8 | 5 | 2 | 1 | 6 | 6 |
| Switch Phase | | | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 20.0 | 8.0 | 20.0 | 20.0 |
| Minimum Split (s) | 12.5 | 20.5 | 20.5 | 12.5 | 20.5 | 20.5 | 12.5 | 24.5 | 12.5 | 24.5 | 24.5 |
| Total Split (s) | 19.5 | 29.5 | 29.5 | 19.5 | 29.5 | 29.5 | 19.5 | 54.5 | 19.5 | 54.5 | 54.5 |
| Total Split (%) | 15.9% | 24.0% | 24.0% | 15.9% | 24.0% | 24.0% | 15.9% | 44.3% | 15.9% | 44.3% | 44.3% |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lag | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | None | None | None | None | None | Min | None | Min | Min |
| Act Effct Green (s) | 30.6 | 23.7 | 23.7 | 20.2 | 11.7 | 11.7 | 52.5 | 43.2 | 43.9 | 35.5 | 35.5 |
| Actuated g/C Ratio | 0.33 | 0.26 | 0.26 | 0.22 | 0.13 | 0.13 | 0.57 | 0.47 | 0.47 | 0.38 | 0.38 |
| v/c Ratio | 0.56 | 0.21 | 0.37 | 0.13 | 0.49 | 0.28 | 0.62 | 0.78 | 0.22 | 0.73 | 0.27 |
| Control Delay | 31.9 | 35.1 | 7.5 | 26.3 | 48.4 | 9.7 | 17.5 | 29.5 | 11.6 | 31.4 | 8.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 31.9 | 35.1 | 7.5 | 26.3 | 48.4 | 9.7 | 17.5 | 29.5 | 11.6 | 31.4 | 8.1 |
| LOS | C | D | A | C | D | A | B | C | B | C | A |
| Approach Delay | | 23.3 | | | 31.5 | | | 26.4 | | 24.3 | |
| Approach LOS | | C | | | C | | | C | | C | |

Intersection Summary

Cycle Length: 123
 Actuated Cycle Length: 92.7
 Natural Cycle: 80
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 25.6
 Intersection Capacity Utilization 67.9%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service C

Splits and Phases: 12: Hooper Rd & Country Club Rd

| | | | |
|--------|--------|--------|--------|
| φ1 | φ2 | φ3 | φ4 |
| 19.5 s | 54.5 s | 19.5 s | 29.5 s |
| φ5 | φ6 | φ7 | φ8 |
| 19.5 s | 54.5 s | 19.5 s | 29.5 s |

Traditions Casino
13: Hooper Rd & Watson Blvd

6/25/2014



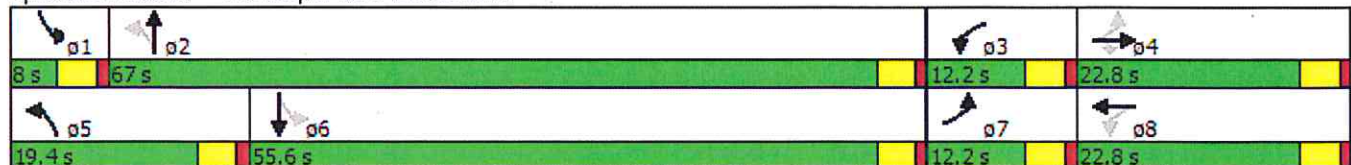
| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | SBL | SBT |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | |
| Volume (vph) | 51 | 108 | 158 | 47 | 127 | 249 | 732 | 38 | 591 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | pm+pt | NA | pm+pt | NA |
| Protected Phases | 7 | 4 | | 3 | 8 | 5 | 2 | 1 | 6 |
| Permitted Phases | 4 | | 4 | 8 | | 2 | | 6 | |
| Detector Phase | 7 | 4 | 4 | 3 | 8 | 5 | 2 | 1 | 6 |
| Switch Phase | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 15.0 | 3.8 | 15.0 |
| Minimum Split (s) | 12.2 | 12.2 | 12.2 | 12.2 | 20.2 | 12.2 | 25.2 | 8.0 | 20.2 |
| Total Split (s) | 12.2 | 22.8 | 22.8 | 12.2 | 22.8 | 19.4 | 67.0 | 8.0 | 55.6 |
| Total Split (%) | 11.1% | 20.7% | 20.7% | 11.1% | 20.7% | 17.6% | 60.9% | 7.3% | 50.5% |
| Yellow Time (s) | 3.2 | 3.2 | 3.2 | 3.2 | 3.2 | 3.2 | 3.2 | 3.2 | 3.2 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.2 | 4.2 | 4.2 | 4.2 | 4.2 | 4.2 | 4.2 | 4.2 | 4.2 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lag | Lead | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | None | None | None | None | Min | None | Min |
| Act Effct Green (s) | 20.4 | 14.6 | 14.6 | 20.4 | 14.6 | 59.6 | 55.6 | 44.7 | 40.5 |
| Actuated g/C Ratio | 0.22 | 0.16 | 0.16 | 0.22 | 0.16 | 0.65 | 0.60 | 0.48 | 0.44 |
| v/c Ratio | 0.22 | 0.42 | 0.45 | 0.19 | 0.65 | 0.76 | 0.85 | 0.24 | 0.85 |
| Control Delay | 31.2 | 44.7 | 10.1 | 30.7 | 50.0 | 31.6 | 27.0 | 11.9 | 34.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.2 | 0.0 | 0.0 |
| Total Delay | 31.2 | 44.7 | 10.1 | 30.7 | 50.0 | 31.6 | 31.2 | 11.9 | 34.6 |
| LOS | C | D | B | C | D | C | C | B | C |
| Approach Delay | | 25.3 | | | 45.5 | | 31.3 | | 33.3 |
| Approach LOS | | C | | | D | | C | | C |

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 92.3
 Natural Cycle: 90
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 32.4
 Intersection Capacity Utilization 76.4%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 13: Hooper Rd & Watson Blvd



Traditions Casino

14: Hooper Rd & Mary St/Prospect St

6/25/2014



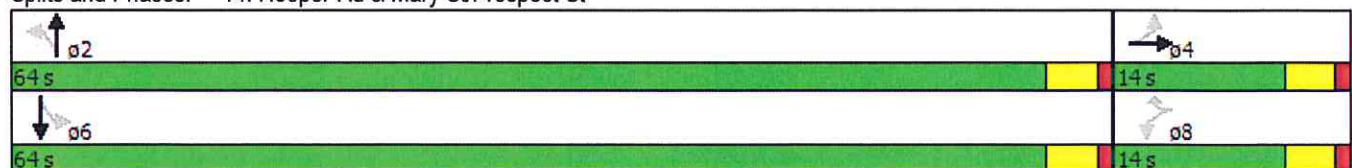
| Lane Group | EBT | WBL | WBR | NBL | NBT | SBL | SBT |
|----------------------|-------|--------|--------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | |
| Volume (vph) | 0 | 32 | 10 | 6 | 1029 | 3 | 787 |
| Turn Type | NA | custom | custom | Perm | NA | Perm | NA |
| Protected Phases | 4 | | | | 2 | | 6 |
| Permitted Phases | | 8 | 8 | 2 | | 6 | |
| Detector Phase | 4 | 8 | 8 | 2 | 2 | 6 | 6 |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | 8.0 | 15.0 | 15.0 | 15.0 | 15.0 |
| Minimum Split (s) | 12.0 | 12.0 | 12.0 | 20.0 | 20.0 | 19.0 | 19.0 |
| Total Split (s) | 14.0 | 14.0 | 14.0 | 64.0 | 64.0 | 64.0 | 64.0 |
| Total Split (%) | 17.9% | 17.9% | 17.9% | 82.1% | 82.1% | 82.1% | 82.1% |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | | 4.0 | | 4.0 |
| Lead/Lag | | | | | | | |
| Lead-Lag Optimize? | | | | | | | |
| Recall Mode | None | None | None | Min | Min | Min | Min |
| Act Effct Green (s) | 8.7 | 8.7 | 8.7 | | 37.6 | | 37.6 |
| Actuated g/C Ratio | 0.19 | 0.19 | 0.19 | | 0.82 | | 0.82 |
| v/c Ratio | 0.02 | 0.15 | 0.05 | | 0.39 | | 0.57 |
| Control Delay | 9.0 | 20.8 | 11.4 | | 3.3 | | 5.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.1 |
| Total Delay | 9.0 | 20.8 | 11.4 | | 3.3 | | 5.7 |
| LOS | A | C | B | | A | | A |
| Approach Delay | 9.0 | | | | 3.3 | | 5.7 |
| Approach LOS | A | | | | A | | A |

Intersection Summary

Cycle Length: 78
 Actuated Cycle Length: 46.1
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.57
 Intersection Signal Delay: 4.8
 Intersection Capacity Utilization 57.5%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 14: Hooper Rd & Mary St/Prospect St





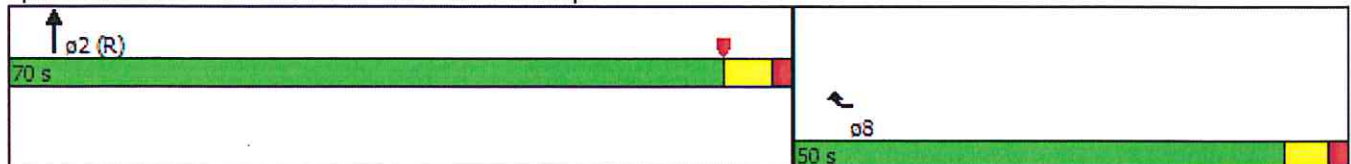
| Lane Group | WBR | NBT | SBT | SBR |
|----------------------|--------|-------|-------|--------|
| Lane Configurations | ↑↑ | ↑↑↑ | ↑↑ | ↑ |
| Volume (vph) | 748 | 1458 | 1485 | 440 |
| Turn Type | custom | NA | NA | custom |
| Protected Phases | 8 | 2 | Free | Free |
| Permitted Phases | 8 | | | Free |
| Detector Phase | 8 | 2 | | |
| Switch Phase | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | | |
| Minimum Split (s) | 21.5 | 22.3 | | |
| Total Split (s) | 50.0 | 70.0 | | |
| Total Split (%) | 41.7% | 58.3% | | |
| Yellow Time (s) | 3.9 | 4.3 | | |
| All-Red Time (s) | 2.0 | 2.0 | | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | |
| Total Lost Time (s) | 5.9 | 6.3 | | |
| Lead/Lag | | | | |
| Lead-Lag Optimize? | | | | |
| Recall Mode | None | C-Max | | |
| Act Effct Green (s) | 38.1 | 69.7 | 120.0 | 120.0 |
| Actuated g/C Ratio | 0.32 | 0.58 | 1.00 | 1.00 |
| v/c Ratio | 0.92 | 0.54 | 0.46 | 0.30 |
| Control Delay | 55.1 | 16.8 | 0.2 | 0.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 55.1 | 16.8 | 0.2 | 0.2 |
| LOS | E | B | A | A |
| Approach Delay | | 16.8 | 0.2 | |
| Approach LOS | | B | A | |

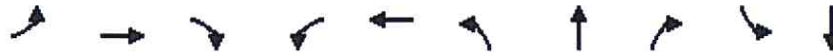
Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 11 (9%), Referenced to phase 2:NBT, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 16.0
 Intersection Capacity Utilization 97.4%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service F

Splits and Phases: 15: Route 201 & RT 17 WB Off-Ramp





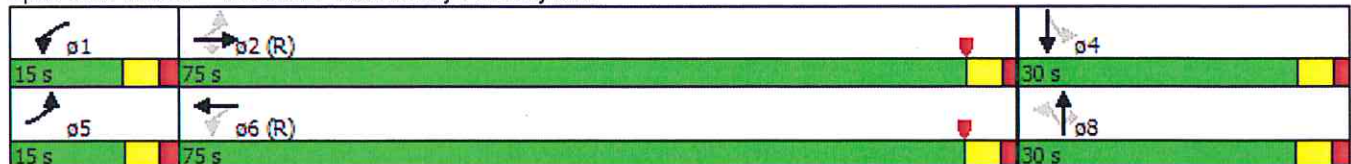
| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | NBR | SBL | SBT |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | |
| Volume (vph) | 40 | 700 | 100 | 40 | 691 | 75 | 10 | 60 | 30 | 5 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | Perm | NA | Perm | Perm | NA |
| Protected Phases | 5 | 2 | | 1 | 6 | | 8 | | | 4 |
| Permitted Phases | 2 | | 2 | 6 | | 8 | | 8 | 4 | |
| Detector Phase | 5 | 2 | 2 | 1 | 6 | 8 | 8 | 8 | 4 | 4 |
| Switch Phase | | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 |
| Minimum Split (s) | 13.0 | 21.0 | 21.0 | 13.1 | 21.1 | 21.0 | 21.0 | 21.0 | 20.8 | 20.8 |
| Total Split (s) | 15.0 | 75.0 | 75.0 | 15.0 | 75.0 | 30.0 | 30.0 | 30.0 | 30.0 | 30.0 |
| Total Split (%) | 12.5% | 62.5% | 62.5% | 12.5% | 62.5% | 25.0% | 25.0% | 25.0% | 25.0% | 25.0% |
| Yellow Time (s) | 3.2 | 3.2 | 3.2 | 3.2 | 3.2 | 3.2 | 3.2 | 3.2 | 3.2 | 3.2 |
| All-Red Time (s) | 1.7 | 1.5 | 1.5 | 1.8 | 1.6 | 1.8 | 1.8 | 1.8 | 1.6 | 1.6 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 |
| Total Lost Time (s) | 4.9 | 4.7 | 4.7 | 5.0 | 4.8 | | 5.0 | 5.0 | | 4.8 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | | | | | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | | | | |
| Recall Mode | None | C-Max | C-Max | None | C-Max | None | None | None | None | None |
| Act Effct Green (s) | 92.1 | 85.9 | 85.9 | 92.0 | 85.8 | | 14.0 | 14.0 | | 14.2 |
| Actuated g/C Ratio | 0.77 | 0.72 | 0.72 | 0.77 | 0.72 | | 0.12 | 0.12 | | 0.12 |
| v/c Ratio | 0.07 | 0.30 | 0.09 | 0.07 | 0.29 | | 0.65 | 0.27 | | 0.46 |
| Control Delay | 4.0 | 7.0 | 1.9 | 3.5 | 7.4 | | 69.6 | 13.4 | | 38.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 |
| Total Delay | 4.0 | 7.0 | 1.9 | 3.5 | 7.4 | | 69.6 | 13.4 | | 38.6 |
| LOS | A | A | A | A | A | | E | B | | D |
| Approach Delay | | 6.2 | | | 7.2 | | 46.5 | | | 38.6 |
| Approach LOS | | A | | | A | | D | | | D |

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 100 (83%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.65
 Intersection Signal Delay: 11.4
 Intersection Capacity Utilization 48.9%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 16: Giant Plaza/Friendly's & Harry L Dr



Traditions Casino
 17: Reynolds Rd & Mall Entrance/Taco Bell-Pizza Hut

6/25/2014



| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | NBR | SBL | SBT |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | ↖ | ↗ | ↖ | ↗ | ↖ | ↑↑ | ↗ | ↖ | ↖↗ |
| Volume (vph) | 20 | 25 | 228 | 64 | 11 | 206 | 425 | 144 | 15 | 443 |
| Turn Type | Perm | NA | Perm | Perm | NA | pm+pt | NA | Perm | pm+pt | NA |
| Protected Phases | | 2 | | | 6 | 7 | 4 | | 3 | 8 |
| Permitted Phases | 2 | | 2 | 6 | | 4 | | 4 | 8 | |
| Detector Phase | 2 | 2 | 2 | 6 | 6 | 7 | 4 | 4 | 3 | 8 |
| Switch Phase | | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 13.4 | 13.4 | 13.4 | 13.4 | 13.4 | 16.2 | 16.2 | 16.2 | 16.2 | 16.2 |
| Total Split (s) | 43.0 | 43.0 | 43.0 | 43.0 | 43.0 | 34.0 | 59.0 | 59.0 | 18.0 | 43.0 |
| Total Split (%) | 35.8% | 35.8% | 35.8% | 35.8% | 35.8% | 28.3% | 49.2% | 49.2% | 15.0% | 35.8% |
| Yellow Time (s) | 3.2 | 3.2 | 3.2 | 3.2 | 3.2 | 3.7 | 3.7 | 3.7 | 3.7 | 3.7 |
| All-Red Time (s) | 2.2 | 2.2 | 2.2 | 2.2 | 2.2 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 |
| Lost Time Adjust (s) | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | | 5.4 | 5.4 | 5.4 | 5.4 | 6.2 | 6.2 | 6.2 | 6.2 | 6.2 |
| Lead/Lag | | | | | | Lead | Lag | Lag | Lead | Lag |
| Lead-Lag Optimize? | | | | | | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | None | None | None | None | C-Max | C-Max | None | C-Max |
| Act Effct Green (s) | | 13.4 | 13.4 | 13.4 | 13.4 | 93.4 | 88.5 | 88.5 | 87.9 | 77.9 |
| Actuated g/C Ratio | | 0.11 | 0.11 | 0.11 | 0.11 | 0.78 | 0.74 | 0.74 | 0.73 | 0.65 |
| v/c Ratio | | 0.35 | 0.68 | 0.59 | 0.31 | 0.34 | 0.20 | 0.14 | 0.02 | 0.23 |
| Control Delay | | 53.6 | 14.6 | 67.0 | 20.8 | 7.8 | 11.5 | 6.6 | 3.8 | 9.6 |
| Queue Delay | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | | 53.6 | 14.6 | 67.0 | 20.8 | 7.8 | 11.5 | 6.6 | 3.8 | 9.6 |
| LOS | | D | B | E | C | A | B | A | A | A |
| Approach Delay | | 21.1 | | | 46.2 | | 9.6 | | | 9.5 |
| Approach LOS | | C | | | D | | A | | | A |

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 76.8 (64%), Referenced to phase 4:NBTL and 8:SBTL, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 14.6
 Intersection Capacity Utilization 52.5%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 17: Reynolds Rd & Mall Entrance/Taco Bell-Pizza Hut



Build Mitigated PM Capacity Analyses – 17C WB Closed

Traditions Casino

1: Route 201/Reynolds Rd & Harry L Dr

6/25/2014

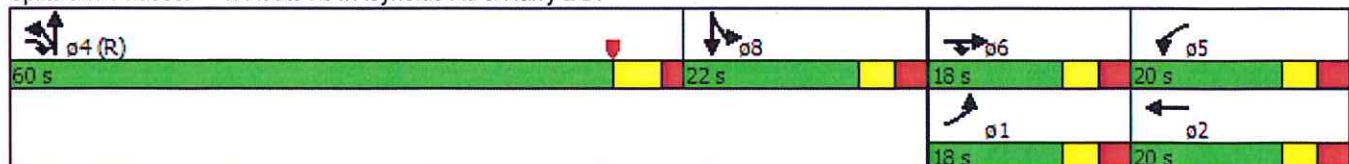


| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | NBR | SBT |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | |
| Volume (vph) | 99 | 247 | 1004 | 378 | 287 | 1197 | 545 | 457 | 550 |
| Turn Type | Prot | NA | pt+ov | Prot | NA | Split | NA | Free | NA |
| Protected Phases | 1 | 6 | 64 | 5 | 2 | 4 | 4 | | 8 |
| Permitted Phases | | | | | | | | Free | |
| Detector Phase | 1 | 6 | 64 | 5 | 2 | 4 | 4 | | 8 |
| Switch Phase | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | | 8.0 | 8.0 | 7.9 | 7.9 | | 8.0 |
| Minimum Split (s) | 14.0 | 14.0 | | 14.2 | 14.2 | 14.2 | 14.2 | | 14.2 |
| Total Split (s) | 18.0 | 18.0 | | 20.0 | 20.0 | 60.0 | 60.0 | | 22.0 |
| Total Split (%) | 15.0% | 15.0% | | 16.7% | 16.7% | 50.0% | 50.0% | | 18.3% |
| Yellow Time (s) | 3.2 | 3.2 | | 3.2 | 3.2 | 4.3 | 4.3 | | 3.2 |
| All-Red Time (s) | 2.8 | 2.8 | | 3.0 | 3.0 | 2.0 | 2.0 | | 3.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | | 6.2 | 6.2 | 6.3 | 6.3 | | 6.2 |
| Lead/Lag | Lead | Lead | | Lag | Lag | | | | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | | | |
| Recall Mode | None | None | | None | None | C-Max | C-Max | | None |
| Act Effct Green (s) | 10.9 | 12.0 | 66.0 | 13.8 | 14.9 | 53.7 | 53.7 | 120.0 | 15.8 |
| Actuated g/C Ratio | 0.09 | 0.10 | 0.55 | 0.12 | 0.12 | 0.45 | 0.45 | 1.00 | 0.13 |
| v/c Ratio | 0.67 | 0.76 | 0.70 | 1.09 | 1.05 | 0.80 | 0.36 | 0.29 | 1.15 |
| Control Delay | 72.5 | 66.3 | 15.2 | 117.0 | 95.6 | 28.1 | 14.3 | 0.4 | 129.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 72.5 | 66.3 | 15.2 | 117.0 | 95.6 | 28.1 | 14.3 | 0.4 | 129.8 |
| LOS | E | E | B | F | F | C | B | A | F |
| Approach Delay | | 28.7 | | | 105.8 | | 18.9 | | 129.8 |
| Approach LOS | | C | | | F | | B | | F |

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 4:NBTL, Start of Yellow, Master Intersection
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.15
 Intersection Signal Delay: 51.9
 Intersection LOS: D
 Intersection Capacity Utilization 88.1%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 1: Route 201/Reynolds Rd & Harry L Dr



Traditions Casino

2: Wegmans Driveway/Shopping Center Driveway & Harry L Dr

6/25/2014

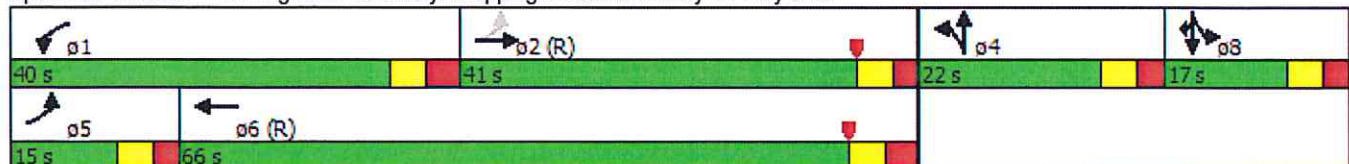


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 105 | 542 | 107 | 613 | 740 | 212 | 211 | 22 | 615 | 193 | 67 | 119 |
| Turn Type | pm+pt | NA | Free | Prot | NA | Free | Split | NA | Free | Split | NA | custom |
| Protected Phases | 5 | 2 | | 1 | 6 | | 4 | 4 | | 8 | 8 | 8 |
| Permitted Phases | 2 | | Free | | | Free | | | Free | | | 8 |
| Detector Phase | 5 | 2 | | 1 | 6 | | 4 | 4 | | 8 | 8 | 8 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 10.0 | | 8.0 | 10.0 | | 8.0 | 8.0 | | 8.0 | 8.0 | 8.0 |
| Minimum Split (s) | 13.5 | 15.5 | | 14.2 | 16.2 | | 13.7 | 13.7 | | 13.7 | 13.7 | 13.7 |
| Total Split (s) | 15.0 | 41.0 | | 40.0 | 66.0 | | 22.0 | 22.0 | | 17.0 | 17.0 | 17.0 |
| Total Split (%) | 12.5% | 34.2% | | 33.3% | 55.0% | | 18.3% | 18.3% | | 14.2% | 14.2% | 14.2% |
| Yellow Time (s) | 3.2 | 3.2 | | 3.2 | 3.2 | | 3.2 | 3.2 | | 3.2 | 3.2 | 3.2 |
| All-Red Time (s) | 2.3 | 2.3 | | 3.0 | 3.0 | | 2.5 | 2.5 | | 2.5 | 2.5 | 2.5 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.5 | 5.5 | | 6.2 | 6.2 | | 5.7 | 5.7 | | 5.7 | 5.7 | 5.7 |
| Lead/Lag | Lead | Lag | | Lead | Lag | | | | | | | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | | | | | | |
| Recall Mode | None | C-Max | | None | C-Max | | None | None | | None | None | None |
| Act Effct Green (s) | 52.6 | 44.0 | 120.0 | 28.1 | 63.5 | 120.0 | 13.7 | 13.7 | 120.0 | 11.2 | 11.2 | 11.2 |
| Actuated g/C Ratio | 0.44 | 0.37 | 1.00 | 0.23 | 0.53 | 1.00 | 0.11 | 0.11 | 1.00 | 0.09 | 0.09 | 0.09 |
| v/c Ratio | 0.30 | 0.43 | 0.07 | 0.81 | 0.42 | 0.14 | 0.69 | 0.68 | 0.42 | 0.67 | 0.45 | 0.42 |
| Control Delay | 15.8 | 29.8 | 0.1 | 29.7 | 18.5 | 0.1 | 69.2 | 68.4 | 0.8 | 63.1 | 60.2 | 6.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 15.8 | 29.8 | 0.1 | 29.7 | 18.5 | 0.1 | 69.2 | 68.4 | 0.8 | 63.1 | 60.2 | 6.2 |
| LOS | B | C | A | C | B | A | E | E | A | E | E | A |
| Approach Delay | | 23.6 | | | 20.4 | | | 19.5 | | | 44.7 | |
| Approach LOS | | C | | | C | | | B | | | D | |

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 50 (42%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 23.5
 Intersection LOS: C
 Intersection Capacity Utilization 60.1%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 2: Wegmans Driveway/Shopping Center Driveway & Harry L Dr



Traditions Casino
3: Oakdale Rd & Harry L Dr

6/25/2014



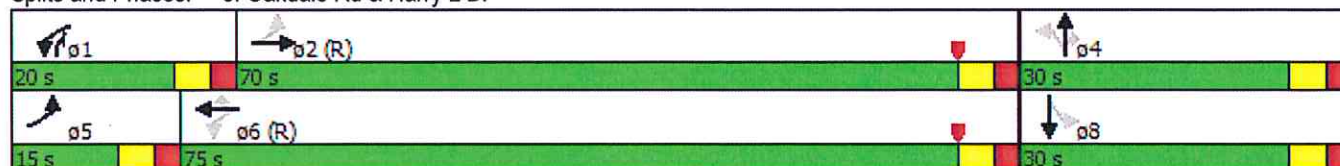
| Lane Group | EBL | EBT | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | |
| Volume (vph) | 24 | 434 | 79 | 666 | 325 | 17 | 74 | 168 | 152 | 17 |
| Turn Type | pm+pt | NA | pm+pt | NA | Perm | Perm | NA | pm+ov | Perm | NA |
| Protected Phases | 5 | 2 | 1 | 6 | | | 4 | 1 | | 8 |
| Permitted Phases | 2 | | 6 | | 6 | 4 | | 4 | 8 | |
| Detector Phase | 5 | 2 | 1 | 6 | 6 | 4 | 4 | 1 | 8 | 8 |
| Switch Phase | | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 10.0 | 8.0 | 10.0 | 10.0 | 7.7 | 7.7 | 8.0 | 7.7 | 7.7 |
| Minimum Split (s) | 13.5 | 15.5 | 13.5 | 15.5 | 15.5 | 13.5 | 13.5 | 13.5 | 13.5 | 13.5 |
| Total Split (s) | 15.0 | 70.0 | 20.0 | 75.0 | 75.0 | 30.0 | 30.0 | 20.0 | 30.0 | 30.0 |
| Total Split (%) | 12.5% | 58.3% | 16.7% | 62.5% | 62.5% | 25.0% | 25.0% | 16.7% | 25.0% | 25.0% |
| Yellow Time (s) | 3.2 | 3.2 | 3.2 | 3.2 | 3.2 | 3.5 | 3.5 | 3.2 | 3.5 | 3.5 |
| All-Red Time (s) | 2.3 | 2.3 | 2.3 | 2.3 | 2.3 | 2.3 | 2.3 | 2.3 | 2.3 | 2.3 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | | 5.8 | 5.5 | 5.8 | 5.8 |
| Lead/Lag | Lead | Lag | Lead | Lag | Lag | | | Lead | | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | | Yes | | |
| Recall Mode | None | C-Max | None | C-Max | C-Max | None | None | None | None | None |
| Act Effct Green (s) | 83.4 | 75.4 | 85.8 | 80.9 | 80.9 | | 19.7 | 33.6 | 19.7 | 19.7 |
| Actuated g/C Ratio | 0.70 | 0.63 | 0.72 | 0.67 | 0.67 | | 0.16 | 0.28 | 0.16 | 0.16 |
| v/c Ratio | 0.05 | 0.41 | 0.13 | 0.55 | 0.28 | | 0.35 | 0.32 | 0.80 | 0.33 |
| Control Delay | 5.4 | 13.3 | 1.6 | 10.8 | 3.0 | | 30.7 | 14.9 | 73.9 | 46.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 5.4 | 13.3 | 1.6 | 11.1 | 3.0 | | 30.7 | 14.9 | 73.9 | 46.4 |
| LOS | A | B | A | B | A | | C | B | E | D |
| Approach Delay | | 12.8 | | 7.9 | | | 20.5 | | | 64.2 |
| Approach LOS | | B | | A | | | C | | | E |

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 90 (75%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 17.5
 Intersection Capacity Utilization 70.8%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 3: Oakdale Rd & Harry L Dr



Intersection

Intersection Delay, s/veh 5.4

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol, veh/h | 8 | 3 | 80 | 38 | 9 | 2 | 114 | 249 | 14 | 5 | 93 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 79 | 79 | 97 | 54 | 54 | 54 | 93 | 93 | 93 | 73 | 73 | 73 |
| Heavy Vehicles, % | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 20 | 2 | 0 |
| Mvmt Flow | 10 | 4 | 82 | 70 | 17 | 4 | 123 | 268 | 15 | 7 | 127 | 7 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|-------------------------|--------|-------|-----|--------|-----|-----|--------|---|---|--------|---|---|
| Conflicting Flow All | 676 | 673 | 131 | 708 | 668 | 275 | 134 | 0 | 0 | 283 | 0 | 0 |
| Stage 1 | 145 | 145 | - | 520 | 520 | - | - | - | - | - | - | - |
| Stage 2 | 531 | 528 | - | 188 | 148 | - | - | - | - | - | - | - |
| Follow-up Headway | 3.5 | 4.297 | 3.3 | 3.5 | 4 | 3.3 | 2.2 | - | - | 2.38 | - | - |
| Pot Capacity-1 Maneuver | 370 | 340 | 924 | 352 | 382 | 769 | 1463 | - | - | 1183 | - | - |
| Stage 1 | 863 | 721 | - | 543 | 535 | - | - | - | - | - | - | - |
| Stage 2 | 536 | 480 | - | 818 | 779 | - | - | - | - | - | - | - |
| Time blocked-Platoon, % | | | | | | | | - | - | | - | - |
| Mov Capacity-1 Maneuver | 326 | 304 | 924 | 292 | 342 | 769 | 1463 | - | - | 1183 | - | - |
| Mov Capacity-2 Maneuver | 326 | 304 | - | 292 | 342 | - | - | - | - | - | - | - |
| Stage 1 | 777 | 717 | - | 489 | 482 | - | - | - | - | - | - | - |
| Stage 2 | 463 | 432 | - | 737 | 774 | - | - | - | - | - | - | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|------|--|--|------|--|--|-----|--|--|-----|--|--|
| HCM Control Delay, s | 10.7 | | | 21.5 | | | 2.3 | | | 0.4 | | |
| HCM LOS | B | | | C | | | | | | | | |

| Minor Lane / Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-------------------------|-------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1463 | - | - | 726 | 308 | 1183 | - | - |
| HCM Lane V/C Ratio | 0.084 | - | - | 0.133 | 0.295 | 0.006 | - | - |
| HCM Control Delay (s) | 7.686 | 0 | - | 10.7 | 21.5 | 8.061 | 0 | - |
| HCM Lane LOS | A | A | | B | C | A | A | |
| HCM 95th %tile Q(veh) | 0.274 | - | - | 0.457 | 1.2 | 0.017 | - | - |

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

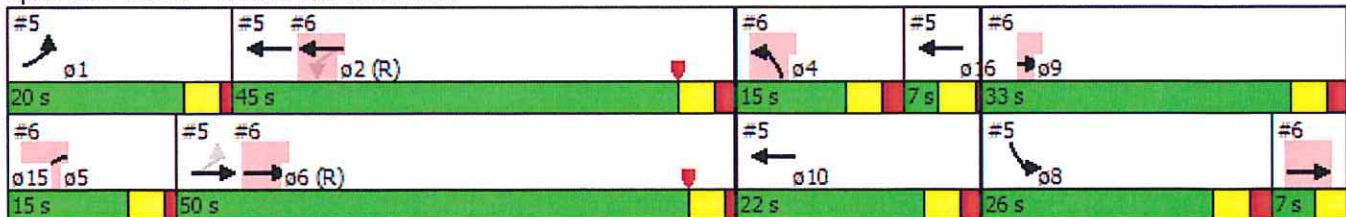


| Lane Group | EBL | EBT | WBT | SBL | ø2 | ø4 | ø5 | ø9 | ø10 | ø15 | ø16 |
|----------------------|-------|-------|---------|-------|-------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | |
| Volume (vph) | 176 | 342 | 447 | 128 | | | | | | | |
| Turn Type | pm+pt | NA | NA | NA | | | | | | | |
| Protected Phases | 1 | 6 | 2 10 16 | 8 | 2 | 4 | 5 | 9 | 10 | 15 | 16 |
| Permitted Phases | 6 | | | | | | | | | | |
| Detector Phase | 1 | 6 | 2 10 16 | 8 | | | | | | | |
| Switch Phase | | | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | | 8.0 | 10.0 | 6.0 | 8.0 | 8.0 | 6.0 | 4.0 | 3.0 |
| Minimum Split (s) | 12.2 | 12.2 | | 13.2 | 15.2 | 11.5 | 12.2 | 13.2 | 11.5 | 7.0 | 7.0 |
| Total Split (s) | 20.0 | 50.0 | | 26.0 | 45.0 | 15.0 | 15.0 | 33.0 | 22.0 | 7.0 | 7.0 |
| Total Split (%) | 16.7% | 41.7% | | 21.7% | 38% | 13% | 13% | 28% | 18% | 6% | 6% |
| Yellow Time (s) | 3.2 | 3.2 | | 3.2 | 3.2 | 3.2 | 3.2 | 3.2 | 3.2 | 3.0 | 3.5 |
| All-Red Time (s) | 1.0 | 1.0 | | 2.0 | 2.0 | 2.0 | 1.0 | 2.0 | 2.0 | 0.0 | 0.5 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | | | | | | | |
| Total Lost Time (s) | 4.2 | 4.2 | | 5.2 | | | | | | | |
| Lead/Lag | Lead | Lag | | | Lag | | Lead | | | | |
| Lead-Lag Optimize? | Yes | Yes | | | Yes | | Yes | | | | |
| Recall Mode | None | C-Max | | None | C-Max | None | None | None | None | None | None |
| Act Effct Green (s) | 63.1 | 53.4 | 66.0 | 19.2 | | | | | | | |
| Actuated g/C Ratio | 0.53 | 0.44 | 0.55 | 0.16 | | | | | | | |
| v/c Ratio | 0.46 | 0.44 | 0.39 | 0.87 | | | | | | | |
| Control Delay | 19.9 | 27.1 | 0.9 | 71.9 | | | | | | | |
| Queue Delay | 0.0 | 0.0 | 0.3 | 0.0 | | | | | | | |
| Total Delay | 19.9 | 27.1 | 1.2 | 71.9 | | | | | | | |
| LOS | B | C | A | E | | | | | | | |
| Approach Delay | | 24.7 | 1.2 | 71.9 | | | | | | | |
| Approach LOS | | C | A | E | | | | | | | |

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 39.8 (33%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 21.2
 Intersection LOS: C
 Intersection Capacity Utilization 52.9%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 5: Main St & Oakdale Rd



Traditions Casino
6: Camden St & Main St

6/25/2014

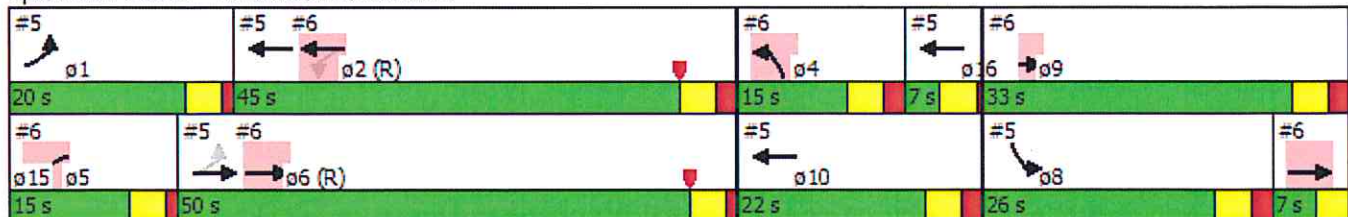


| Lane Group | EBT | WBL | WBT | NBL | ø1 | ø6 | ø8 | ø9 | ø10 | ø15 | ø16 |
|----------------------|--------|-------|-------|-------|------|-------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | |
| Volume (vph) | 455 | 45 | 628 | 20 | | | | | | | |
| Turn Type | NA | pm+pt | NA | NA | | | | | | | |
| Protected Phases | 6 9 15 | 5 | 2 | 4 | 1 | 6 | 8 | 9 | 10 | 15 | 16 |
| Permitted Phases | | 2 | | | | | | | | | |
| Detector Phase | 6 9 15 | 5 | 2 | 4 | | | | | | | |
| Switch Phase | | | | | | | | | | | |
| Minimum Initial (s) | | 8.0 | 10.0 | 6.0 | 8.0 | 8.0 | 8.0 | 8.0 | 6.0 | 4.0 | 3.0 |
| Minimum Split (s) | | 12.2 | 15.2 | 11.5 | 12.2 | 12.2 | 13.2 | 13.2 | 11.5 | 7.0 | 7.0 |
| Total Split (s) | | 15.0 | 45.0 | 15.0 | 20.0 | 50.0 | 26.0 | 33.0 | 22.0 | 7.0 | 7.0 |
| Total Split (%) | | 12.5% | 37.5% | 12.5% | 17% | 42% | 22% | 28% | 18% | 6% | 6% |
| Yellow Time (s) | | 3.2 | 3.2 | 3.2 | 3.2 | 3.2 | 3.2 | 3.2 | 3.2 | 3.0 | 3.5 |
| All-Red Time (s) | | 1.0 | 2.0 | 2.0 | 1.0 | 1.0 | 2.0 | 2.0 | 2.0 | 0.0 | 0.5 |
| Lost Time Adjust (s) | | 0.0 | 0.0 | 0.0 | | | | | | | |
| Total Lost Time (s) | | 4.2 | 5.2 | 5.2 | | | | | | | |
| Lead/Lag | | Lead | Lag | | Lead | Lag | | | | | |
| Lead-Lag Optimize? | | Yes | Yes | | Yes | Yes | | | | | |
| Recall Mode | | None | C-Max | None | None | C-Max | None | None | None | None | None |
| Act Effct Green (s) | 82.5 | 55.3 | 46.0 | 7.5 | | | | | | | |
| Actuated g/C Ratio | 0.69 | 0.46 | 0.38 | 0.06 | | | | | | | |
| v/c Ratio | 0.39 | 0.12 | 0.54 | 0.43 | | | | | | | |
| Control Delay | 1.3 | 16.3 | 32.0 | 35.9 | | | | | | | |
| Queue Delay | 0.3 | 0.0 | 0.0 | 0.0 | | | | | | | |
| Total Delay | 1.6 | 16.3 | 32.0 | 35.9 | | | | | | | |
| LOS | A | B | C | D | | | | | | | |
| Approach Delay | 1.6 | | 30.9 | 35.9 | | | | | | | |
| Approach LOS | A | | C | D | | | | | | | |

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 39.8 (33%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 20.2
 Intersection LOS: C
 Intersection Capacity Utilization 47.9%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 6: Camden St & Main St



Intersection

Intersection Delay, s/veh 8.4

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|--------------------------|------|------|------|------|------|------|
| Vol, veh/h | 108 | 20 | 445 | 74 | 17 | 731 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 91 | 91 | 82 | 82 | 91 | 91 |
| Heavy Vehicles, % | 0 | 0 | 2 | 0 | 0 | 1 |
| Mvmt Flow | 119 | 22 | 543 | 90 | 19 | 803 |

| Major/Minor | Minor1 | Major1 | Major2 |
|-------------------------|--------|--------|--------|
| Conflicting Flow All | 1429 | 588 | 0 |
| Stage 1 | 588 | - | - |
| Stage 2 | 841 | - | - |
| Follow-up Headway | 3.5 | 3.3 | 2.2 |
| Pot Capacity-1 Maneuver | 150 | 513 | 960 |
| Stage 1 | 559 | - | - |
| Stage 2 | 426 | - | - |
| Time blocked-Platoon, % | | | |
| Mov Capacity-1 Maneuver | 145 | 513 | 960 |
| Mov Capacity-2 Maneuver | 145 | - | - |
| Stage 1 | 559 | - | - |
| Stage 2 | 411 | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 93.9 | 0 | 0.2 |
| HCM LOS | F | | |

| Minor Lane / Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|-------------------------|-----|-----|-------|-------|-----|
| Capacity (veh/h) | - | - | 163 | 960 | - |
| HCM Lane V/C Ratio | - | - | 0.863 | 0.019 | - |
| HCM Control Delay (s) | - | - | 93.9 | 8.824 | 0 |
| HCM Lane LOS | | | F | A | A |
| HCM 95th %tile Q(veh) | - | - | 5.999 | 0.06 | - |

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection

Intersection Delay, s/veh 1

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|--------------------------|------|------|------|------|------|------|
| Vol, veh/h | 1 | 485 | 830 | 9 | 34 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 84 | 84 | 91 | 91 | 92 | 92 |
| Heavy Vehicles, % | 0 | 1 | 1 | 0 | 0 | 0 |
| Mvmt Flow | 1 | 577 | 912 | 10 | 37 | 2 |

| Major/Minor | Major1 | Major2 | Minor2 |
|-------------------------|--------|--------|--------|
| Conflicting Flow All | 922 | 0 | 1497 |
| Stage 1 | - | - | 917 |
| Stage 2 | - | - | 580 |
| Follow-up Headway | 2.2 | - | 3.5 |
| Pot Capacity-1 Maneuver | 749 | - | 136 |
| Stage 1 | - | - | 393 |
| Stage 2 | - | - | 564 |
| Time blocked-Platoon, % | - | - | - |
| Mov Capacity-1 Maneuver | 749 | - | 136 |
| Mov Capacity-2 Maneuver | - | - | 136 |
| Stage 1 | - | - | 393 |
| Stage 2 | - | - | 563 |

| Approach | EB | WB | SB |
|----------------------|----|----|------|
| HCM Control Delay, s | 0 | 0 | 40.1 |
| HCM LOS | | | E |

| Minor Lane / Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-------------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 749 | - | - | - | 141 |
| HCM Lane V/C Ratio | 0.002 | - | - | - | 0.278 |
| HCM Control Delay (s) | 9.814 | 0 | - | - | 40.1 |
| HCM Lane LOS | A | A | | | E |
| HCM 95th %tile Q(veh) | 0.005 | - | - | - | 1.064 |

Notes

- : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Traditions Casino
 9: Watson Blvd & Site Access

6/25/2014

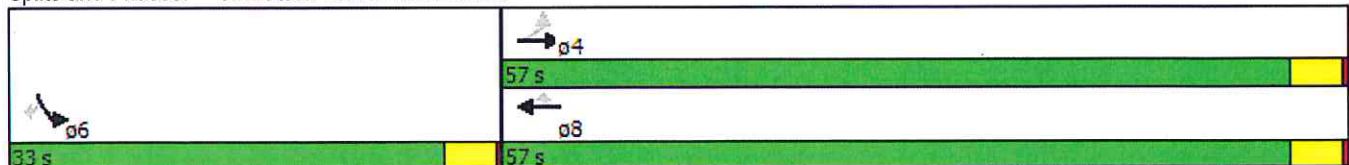


| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Volume (vph) | 105 | 304 | 503 | 329 | 182 | 155 |
| Turn Type | Perm | NA | NA | Perm | NA | Perm |
| Protected Phases | | 4 | 8 | | 6 | |
| Permitted Phases | 4 | | | 8 | | 6 |
| Detector Phase | 4 | 4 | 8 | 8 | 6 | 6 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Minimum Split (s) | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 |
| Total Split (s) | 57.0 | 57.0 | 57.0 | 57.0 | 33.0 | 33.0 |
| Total Split (%) | 63.3% | 63.3% | 63.3% | 63.3% | 36.7% | 36.7% |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | None | None | None | Max | Max |
| Act Effct Green (s) | 25.8 | 25.8 | 25.8 | 25.8 | 29.5 | 29.5 |
| Actuated g/C Ratio | 0.41 | 0.41 | 0.41 | 0.41 | 0.47 | 0.47 |
| v/c Ratio | 0.63 | 0.44 | 0.72 | 0.42 | 0.24 | 0.20 |
| Control Delay | 31.2 | 14.8 | 21.2 | 2.9 | 13.6 | 3.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 31.2 | 14.8 | 21.2 | 2.9 | 13.6 | 3.5 |
| LOS | C | B | C | A | B | A |
| Approach Delay | | 19.0 | 14.0 | | 8.9 | |
| Approach LOS | | B | B | | A | |

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 63.4
 Natural Cycle: 40
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 14.2
 Intersection Capacity Utilization 52.4%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 9: Watson Blvd & Site Access



Traditions Casino
10: Watson Blvd & Country Club Rd

6/25/2014

Intersection

Intersection Delay, s/veh 4.7

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|--------------------------|------|------|------|------|------|------|
| Vol, veh/h | 11 | 245 | 386 | 272 | 164 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 94 | 94 | 93 | 93 | 88 | 88 |
| Heavy Vehicles, % | 0 | 1 | 1 | 0 | 0 | 0 |
| Mvmt Flow | 12 | 261 | 415 | 292 | 186 | 0 |

| Major/Minor | Major1 | Major2 | Minor2 |
|-------------------------|--------|--------|--------|
| Conflicting Flow All | 708 | 0 | 845 |
| Stage 1 | - | - | 561 |
| Stage 2 | - | - | 284 |
| Follow-up Headway | 2.2 | - | 3.5 |
| Pot Capacity-1 Maneuver | 900 | - | 336 |
| Stage 1 | - | - | 575 |
| Stage 2 | - | - | 769 |
| Time blocked-Platoon, % | - | - | - |
| Mov Capacity-1 Maneuver | 900 | - | 331 |
| Mov Capacity-2 Maneuver | - | - | 331 |
| Stage 1 | - | - | 575 |
| Stage 2 | - | - | 757 |

| Approach | EB | WB | SB |
|----------------------|-----|----|----|
| HCM Control Delay, s | 0.4 | 0 | 29 |
| HCM LOS | | | D |

| Minor Lane / Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-------------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 900 | - | - | - | 331 |
| HCM Lane V/C Ratio | 0.013 | - | - | - | 0.563 |
| HCM Control Delay (s) | 9.053 | 0 | - | - | 29 |
| HCM Lane LOS | A | A | - | - | D |
| HCM 95th %tile Q(veh) | 0.04 | - | - | - | 3.273 |

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection

Intersection Delay, s/veh 0.4

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|--------------------------|------|------|------|------|------|------|
| Vol, veh/h | 3 | 1 | 279 | 4 | 14 | 161 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 50 | 50 | 94 | 94 | 91 | 91 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 6 | 2 | 297 | 4 | 15 | 177 |

| Major/Minor | Minor1 | Major1 | Major2 |
|-------------------------|--------|--------|--------|
| Conflicting Flow All | 507 | 299 | 0 |
| Stage 1 | 299 | - | - |
| Stage 2 | 208 | - | - |
| Follow-up Headway | 3.5 | 3.3 | 2.2 |
| Pot Capacity-1 Maneuver | 529 | 745 | 1272 |
| Stage 1 | 757 | - | - |
| Stage 2 | 832 | - | - |
| Time blocked-Platoon, % | | | |
| Mov Capacity-1 Maneuver | 522 | 745 | 1272 |
| Mov Capacity-2 Maneuver | 522 | - | - |
| Stage 1 | 757 | - | - |
| Stage 2 | 821 | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 11.5 | 0 | 0.6 |
| HCM LOS | B | | |

| Minor Lane / Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|-------------------------|-----|-----|-------|-------|-----|
| Capacity (veh/h) | - | - | 564 | 1272 | - |
| HCM Lane V/C Ratio | - | - | 0.014 | 0.012 | - |
| HCM Control Delay (s) | - | - | 11.5 | 7.865 | 0 |
| HCM Lane LOS | | | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.043 | 0.037 | - |

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Traditions Casino
12: Hooper Rd & Country Club Rd

6/25/2014



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | SBL | SBT | SBR |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | |
| Volume (vph) | 206 | 86 | 176 | 38 | 96 | 66 | 209 | 556 | 54 | 456 | 160 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | pm+pt | NA | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | 2 | | 6 | | 6 |
| Detector Phase | 7 | 4 | 4 | 3 | 8 | 8 | 5 | 2 | 1 | 6 | 6 |
| Switch Phase | | | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 20.0 | 8.0 | 20.0 | 20.0 |
| Minimum Split (s) | 12.5 | 20.5 | 20.5 | 12.5 | 20.5 | 20.5 | 12.5 | 24.5 | 12.5 | 24.5 | 24.5 |
| Total Split (s) | 19.5 | 29.5 | 29.5 | 19.5 | 29.5 | 29.5 | 19.5 | 54.5 | 19.5 | 54.5 | 54.5 |
| Total Split (%) | 15.9% | 24.0% | 24.0% | 15.9% | 24.0% | 24.0% | 15.9% | 44.3% | 15.9% | 44.3% | 44.3% |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lag | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | None | None | None | None | None | Min | None | Min | Min |
| Act Effct Green (s) | 30.6 | 23.6 | 23.6 | 20.3 | 11.7 | 11.7 | 51.6 | 42.3 | 42.9 | 34.5 | 34.5 |
| Actuated g/C Ratio | 0.33 | 0.26 | 0.26 | 0.22 | 0.13 | 0.13 | 0.56 | 0.46 | 0.47 | 0.38 | 0.38 |
| v/c Ratio | 0.55 | 0.20 | 0.36 | 0.14 | 0.48 | 0.28 | 0.62 | 0.78 | 0.22 | 0.74 | 0.27 |
| Control Delay | 31.3 | 34.7 | 7.5 | 25.9 | 47.7 | 9.7 | 17.8 | 29.5 | 11.7 | 32.0 | 8.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 31.3 | 34.7 | 7.5 | 25.9 | 47.7 | 9.7 | 17.8 | 29.5 | 11.7 | 32.0 | 8.2 |
| LOS | C | C | A | C | D | A | B | C | B | C | A |
| Approach Delay | | 23.0 | | | 31.1 | | | 26.5 | | 24.7 | |
| Approach LOS | | C | | | C | | | C | | C | |

Intersection Summary

Cycle Length: 123
 Actuated Cycle Length: 91.7
 Natural Cycle: 80
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 25.6
 Intersection Capacity Utilization 67.4%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service C

Splits and Phases: 12: Hooper Rd & Country Club Rd

| | | | |
|--------------|--------------|--------------|--------------|
| φ1 19.5 s | φ2 54.5 s | φ3 19.5 s | φ4 29.5 s |
| φ5 19.5 s | φ6 54.5 s | φ7 19.5 s | φ8 29.5 s |

Traditions Casino
13: Hooper Rd & Watson Blvd

6/25/2014

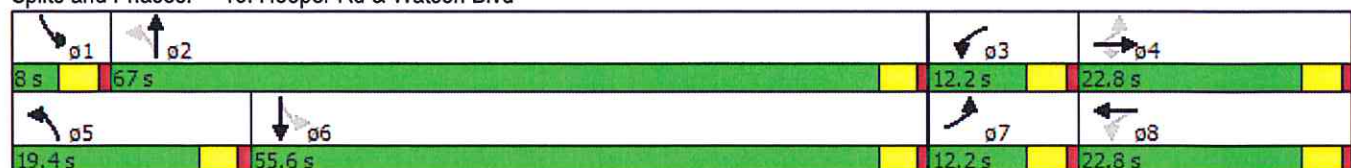


| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | SBL | SBT |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | |
| Volume (vph) | 51 | 108 | 158 | 155 | 192 | 229 | 722 | 38 | 591 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | pm+pt | NA | pm+pt | NA |
| Protected Phases | 7 | 4 | | 3 | 8 | 5 | 2 | 1 | 6 |
| Permitted Phases | 4 | | 4 | 8 | | 2 | | 6 | |
| Detector Phase | 7 | 4 | 4 | 3 | 8 | 5 | 2 | 1 | 6 |
| Switch Phase | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 15.0 | 3.8 | 15.0 |
| Minimum Split (s) | 12.2 | 12.2 | 12.2 | 12.2 | 20.2 | 12.2 | 25.2 | 8.0 | 20.2 |
| Total Split (s) | 12.2 | 22.8 | 22.8 | 12.2 | 22.8 | 19.4 | 67.0 | 8.0 | 55.6 |
| Total Split (%) | 11.1% | 20.7% | 20.7% | 11.1% | 20.7% | 17.6% | 60.9% | 7.3% | 50.5% |
| Yellow Time (s) | 3.2 | 3.2 | 3.2 | 3.2 | 3.2 | 3.2 | 3.2 | 3.2 | 3.2 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.2 | 4.2 | 4.2 | 4.2 | 4.2 | 4.2 | 4.2 | 4.2 | 4.2 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lag | Lead | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | None | None | None | None | Min | None | Min |
| Act Effct Green (s) | 24.5 | 16.2 | 16.2 | 25.8 | 19.8 | 60.0 | 55.7 | 46.1 | 42.2 |
| Actuated g/C Ratio | 0.25 | 0.17 | 0.17 | 0.26 | 0.20 | 0.61 | 0.57 | 0.47 | 0.43 |
| v/c Ratio | 0.23 | 0.40 | 0.44 | 0.60 | 0.72 | 0.80 | 0.93 | 0.29 | 0.86 |
| Control Delay | 31.1 | 43.5 | 9.7 | 40.5 | 52.0 | 37.9 | 36.0 | 14.0 | 36.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.1 | 0.0 | 0.0 |
| Total Delay | 31.1 | 43.5 | 9.7 | 40.5 | 52.0 | 37.9 | 46.1 | 14.0 | 36.8 |
| LOS | C | D | A | D | D | D | D | B | D |
| Approach Delay | | 24.7 | | | 47.2 | | 44.3 | | 35.5 |
| Approach LOS | | C | | | D | | D | | D |

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 97.6
 Natural Cycle: 90
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 39.9
 Intersection Capacity Utilization 79.3%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service D

Splits and Phases: 13: Hooper Rd & Watson Blvd



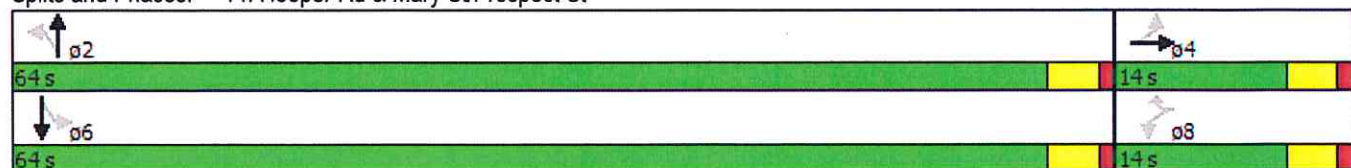


| Lane Group | EBT | WBL | WBR | NBL | NBT | SBL | SBT |
|----------------------|-------|--------|--------|-------|-------|-------|-------|
| Lane Configurations | ↔ | ↖ | ↗ | | ↕ | | ↔ |
| Volume (vph) | 0 | 32 | 10 | 6 | 1029 | 3 | 895 |
| Turn Type | NA | custom | custom | Perm | NA | Perm | NA |
| Protected Phases | 4 | | | | 2 | | 6 |
| Permitted Phases | | 8 | 8 | 2 | | 6 | |
| Detector Phase | 4 | 8 | 8 | 2 | 2 | 6 | 6 |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | 8.0 | 15.0 | 15.0 | 15.0 | 15.0 |
| Minimum Split (s) | 12.0 | 12.0 | 12.0 | 20.0 | 20.0 | 19.0 | 19.0 |
| Total Split (s) | 14.0 | 14.0 | 14.0 | 64.0 | 64.0 | 64.0 | 64.0 |
| Total Split (%) | 17.9% | 17.9% | 17.9% | 82.1% | 82.1% | 82.1% | 82.1% |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | | 4.0 | | 4.0 |
| Lead/Lag | | | | | | | |
| Lead-Lag Optimize? | | | | | | | |
| Recall Mode | None | None | None | Min | Min | Min | Min |
| Act Effct Green (s) | 9.1 | 9.1 | 9.1 | | 42.8 | | 42.8 |
| Actuated g/C Ratio | 0.18 | 0.18 | 0.18 | | 0.84 | | 0.84 |
| v/c Ratio | 0.03 | 0.16 | 0.05 | | 0.38 | | 0.62 |
| Control Delay | 10.8 | 25.2 | 13.6 | | 2.9 | | 6.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.2 |
| Total Delay | 10.8 | 25.2 | 13.6 | | 2.9 | | 6.2 |
| LOS | B | C | B | | A | | A |
| Approach Delay | 10.8 | | | | 2.9 | | 6.2 |
| Approach LOS | B | | | | A | | A |

Intersection Summary

| | |
|---|------------------------|
| Cycle Length: 78 | |
| Actuated Cycle Length: 51.1 | |
| Natural Cycle: 55 | |
| Control Type: Actuated-Uncoordinated | |
| Maximum v/c Ratio: 0.62 | |
| Intersection Signal Delay: 5.0 | Intersection LOS: A |
| Intersection Capacity Utilization 63.2% | ICU Level of Service B |
| Analysis Period (min) 15 | |

Splits and Phases: 14: Hooper Rd & Mary St/Prospect St



Traditions Casino
 15: Route 201 & Rt 17 WB Off-Ramp

6/25/2014



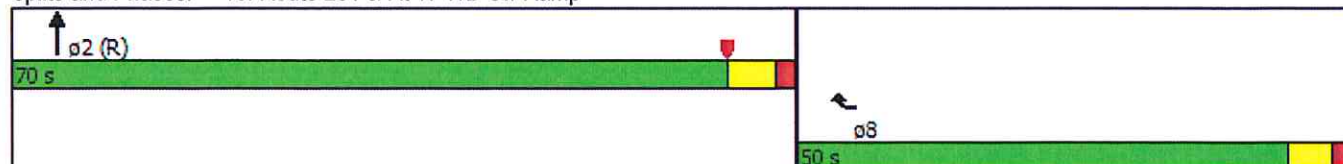
| Lane Group | WBR | NBT | SBT | SBR |
|----------------------|--------|-------|-------|--------|
| Lane Configurations | ↑↑ | ↑↑↑ | ↑↑ | ↑ |
| Volume (vph) | 741 | 1458 | 1485 | 440 |
| Turn Type | custom | NA | NA | custom |
| Protected Phases | 8 | 2 | Free | Free |
| Permitted Phases | 8 | | | Free |
| Detector Phase | 8 | 2 | | |
| Switch Phase | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | | |
| Minimum Split (s) | 21.5 | 22.3 | | |
| Total Split (s) | 50.0 | 70.0 | | |
| Total Split (%) | 41.7% | 58.3% | | |
| Yellow Time (s) | 3.9 | 4.3 | | |
| All-Red Time (s) | 2.0 | 2.0 | | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | |
| Total Lost Time (s) | 5.9 | 6.3 | | |
| Lead/Lag | | | | |
| Lead-Lag Optimize? | | | | |
| Recall Mode | None | C-Max | | |
| Act Effct Green (s) | 37.9 | 69.9 | 120.0 | 120.0 |
| Actuated g/C Ratio | 0.32 | 0.58 | 1.00 | 1.00 |
| v/c Ratio | 0.92 | 0.53 | 0.46 | 0.30 |
| Control Delay | 54.9 | 16.7 | 0.2 | 0.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 54.9 | 16.7 | 0.2 | 0.2 |
| LOS | D | B | A | A |
| Approach Delay | | 16.7 | 0.2 | |
| Approach LOS | | B | A | |

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 11 (9%), Referenced to phase 2:NBT, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 15.9
 Intersection Capacity Utilization 97.4%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service F

Splits and Phases: 15: Route 201 & Rt 17 WB Off-Ramp





| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | NBR | SBL | SBT |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | |
| Volume (vph) | 40 | 668 | 100 | 40 | 691 | 75 | 10 | 60 | 30 | 5 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | Perm | NA | Perm | Perm | NA |
| Protected Phases | 5 | 2 | | 1 | 6 | | 8 | | | 4 |
| Permitted Phases | 2 | | 2 | 6 | | 8 | | 8 | 4 | |
| Detector Phase | 5 | 2 | 2 | 1 | 6 | 8 | 8 | 8 | 4 | 4 |
| Switch Phase | | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 |
| Minimum Split (s) | 13.0 | 21.0 | 21.0 | 13.1 | 21.1 | 21.0 | 21.0 | 21.0 | 20.8 | 20.8 |
| Total Split (s) | 15.0 | 75.0 | 75.0 | 15.0 | 75.0 | 30.0 | 30.0 | 30.0 | 30.0 | 30.0 |
| Total Split (%) | 12.5% | 62.5% | 62.5% | 12.5% | 62.5% | 25.0% | 25.0% | 25.0% | 25.0% | 25.0% |
| Yellow Time (s) | 3.2 | 3.2 | 3.2 | 3.2 | 3.2 | 3.2 | 3.2 | 3.2 | 3.2 | 3.2 |
| All-Red Time (s) | 1.7 | 1.5 | 1.5 | 1.8 | 1.6 | 1.8 | 1.8 | 1.8 | 1.6 | 1.6 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 |
| Total Lost Time (s) | 4.9 | 4.7 | 4.7 | 5.0 | 4.8 | | 5.0 | 5.0 | | 4.8 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | | | | | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | | | | |
| Recall Mode | None | C-Max | C-Max | None | C-Max | None | None | None | None | None |
| Act Effct Green (s) | 92.1 | 85.9 | 85.9 | 92.0 | 85.8 | | 14.0 | 14.0 | | 14.2 |
| Actuated g/C Ratio | 0.77 | 0.72 | 0.72 | 0.77 | 0.72 | | 0.12 | 0.12 | | 0.12 |
| v/c Ratio | 0.07 | 0.29 | 0.09 | 0.07 | 0.29 | | 0.65 | 0.27 | | 0.46 |
| Control Delay | 4.2 | 7.5 | 2.3 | 3.5 | 7.4 | | 69.6 | 13.4 | | 38.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 |
| Total Delay | 4.2 | 7.5 | 2.3 | 3.5 | 7.4 | | 69.6 | 13.4 | | 38.6 |
| LOS | A | A | A | A | A | | E | B | | D |
| Approach Delay | | 6.7 | | | 7.2 | | 46.5 | | | 38.6 |
| Approach LOS | | A | | | A | | D | | | D |

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 100 (83%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 11.7

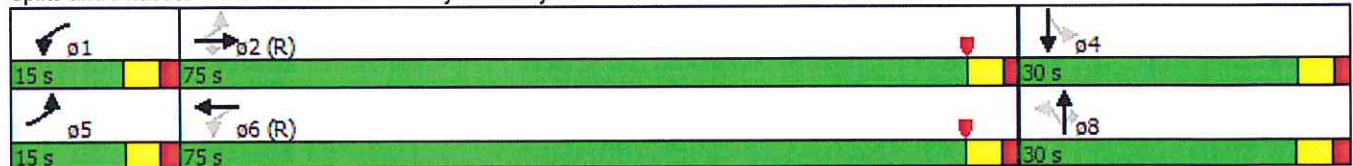
Intersection LOS: B

Intersection Capacity Utilization 48.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 16: Giant Plaza/Friendly's & Harry L Dr



Traditions Casino
 17: Reynolds Rd & Mall Entrance/Taco Bell-Pizza Hut

6/25/2014



| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | NBR | SBL | SBT |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | ↕ | ↗ | ↖ | ↗ | ↖ | ↕ | ↗ | ↖ | ↕ |
| Volume (vph) | 20 | 25 | 228 | 64 | 11 | 206 | 425 | 144 | 15 | 443 |
| Turn Type | Perm | NA | Perm | Perm | NA | pm+pt | NA | Perm | pm+pt | NA |
| Protected Phases | | 2 | | | 6 | 7 | 4 | | 3 | 8 |
| Permitted Phases | 2 | | 2 | 6 | | 4 | | 4 | 8 | |
| Detector Phase | 2 | 2 | 2 | 6 | 6 | 7 | 4 | 4 | 3 | 8 |
| Switch Phase | | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 13.4 | 13.4 | 13.4 | 13.4 | 13.4 | 16.2 | 16.2 | 16.2 | 16.2 | 16.2 |
| Total Split (s) | 43.0 | 43.0 | 43.0 | 43.0 | 43.0 | 34.0 | 59.0 | 59.0 | 18.0 | 43.0 |
| Total Split (%) | 35.8% | 35.8% | 35.8% | 35.8% | 35.8% | 28.3% | 49.2% | 49.2% | 15.0% | 35.8% |
| Yellow Time (s) | 3.2 | 3.2 | 3.2 | 3.2 | 3.2 | 3.7 | 3.7 | 3.7 | 3.7 | 3.7 |
| All-Red Time (s) | 2.2 | 2.2 | 2.2 | 2.2 | 2.2 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 |
| Lost Time Adjust (s) | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | | 5.4 | 5.4 | 5.4 | 5.4 | 6.2 | 6.2 | 6.2 | 6.2 | 6.2 |
| Lead/Lag | | | | | | Lead | Lag | Lag | Lead | Lag |
| Lead-Lag Optimize? | | | | | | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | None | None | None | None | C-Max | C-Max | None | C-Max |
| Act Effct Green (s) | | 12.7 | 12.7 | 12.7 | 12.7 | 93.7 | 89.3 | 89.3 | 89.1 | 79.1 |
| Actuated g/C Ratio | | 0.11 | 0.11 | 0.11 | 0.11 | 0.78 | 0.74 | 0.74 | 0.74 | 0.66 |
| v/c Ratio | | 0.33 | 0.66 | 0.56 | 0.30 | 0.31 | 0.18 | 0.13 | 0.02 | 0.20 |
| Control Delay | | 53.7 | 13.9 | 65.2 | 20.8 | 6.8 | 10.5 | 6.0 | 3.5 | 8.8 |
| Queue Delay | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | | 53.7 | 13.9 | 65.2 | 20.8 | 6.8 | 10.5 | 6.0 | 3.5 | 8.8 |
| LOS | | D | B | E | C | A | B | A | A | A |
| Approach Delay | | 20.6 | | | 45.2 | | 8.7 | | | 8.6 |
| Approach LOS | | C | | | D | | A | | | A |

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 76.8 (64%), Referenced to phase 4:NBTL and 8:SBTL, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.66
 Intersection Signal Delay: 13.7
 Intersection LOS: B
 Intersection Capacity Utilization 49.4%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 17: Reynolds Rd & Mall Entrance/Taco Bell-Pizza Hut

