Traffic Operations and Safety Study

US 2 and Grand Forks Airport Drive

Grand Forks, North Dakota

6-002(146)351 PCN 24422, | Ulteig Project No. 24.02905

Prepared For
North Dakota Department of Transportation

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REVISION HISTORY

Revision	Date	Description
A	5/15/2025	Initial Submittal
B	6/19/2025	1st Revision

Certification

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of North Dakota.

Thomas John Fakler	PE-27393	6/25/2025
Name	**Reg. No.**	**Date**

Table of Contents

List of Tables

List of Figures

Appendix Sheets

Project Description

The North Dakota Department of Transportation (NDDOT), in cooperation with the Federal Highway Administration (FHWA), is studying intersection improvements on US 2 and Airport Drive, located 4 miles west of the I-29 and US 2 junction. There is no proposed construction date for the project at this time. The intersection is located west of Grand Forks along US 2 and is a primary route between the city of Grand Forks and the Grand Forks Airbase, Grand Sky Aviation Park, and Western North Dakota. The purpose of this report is to provide guidance on selecting the alternative that reduces serious motor vehicle crashes in accordance with the North Dakota Vision Zero Plan and improves operations at the intersection.

Background

The intersection has been previously studied in the following reports.

Previous Studies:

In 2014 NDDOT published a Local Road Safety Plan for Grand Forks County, which recommended a reduced conflict intersection (RCI). The concept is analyzed later in this study.

In 2015 the Metropolitan Planning Organization (MPO) commissioned a study titled “US 2 Corridor Study”, which recommends installing a staggered T intersection. The concept is analyzed later in this study.

In 2017 a road safety review meeting was held and included NDDOT, the MPO, Grand Forks County, City of Grand Forks and the Grand Forks International Airport as attendees. Minor intersection improvements were recommended and completed in 2018 with PCN 22029.

In February 2024 the intersection was studied in the report titled “Traffic Operations Study at US 2 & Grand Forks Airport / Co 5 / 16th St NE”. The report analyzed various alternatives and identified three preferred alternatives, revised geometry with offset lefts, reduced conflict intersection, and a 2x1 roundabout. These alternatives are further analyzed in this study.

Other documents referenced in this study include:

- TRB’s Highway Capacity Manual, 7th Edition, 2022
- AASHTO Highway Safety Manual, 2010
- NDDOT’s Traffic Operations Manual, 2025
- Wisconsin DOT Traffic Engineering, Operations and Safety Manual, 2019
- NDDOT’s North Dakota Vision Zero Plan, 2024
- FHWA’s Safety Comparisons Between Interchange Types, 2023

Existing Conditions

US 2: Functional Classification = Principal Arterial

Highway Performance Classification System = Interregional Corridor

Speed Limit = 55 mph, changes to 70 mph 0.5 miles west of the intersection

Co 5 / 16th St NE (south leg of intersection):

Functional Classification = Major Collector

Speed Limit = 55 mph, reduced to 40 mph approximately 980 feet south of the intersection

Airport Road (North leg of intersection):

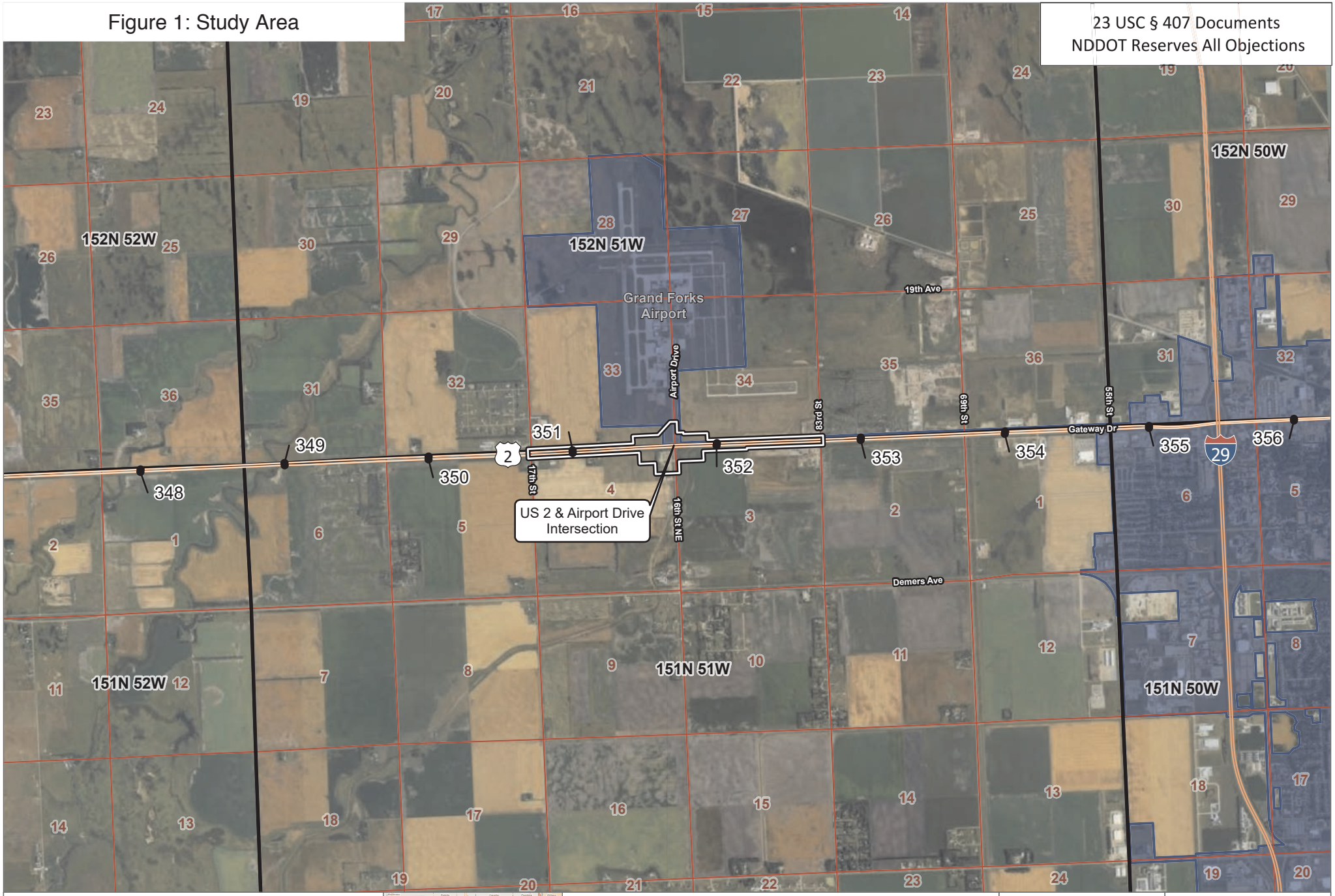
Functional Classification = Local

Speed Limit = 40 mph

The existing intersection is signalized with street lighting at and beyond the intersection. Because street lighting exists at the existing intersection, further lighting warrants were not considered applicable. Lighting should be maintained or adapted for the alternatives considered in this study. The surrounding area is largely rural land use. **Figure 1** provides a study area map of the project.

Figure 1: Study Area

23 USC § 407 Documents
NDDOT Reserves All Objections



US 2 and Airport Drive Intersection Improvements
Grand Forks County, ND

Ulteig

N

0 0.3 0.6 1.2 Miles

1:55,000

Mile Marker
Interstate
US Highway
Study Area
Grand Forks City Boundary
PLSS Township
PLSS Section

MAP CREATED BY: G. Robison
DATE: 1/10/2025 11:36 AM
PROJECT: 6-002(146)351
PCN: 24422
BACKGROUND: NAIP Imagery
DATA SOURCES: Ulteig, USGS, NDGIS

North Dakota | Transportation

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Crash Information

Crash data was summarized using 10 years of data that was available from 6/1/2014 to 5/31/2024. **Table 1** provides a summary of the crash data. **Appendix A** provides further historical crash data.

Table 1: US 2 and Airport Drive Crash History (10 Year)							
Manner Of Collision			Severity				
Collison Type	Occurrences	Percentage of Total Crashes	Fatal (K)	Incapacitating Injury (A)	Non-Incapacitating Injury (B)	Possible Injury (C)	Property Damage Only (PDO)
Angle	6	13%	0	2	2	0	2
Rear End	28	62%	2	1	2	6	17
Left	0	0%	0	0	0	0	0
Sideswipe Same	5	11%	0	0	0	1	4
Sideswipe Opp	1	2%	0	0	0	1	0
Single Vehicle	4	9%	0	0	0	0	4
Ped/Bike	0	0%	0	0	0	0	0
Head On	1	2%	0	0	0	0	1
Backing Other	0	0%	0	0	0	0	0
Other	0	0%	0	0	0	0	0
Total	45	100%	2	3	4	8	28

A total of 45 crashes were reported over 10 years, with 28 of the crashes being property damage only (PDO) crashes. Two fatalities (4%) occurred where a stopped vehicle was rear ended at the traffic signal. 28 crashes (62%) are rear end crashes, indicating an apparent overrepresentation of severe rear end crashes.

Figure 2 provides a summary of crashes by year from 2015 to 2024.

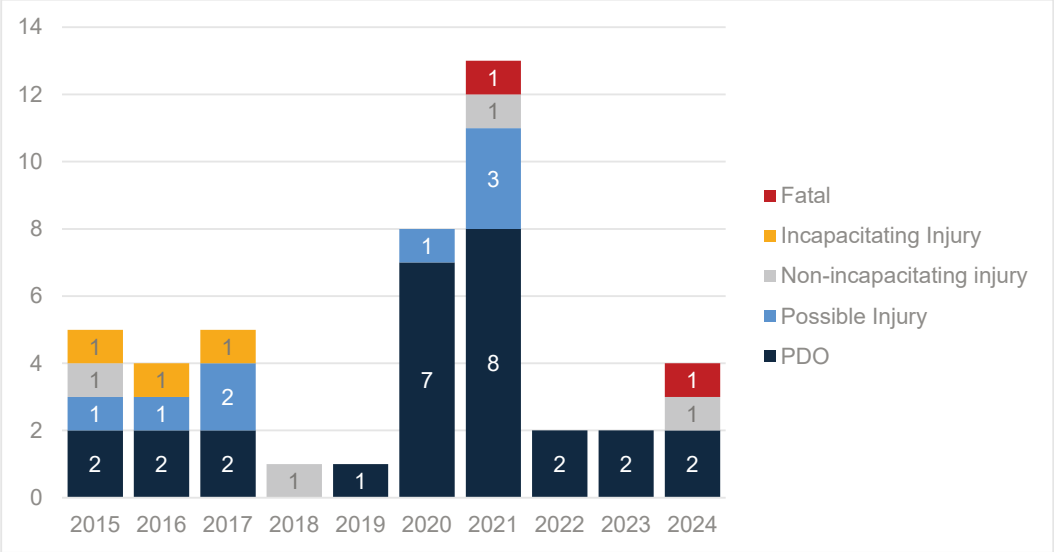

Figure 2: Yearly Crash Summary

The highest year of crashes observed was 2021, with 13 of the 45 crashes. Construction was observed at the intersection during that time frame, and is likely a contributing factor to the higher crash count.

The crashes were further divided into hourly distributions. **Figure 3** shows the crashes divided by hour.

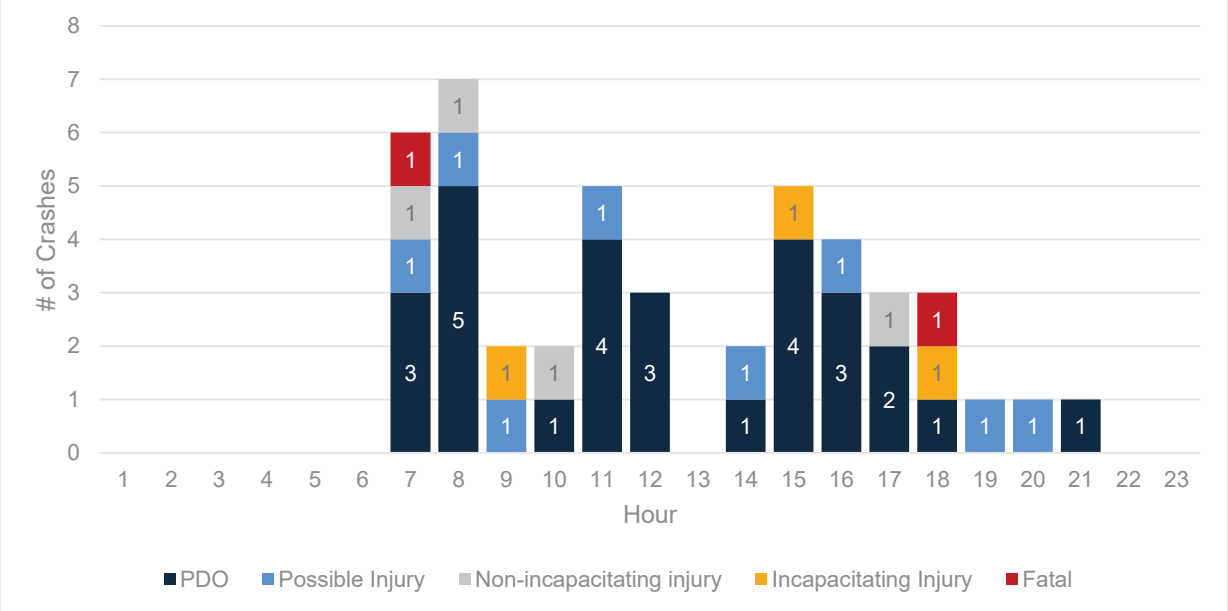

Figure 3: Hourly Crash Summary

The hourly breakdown of crashes indicated a higher frequency during the AM peak, with 15 crashes between 7 AM to 9 AM.

To determine if the signal is contributing to potential safety concerns, the vehicle travel direction and classification were analyzed and presented in **Table 2**.

Table 2: Direction and Vehicle Type	
Direction and Vehicle Type (V1)	**Count**
East	**25**
3+ Axle	1
Motorcycle	1
Passenger Car	8
Pickup - Van - Utility	10
Truck Tractor	3
Unknown Heavy Truck	2
North	**4**
Passenger Car	1
Pickup - Van - Utility	2
Truck Tractor	1
South	**5**
Passenger Car	2
Pickup - Van - Utility	3
West	**11**
Passenger Car	2
Pickup - Van - Utility	8
Unknown Heavy Truck	1
Total	45

Over half (56%) of the crashes are vehicles traveling in the eastbound direction, and are over-represented at the intersection. The high occurrence of rear ends in the eastbound direction is likely attributed to vehicles stopping or slowing at the red light and the higher speed vehicles traveling eastbound not recognizing the need to stop in time.

Vehicle speeds were collected using observed speeds at the intersection of US 2 and Airport Drive. Speeds were recorded at the intersection using drone footage and the post processing tool DataFromSky. DataFromSky provides video analytics that uses real-time or recorded footage to derive traffic information such as speeds, turning movements and vehicle classification. The tool was used to determine the speeds of vehicles at the intersection, primarily approaching and departing vehicles along the eastbound and westbound approaches. **Table 3** shows a summary of the speed data that was processed.

Table 3: Vehicle Speeds Summary				
Scenario	**Observed Average Speed**	**Observed Maximum Speed**	**85th Percentile Speed**	**85th Percentile Speed (Green)**
AM Peak EB	51.4 mph	82.4 mph	68.2 mph	71.7 mph
AM Peak WB	44.2 mph	65.3 mph	59.1 mph	63.1 mph
PM Peak EB	40.0 mph	65.7 mph	57.5 mph	65.2 mph
PM Peak WB	46.3 mph	58.8 mph	59.7 mph	55.9 mph

The speed limit along the EB approach is 55 mph, reduced from 70 mph approximately half a mile west of the intersection. The result of the speed data shows that the 85th percentile speed along the EB approach is 68 mph in the AM peak, with speeds up to 82 mph recorded. When only speeds that occurred during a green light were considered, the 85th percentile speed increases to 72 mph. The PM peak shows a 61 mph 85th percentile speed, indicating that higher speeds occur more often during the AM peak.

The speed analysis shows that there is significant non-compliance with the posted speed limit, particularly in the eastbound direction. Speeds above the speed limit during the signal green time suggest that drivers are not being slowed by the traffic signal, and may be accelerating to clear the intersection during the green signal time. The high speeds observed in the AM peak align with the crash data that showed a concentration of rear end crashes, likely attributed to high speeds at the signal.

Traffic Data Information

Turning movements counts (TMCs) were collected on January 14, 2025. The counts are provided in **Appendix B**. The counts were compared to counts from the previous traffic analysis as well as historical counts from 2005-2024 from the NDDOT Traffic Count Database System (TCDS). Review of the historical counts indicated that the collected counts would require a seasonal adjustment factor. The nearby intersection of US 2 and 55th Street has continuous historical data that was utilized to develop the seasonal adjustment factor. A cluster analysis was completed to determine the typical day of traffic and how traffic on January 14 compared. The previous year of historical data was analyzed and grouped into days that were statistically similar. The groups, or clusters, were used to determine typical weekday traffic through the corridor. The result of the analysis was a 1.08 seasonal adjustment factor for the collected counts, or an 8% increase in volumes based on the typical weekday traffic.

A growth rate was developed in order to forecast the collected counts to the year 2050. The year 2050 was used to align with forecasts from the regional travel demand model. The local travel demand model, Census data, and historical counts from TCDS and previous studies were used to develop a growth rate per direction at the intersection. Some sources indicated a negative growth in the area; however, the highest growth between the sources was used to determine the forecast growth rate to provide a conservative analysis. A growth rate was provided for each direction and applied to the 2025 TMCs to develop the 2050 forecasts. The adjusted TMCs and 2050 forecasts are provided in **Figure 4**, and growth rates are provided in **Table 4.**

Figure 4: 2025 and 2050 Traffic Forecasts

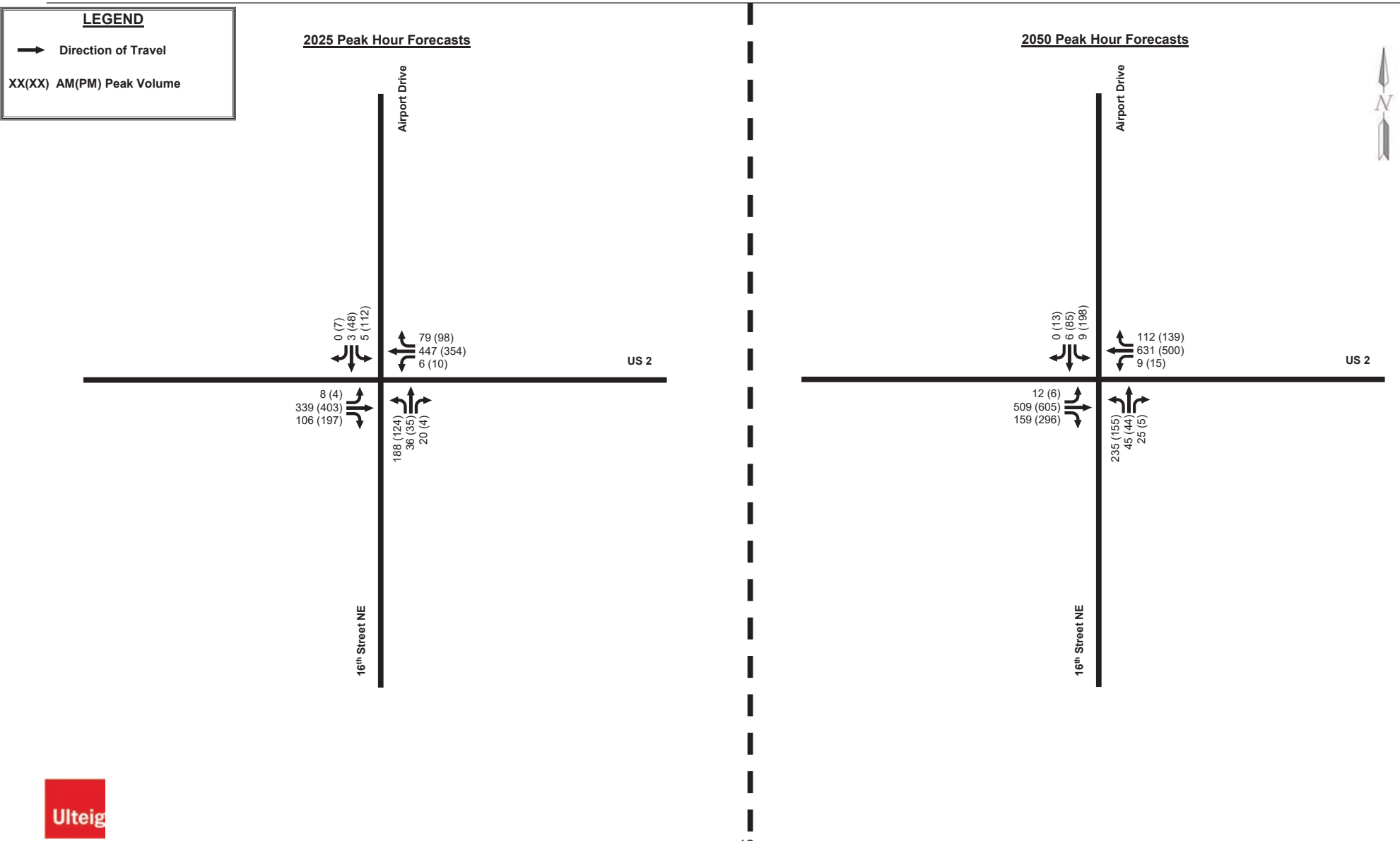

Table 4: Growth Rates at US 2 and Airport Drive				
Scenario	**SB**	**WB**	**NB**	**EB**
Growth Rates (Compound)	2.20%	1.33%	0.85%	1.58%

The eastbound and westbound through movements are the highest movements at the intersection, followed by the eastbound right turn and southbound left turning movement.

Traffic Modeling and Calibration

The intersection was modeled in Transmodeler using the existing geometry from satellite imagery and site visit images. US 2 was modeled from 18th Street to 55th Street including the study intersection of US 2 and Airport Drive. The full corridor was modeled to capture the upstream intersection effects, ensuring more accurate arrival patterns and traffic behaviors within the study limits. The collected traffic counts were applied to the model, converted to origin-destination (O-D) pairs and used as the base project model. To calibrate the model, each approach link at the intersection was compared in the model to the existing traffic counts. **Table 5** provides a summary of the model volume link calibration summary, and further details are provided in **Appendix C**.

Table 5: Link Calibration Summary			
Scenario	**Total Links**	**Links within 10%**	**Average % Difference**
AM Peak	16	16	1%
PM Peak	16	16	1%

Due to the importance of speeds at the signal and how they correlate to the crash data, speeds were chosen as an additional calibration metric. Calibrating to the individual speeds of vehicles serves as a proxy for capacity, as well as, accurately reflects conditions for the safety analysis. The speeds were recorded for the eastbound and westbound approaches and exits. Speeds were split between vehicles approaching a red light or a green light, since vehicles were observed following different speed distributions depending on the traffic signal operation. The two unique speed distributions were observed to split between 40 and 45 mph, and therefore the model was calibrated to the overall mean speed, as well as, speeds higher than 40 mph. Speeds lower than 40 mph followed a random pattern due to the signal and therefore were not used to calibrate model speeds. **Figure 5** provides an example of the DataFromSky tool and how the vehicles are identified. **Table 6** provides a summary of the calibration results.

Figure 5: DataFromSky Speed Example

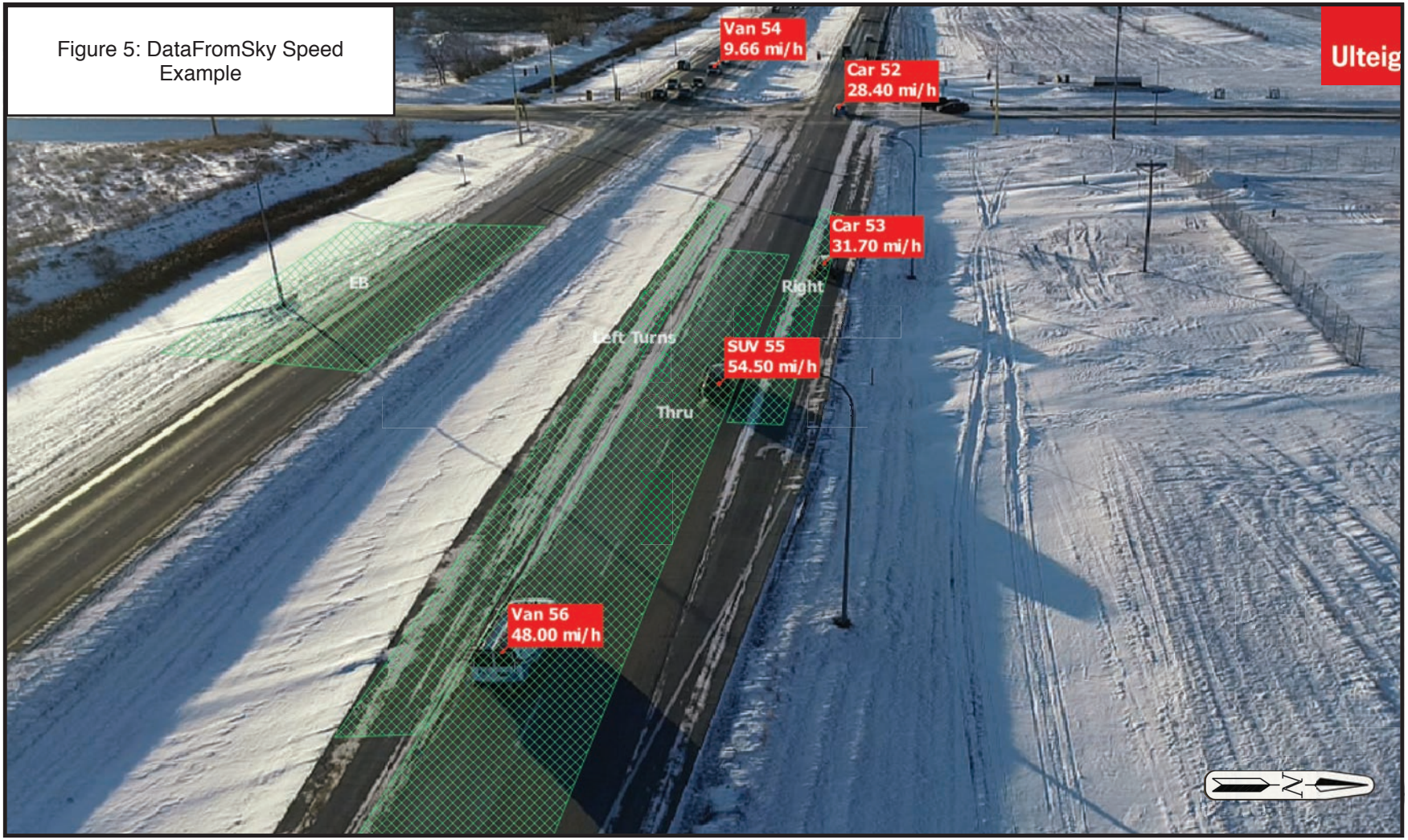

Table 6: Speed Calibration Summary									
EB AM Calibration Summary					**EB PM Calibration Summary**				
	Observed	Simulated	Difference	%		Observed	Simulated	Difference	%
Mean Speed (All)	51.43	39.79	-11.64	23%	Mean Speed (All)	40.00	39.84	-0.15	0%
Standard Dev. (All)	15.72	14.28	-1.44	9%	Standard Dev. (All)	13.33	14.88	1.55	-12%
Mean Speed (40+)	59.58	56.54	-3.04	5%	Mean Speed (40+)	53.95	56.12	2.18	-4%
Standard Dev. (40+)	10.27	7.13	-3.14	31%	Standard Dev. (40+)	6.60	6.84	0.24	-4%
WB AM Calibration Summary					**WB PM Calibration Summary**				
	Observed	Simulated	Difference	%		Observed	Simulated	Difference	%
Mean Speed (All)	44.23	44.14	-0.08	0%	Mean Speed (All)	46.32	43.34	-2.98	6%
Standard Dev. (All)	13.37	14.30	0.93	-7%	Standard Dev. (All)	12.38	14.54	2.16	-17%
Mean Speed (40+)	54.14	54.34	0.21	0%	Mean Speed (40+)	53.38	54.47	1.09	-2%
Standard Dev. (40+)	13.37	14.30	0.93	-7%	Standard Dev. (40+)	8.15	5.96	-2.19	27%

The target goal for the calibration was within 10% difference between the observed and simulated mean speeds for each scenario, based on guidelines from Wisconsin Department of Transportation's Traffic Engineering, Operations & Safety Manual. For all scenarios, the mean speed over 40 mph is within the target calibration. For the overall mean speed, the eastbound AM peak had a lower simulated mean speed than the observed, indicating a need for further review. A visual review of the vehicle speeds in the field showed that vehicles were not stopped at the signal as often as occurred in the simulation. The mean speeds were calibrated once the red light speeds were removed, indicating that the speeds were calibrated for the EB AM peak but the traffic signal is causing variation in lower speed vehicles. Additional calibration data can be found in **Appendix C**.

Alternatives

Eight alternatives were analyzed as part of this study, in addition to the No Build conditions. The alternatives were selected based on results of the previous traffic study, stakeholder feedback, and initial screening on the intersection to determine viability. The alternatives modeled include:

- *Existing Geometry (No Build)* – ***Figure 6***
- *Revised Geometry (Revised)* – ***Figure 7***
- *Roundabout 2x1 (RAB 2x1)* – ***Figure 8***
- *Roundabout One Lane (RAB 1x1)* – ***Figure 9***
- *Turbo Roundabout (Turbo RAB)* – ***Figure 10***
- *Reduced Conflict Intersection (RCI)* – ***Figure 11***
- *Staggered T Intersection (Staggered T)* – ***Figure 12***
- *Partial Cloverleaf Interchange (PCI)* – ***Figure 13***
- *Diamond Interchange* – ***Figure 14***

According to the NDDOT Traffic Operations Manual (Page 13), traffic volume thresholds serve as an initial screening tool to identify whether an interchange should be considered. The graph provided in the manual shows that based on current and projected AADT values, approximately 13,200 on the major road and 4,400 on the minor road by 2050, the volumes do not meet thresholds that would trigger an interchange recommendation. Typical thresholds that indicate an interchange would be appropriate are not provided by a single value, but an estimate would be over 10,000 vpd for the minor road, and 30,000 vpd for the major road. Additionally, our 2025 and 2050 AADT forecasts, as shown in **Table 7**, are slightly lower than those estimated in the previous 2024 traffic operations study, which similarly concluded that an interchange was not warranted based on volume alone. However, consistent with AASHTO guidance, we recognize that traffic volume is just one of six potential warrants for interchange consideration. Factors such as crash history, operational deficiencies, and geometric constraints must also be considered. For this reason, while the volume does not support an interchange, the concept was not fully dismissed during this stage of analysis.

Table 7: 2025 and 2050 AADT Forecasts

	SB	WB	NB	EB	Totals	Major	Minor
Base Year - AADT (Year)	1,075 (2024)	5,001 (2023)	1,990 (2024)	3,969 (2023)	12,035	8,970	3,065
AADT (2025)	1,099	5,135	2,007	4,095	12,336	9,230	3,106
Growth Rates	2.20%	1.33%	0.85%	1.58%			
AADT (2050)	1,894	7,145	2,480	6,060	17,579	13,205	4,374

AADTs shown in **Table 7** were calculated using the 2023 and 2024 AADTs from TCDS and projected to 2025 and 2050 using the growth rates previously defined.

Figures 6 through 14 show the modeled geometry of each alternative. Note, the concepts shown in this report may be altered to meet geometric constraints. The alternatives were modeled in Transmodeler using the base calibrated model. O-D pairs were routed based on expected routes that vehicles would take in each alternative.

Figure 6:

US 2 & Airport Drive Intersection
Existing Geometry
Grand Forks County, ND
Project: 6-002(146)351
PCN 24422

Figure 7:

US 2 & Airport Drive Intersection
Revised Geometry
Grand Forks County, ND
Project: 6-002(146)351
PCN 24422

Study Area

Sec 33
T-152-N
R-51-W

Airport Dr

Study Area

Sec 34
T-152-N
R-51-W

N

Exst R/W

Exst R/W

2

Exst R/W

Exst R/W

Sec 4
T-151-N
R-51-W

16th St NE

Sec 3
T-151-N
R-51-W

Figure 8:

US 2 & Airport Drive Intersection
Roundabout 2x1
Grand Forks County, ND
Project: 6-002(146)351
PCN 24422

Runway Protection Zone

23 USC § 407 Documents
NDDOT Reserves All Objections

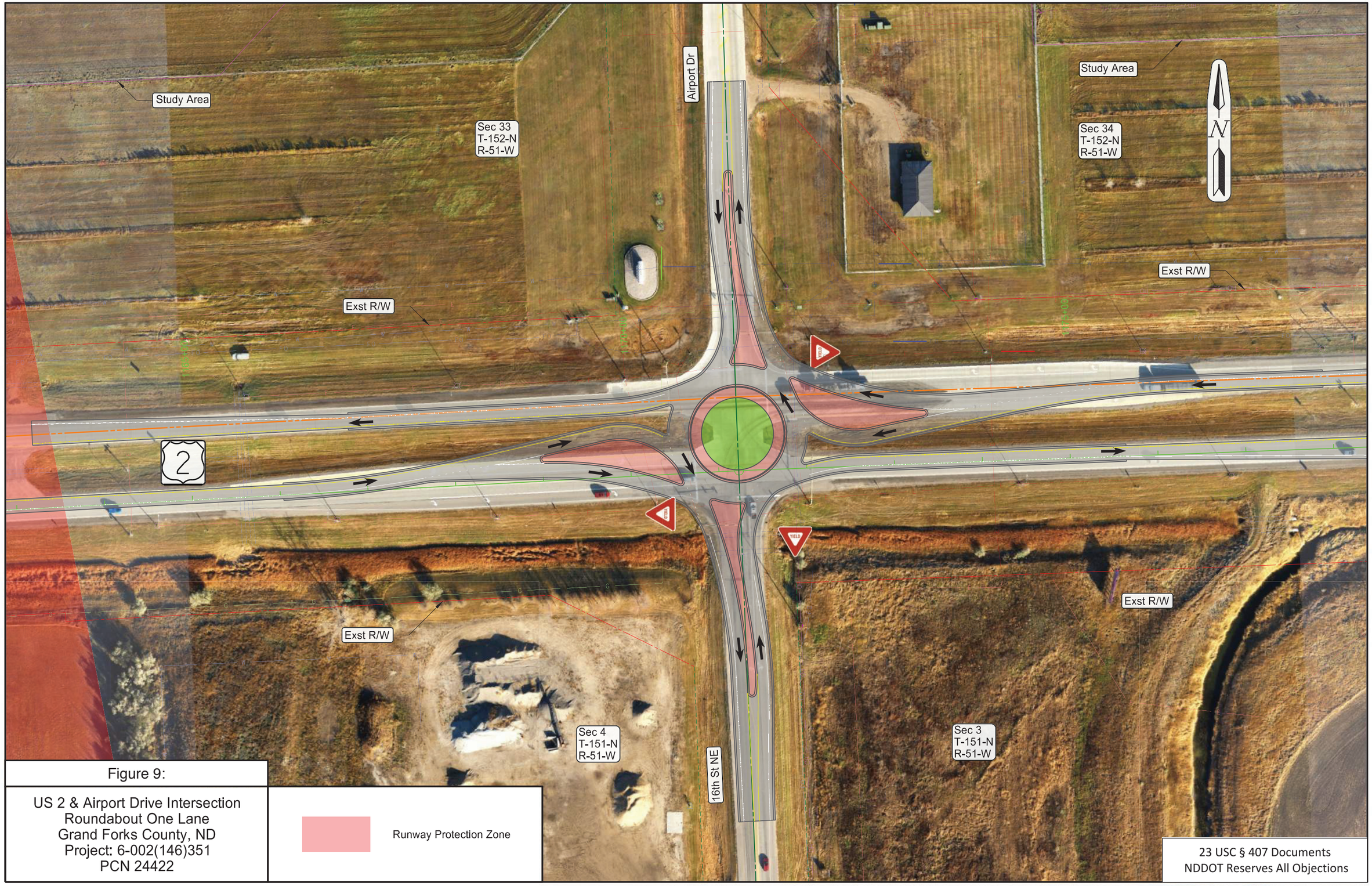

Figure 9:

US 2 & Airport Drive Intersection
Roundabout One Lane
Grand Forks County, ND
Project: 6-002(146)351
PCN 24422

Runway Protection Zone

23 USC § 407 Documents
NDDOT Reserves All Objections

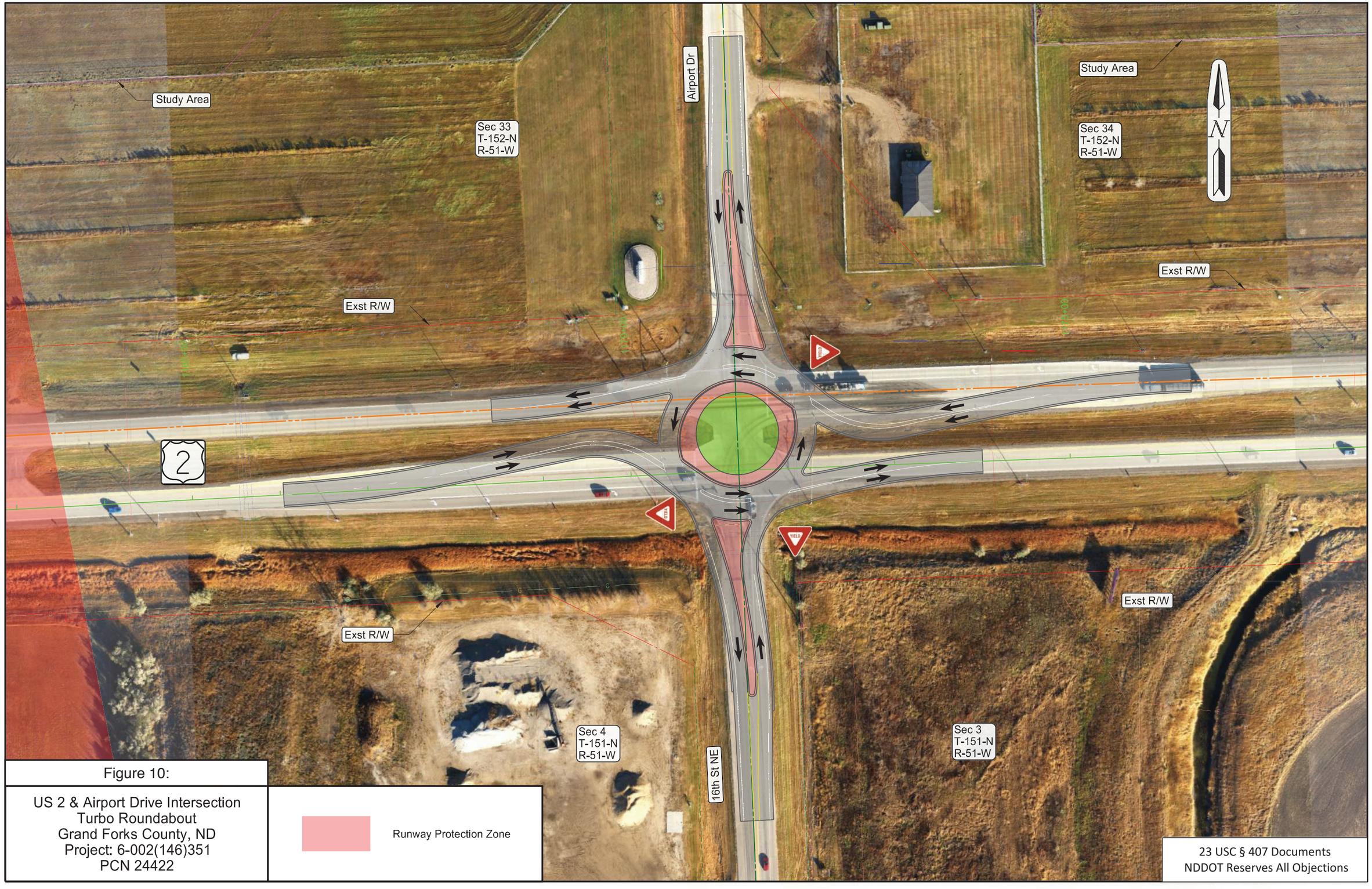

Figure 10:

US 2 & Airport Drive Intersection
Turbo Roundabout
Grand Forks County, ND
Project: 6-002(146)351
PCN 24422

Runway Protection Zone

Figure 11:

US 2 & Airport Drive Intersection
Reduced Conflict Intersection
Grand Forks County, ND
Project: 6-002(146)351
PCN 24422

23 USC § 407 Documents
NDDOT Reserves All Objections

Figure 12:

US 2 & Airport Drive Intersection
Staggered T Intersection
Grand Forks County, ND
Project: 6-002(146)351
PCN 24422

Runway Protection Zone

23 USC § 407 Documents
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Figure 13:

US 2 & Airport Drive Intersection
Partial Cloverleaf Interchange - West
Grand Forks County, ND
Project: 6-002(146)351
PCN 24422

Runway Protection Zone

Figure 14:

US 2 & Airport Drive Intersection
Diamond Interchange
Grand Forks County, ND
Project: 6-002(146)351
PCN 24422

Runway Protection Zone

23 USC § 407 Documents
NDDOT Reserves All Objections

Traffic Operation Analysis

Traffic operations were screened utilizing the FHWA Capacity Analysis tool (CAP-X). The tool uses the existing traffic volumes to provide a general ranking of traffic operations as a first step for selecting alternatives. The tool outputs the volume to capacity (v/c) ratio to compare alternatives, where values over 1.0 indicate the intersection is over capacity. The results of the capacity analysis are shown in **Table 8**.

Table 8: CAP-X Summary

Alternatives	AM Peak v/c	PM Peak v/c	Average v/c
Existing Geometry	0.38	0.40	0.39
Revised Geometry	0.38	0.40	0.39
Roundabout 2x1	0.41	0.46	0.44
Roundabout One Lane	0.77	0.85	0.81
Turbo Roundabout	0.41	0.46	0.44
Reduced Conflict Intersection	0.63	0.89	0.76
Partial Cloverleaf Interchange	0.32	0.27	0.30
Staggered T Intersection	-	-	-
Diamond Interchange	0.48	0.46	0.47

The purpose of the CAP-X summary is to determine if an alternative will be viable at the analyzed location. Note, the turbo roundabout and staggered T intersection types are not available in the tool. It was assumed that the turbo roundabout would have a similar capacity to the roundabout 2x1 for the purpose of comparison, but there was not a comparable option to the staggered T intersection. The results of the CAP-X analysis show that all alternatives would have acceptable v/c ratios; however, the roundabout one lane and reduced conflict intersection alternatives are nearing capacity of the intersection. The roundabout one lane alternative in the CAP-X tool only includes one lane along the east and west direction, therefore the roundabout one lane alternative being considered in the report would be closer to the roundabout 2x1 results due to the right turn drop lanes.

A more detailed capacity analysis was completed using the output from Transmodeler for each alternative. **Table 9** provides the level of service (LOS) ranges for each type of intersection. Note that for an RCI intersection, standard stop-controlled thresholds are not adequate since they do not consider the delay added for the U-turn movements. The Highway Capacity Manual 7th Edition (HCM) provides alternative methodology for determining outputs for alternative intersections where typical methodologies are not applicable. The experienced travel time, or ETT, is used as the threshold for LOS and considers delay experienced by distributed intersections. The RCI intersection is separated in **Tables 10 and 11** to indicate the alternative was analyzed using the ETT methodology instead of delay.

Table 9: Capacity LOS Thresholds			
LOS	**Signalized Delay (sec/veh)**	**Roundabout and Stop Controlled Delay (sec/veh)**	**Alternative Intersection ETT (sec/veh)**
A	≤10	≤10	≤10
B	>10 -20	>10 - 15	>10 -20
C	>20 - 35	>15 - 25	>20 - 35
D	>35 - 55	>25 - 35	>35 - 55
E	>55 - 80	>35 - 50	>55 - 80
F	>80	>50	>80

The alternatives were analyzed for the year 2050 and compared. **Table 10** provides the results of the capacity analysis. **Appendix D** provides detailed capacity reports.

Queue lengths were also considered for the operational analysis. Typically, 95th percentile queue lengths are used for queueing analysis. The 95th percentile queue length represents the queue length that has a five percent probability to be exceeded and represents congested queues. Max queue lengths are also considered in this report to capture the worst case scenario. **Table 11** provides a summary of the 95th percentile and max queue lengths in feet. The RCI intersection is separate in the queue length tables due to queues being located on the eastbound and westbound u-turns instead of at the intersection.

Table 10: 2050 Traffic Operations Summary (10 Model Run average)										
Scenario	Intersection LOS				Worst Approach					
	AM Peak		PM Peak		AM Peak			PM Peak		
	Delay (s)	LOS	Delay	LOS	Approach	Delay	LOS	Approach	Delay	LOS
Existing Geometry	16.1	B	18.9	B	NB	30.9	C	NB	36.2	D
Revised Geometry	11.3	B	13.8	B	NB	25.1	C	NB	28.5	C
Staggered T Intersection	7.7	A	14.6	B	NB	24.8	C	NB	59.6	F
Roundabout 2x1	8.6	A	14.8	B	WB	20.1	C	SB	52	F
Roundabout One Lane	10.3	B	13.2	B	SB	23.0	C	NB	29.5	D
Turbo Roundabout	5.2	A	11.6	B	WB	29.7	D	SB	25.9	D
Partial Cloverleaf Interchange	3.0	A	4.8	A	WB	10.9	B	WB	18.8	C
Diamond Interchange	1.6	A	3.2	A	WB	5.1	A	EB	7.3	A
Scenario	Intersection LOS				Worst Movement (O-D)					
	AM Peak		PM Peak		Approach	ETT	LOS	Approach	ETT	LOS
Reduced Conflict Intersection	13.7	B	23.7	C	NB	55.0	D	SB	71.4	E

- Delay and ETT are shown in seconds

Table 11: 2050 Queueing Analysis								
Scenario	95th Percentile Queue Observed (ft) – 10 Model Average							
	AM Peak				PM Peak			
	EB	NB	SB	WB	EB	NB	SB	WB
Existing Geometry	58	36	0	33	89	14	22	19
Revised Geometry	25	21	0	43	46	7	10	19
Staggered T Intersection	0	53	2	0	0	98	35	2
Roundabout 2x1	4	31	2	158	41	95	54	57
Roundabout One Lane	2	3	0	70	34	33	72	20
Turbo Roundabout	7	13	1	38	53	25	63	11
Partial Cloverleaf Interchange	8	0	0	16	27	1	1	25
Diamond Interchange	9	0	0	6	25	2	1	10
Scenario	95th Percentile Queue Observed (ft)							
	EBU	NB	SB	WBU	EBU	NB	SB	WBU
Reduced Conflict Intersection	20	9	0	2	11	8	93	177
Scenario	Max Queue Observed (ft)							
	AM Peak				PM Peak			
	EB	NB	SB	WB	EB	NB	SB	WB
Existing Geometry	98	58	0	72	141	46	42	83
Revised Geometry	85	40	0	120	112	34	57	46
Staggered T Intersection	0	140	66	8	0	256	67	15
Roundabout 2x1	44	66	19	207	100	272	183	73
Roundabout One Lane	30	13	0	222	169	162	142	307
Turbo Roundabout	74	25	22	159	166	56	153	100
Partial Cloverleaf Interchange	19	0	0	30	87	12	0	80
Diamond Interchange	33	0	0	37	57	17	17	24
Scenario	Max Queue Observed (ft)							
	EBU	NB	SB	WBU	EBU	NB	SB	WBU
Reduced Conflict Intersection	81	38	6	7	22	20	390	565

Existing Geometry (Signalized)

The existing intersection is signalized with left and right turn lanes along the eastbound and westbound approaches. The intersection operates at LOS B with the future traffic volumes, and has an overall delay of 18.9 seconds. During the PM peak, the northbound approach operates at a LOS D.

Revised Geometry (Signalized)

The revised geometry offsets the left turn lanes along US 2 in the eastbound and westbound directions, creating separation from the through lanes. The offset turn lanes are intended to improve safety by separating traffic that is approaching the left turn movement from higher speed through traffic. The overall intersection operates at LOS B, similar to the existing scenario, but the overall average delay is improved to 13.8 seconds. The highest delay approach remains the northbound approach but has improved from LOS D to LOS C due to the overall improvements to the signal operations.

Staggered T Intersection (Unsignalized)

The staggered T intersection separates the northbound and southbound approaches into two separate T intersections. The split intersections allow for eastbound and westbound to flow continuously, and limits the number of conflicts side street traffic has to enter the flow of traffic. The staggered T intersections operate at LOS B during the PM Peak. The intersection is improved since the eastbound and westbound traffic does not have to stop, but at the cost of increased delay along the minor street approaches. The worst approach observed was the northbound approach which operates at a LOS F with an average of 59.6 seconds of delay per vehicle, significantly higher than the existing and revised scenarios. Signalization of this alternative would improve the minor street approaches, but would require stopping the primary eastbound and westbound through movements.

Roundabout 2x1 (Unsignalized)

The roundabout 2x1 alternative has two continuous through lanes along the eastbound and westbound approaches, and one lane along the southbound and northbound approaches. The roundabout option was selected for the analysis because it allows vehicles to navigate the intersection with slower speeds and less stops than a traffic signal, while still providing capacity. The overall intersection for the alternative operates at LOS B in the PM peak, however the southbound approach operates at LOS F. The vehicles traveling southbound do not have sufficient gaps to easily enter the roundabout and therefore are experiencing high delay. Weaving inside the roundabout also adds to the delay vehicles experience at the intersection.

Roundabout One Lane (Unsignalized)

The roundabout one lane alternative has similar characteristics to the roundabout 2x1 alternative, but the outer lanes along the eastbound and westbound approaches function as right turn lanes. The circulating lanes are then limited to one lane, allowing for more gaps for cross street traffic. The intersection operates at LOS B similar to the roundabout 2x1, but the worst approach is improved to a LOS D on the northbound approach. The roundabout one lane alternative with right turn lanes along the eastbound and westbound approaches has improved operations compared to the roundabout 2x1 due to increased gaps in the cross-street traffic to enter the roundabout. In the roundabout 2x1, cross-street traffic must wait for a gap in two lanes of traffic if the vehicle intends to turn left or continue straight. The traffic only needs to wait for a gap in one lane of traffic in the roundabout one lane alternative, and therefore experiences less average delay. The roundabout one lane alternative does experience a max queue length of 307 ft; however, the average 95th queue observed was 20 ft indicating that higher queues are infrequent.

Turbo Roundabout (Unsignalized)

The turbo roundabout is similar to the roundabout 2x1 alternative, but provides separation between circulating lanes and sharper entrance angles along the eastbound and westbound approaches. The intention of the turbo roundabout is to further slow traffic entering the roundabout, and restrict the potential of weaving movements inside the roundabout. The intersection operates at LOS B. The highest delay observed was the westbound approach in the AM peak at LOS D and the southbound approach during the PM peak at LOS D. The turbo roundabout allows the side street gaps more often than the roundabout 2x1 alternative due to separation of the circulating lanes, similar to the roundabout one lane alternative. The defined separation of circulating lanes eliminates the potential for vehicles to change lanes within the roundabout.

Partial Cloverleaf Interchange (Unsignalized)

The partial cloverleaf interchange provides separated turning movements from the US 2 through traffic in the form of a westbound exit cloverleaf and an eastbound entrance cloverleaf ramp. The partial cloverleaf interchange operates at LOS A overall. The westbound exit ramp movement, shown as the westbound movement in the summary table, operates at LOS C during the PM peak. Because the intersection separates the eastbound and westbound through movements, the interchange operates better than the at-grade intersections.

Diamond Interchange (Unsignalized)

The diamond interchange separates the eastbound and westbound through movements similar to the partial cloverleaf interchange, and operates at an overall LOS A. The highest delay approach is the eastbound direction at the ramp terminal in the PM peak, which also operates at LOS A. Overall, the diamond interchange has the best LOS and delay results when compared to the other options.

Reduced Conflict Intersection (Unsignalized)

The reduced conflict intersection redirects traffic turning left along the cross street by using downstream U-turn turnarounds. The purpose of the RCI intersection is to allow US 2 traffic to flow continuously and prohibit cross street movements from turning left at the primary intersection. The vehicles turning left from Airport Drive and 16th Street will have additional travel time ranging from 30 seconds, without congestion, to 85 seconds in congested conditions. Delays will be impacted at both the primary intersection and the U-turn movement. The model shows the overall intersection has a LOS C, however the southbound approach in the PM peak was a LOS E. The higher delay added to the southbound approach compared to other alternatives is due to the vehicles experiencing significant delay both in waiting to turn right at the primary intersection, as well as waiting to complete the U-turn movement.

The queueing analysis shows the maximum queueing at the westbound U-turn movement spills back to the southbound movement at the intersection, causing operational impacts.

Operation Summary

All alternatives operate at acceptable LOS at the intersection level in the year 2050. However, the staggered T intersection, roundabout 2x1 and reduced conflict intersection alternatives had LOS E or F on cross street movements. These movements experienced congestion during the PM peak due to inadequate gaps for vehicles to enter into the US 2 traffic lanes.

Roundabouts with two circulating lanes significantly influence driver behavior on the minor approach. At the minor road's single-lane entry, drivers must yield to traffic coming from both circulating lanes of the roundabout. This can complicate driver behavior and decision-making. Unlike a one-lane roundabout (where an entering driver checks for a gap in one stream of traffic), here the driver must identify a gap that is clear in two streams simultaneously. Practitioners note that typically the outside circulating lane carries traffic that may be exiting at the next leg (often the minor road's leg), while the inside lane carries vehicles continuing around (through or left turns). For the entering driver, this means a careful scan of both lanes is required: a vehicle in the inner lane could swing out to exit across the path of an entering car, so even if the outer lane looks clear, the inner-lane traffic can pose a conflict. Many drivers become more cautious in this situation, often coming to a full stop and waiting longer than they would at a one-lane roundabout. They effectively need a larger acceptable gap because they want to be sure both lanes will not conflict when they pull out. The entry capacity of the minor leg is inherently lower than in a scenario with only one conflicting lane, so minor-road delays can be higher if major-road traffic is heavy.

Conflict Points

A summary of conflict points for each alternative is presented in **Table 12**. The conflict points are separated into two categories; crossing and merge/diverge conflict points. Crossing conflict points are any location where a vehicle must cross another lane of traffic traveling in a different direction and generally result in more severe crashes than merge/diverge conflicts. Merge/diverge conflicts are locations where vehicles cross paths in the same intended direction of travel. Conflict points can be used as a way to quickly compare safety between various types of intersections, especially for alternative intersections or interchanges. A higher number of conflict points indicate more exposure to potential crashes.

Table 12: Conflict Point Summary

Alternatives	Crossing	Merge/Diverge	Total
Existing Geometry	24	16	40
Revised Geometry	24	16	40
Roundabout 2x1	8	14	22
Roundabout One Lane	4	10	14
Turbo Roundabout	4	10	14
Reduced Conflict Intersection	4	16	20
Partial Cloverleaf Interchange	6	16	22
Staggered T Intersection	10	12	22
Diamond Interchange	10	16	26

The roundabout one lane and turbo roundabout alternatives result in the least amount of potential conflict points. Additionally, the roundabout one lane, turbo roundabout and reduced conflict intersection alternatives have the least number of crossing type conflict points, at four, which indicates that these three options are good candidates for reducing severe crashes. Ramp conflicts were included in the interchange options to ensure all potential conflict locations were considered.

Predictive Safety Analysis

In addition to conflict points, three safety tools were analyzed for the alternatives: general crash modification factors (CMFs), the FHWA Safety Performance for Intersection Control Evaluation (SPICE) tool, and the FHWA's Surrogate Safety Assessment Model (SSAM) tool. The CMF and SPICE provide a general comparison of safety impacts between alternatives, while SSAM looks at the microsimulation results to identify specific conflicts.

The CMF analysis provides a high-level comparison between alternatives. The FHWA CMF Clearinghouse website was utilized to determine CMFs for each alternative. The CMF Clearinghouse provides multiple sources for each improvement. These sources are ranked on a scale of 1-5 based on the report methodology, where a 1 indicates low reliability, and a 5 indicates high reliability for the results. Where possible, the highest ranked CMF was used if multiple sources were available, and low ranks (1-2) were omitted. **Table 13** below provides a summary of the relevant CMFs.

Table 13: CMF Summary

Scenario	CMF (All)	CMF (K)	CMF (ABC)	CMF (O)
Revised Geometry	0.66	No Significant CMF		
Roundabouts (One Lane, 2x1, Turbo)	0.95	0.28	0.56	3.33
Reduced Conflict Intersection	0.80	No Significant CMF		
Partial Cloverleaf Interchange	No Published CMF			
Staggered T Intersection	0.96	No Significant CMF		
Diamond Interchange	0.58	No Significant CMF		

The CMF summary shows that the diamond interchange is expected to have the highest reduction in total crashes. All roundabout alternatives are expected to see a significant reduction in severe crashes but an increase in the number of property damage crashes. The roundabout CMF summary is a synthesis of over 100 observed roundabouts including different types such as 1- and 2-lane roundabouts and turbo roundabouts, and therefore quality separate CMFs are not provided. The roundabout CMFs are separated by K, ABC, and O type crashes. The CMFs show that while overall the total number of crashes are reduced by approximately 5%, the fatal (K) crashes are reduced by 72%. However, the property damage crashes at roundabouts are increased by 233%. The CMF database also includes some data for turbo roundabouts specifically, but due to low quality of the documentation the CMFs were not included in this analysis. The PCI interchange did not have a CMF associated with the interchange in the FHWA CMF database; however, review of FHWA's Safety Comparisons Between Interchange Types indicates that a PCI would have similar K, A or B type crashes as a diamond interchange.

FHWA developed the SPICE tool to inform comparisons of different intersection control types. The SPICE tool utilizes safety performance factors that are in the Highway Safety Manual (HSM) in addition to the CMFs and was used as another tool to analyze the different options. **Table 14** provides a summary of the SPICE Crash Prediction results.

Table 14: SPICE Crash Prediction Summary				
Alternative	Crash Type	Predicted # of Crashes		
		Base Year (2025)	Design Year (2050)	Total Project Life Cycle
Roundabout One Lane	Total	0.71	1.18	24.47
	Fatal & Injury	0.15	0.26	5.25
Roundabout 2x1	Total	2.32	3.88	80.17
	Fatal & Injury	0.64	1.12	22.62
Existing Geometry	Total	9.40	14.29	307.61
	Fatal & Injury	4.06	5.71	127.17
Revised Geometry	Total	6.20	9.43	203.03
	Fatal & Injury	2.68	3.77	83.93
Reduced Conflict Intersection	Total	1.59	2.65	54.85
	Fatal & Injury	0.52	0.92	18.58
Staggered T Intersection	Total	3.30	5.51	113.93
	Fatal & Injury	1.53	2.69	54.53
Diamond Interchange	Total	0.46	0.75	15.68
	Fatal & Injury	0.14	0.23	4.81

Since a published CMF was not identified for the partial cloverleaf interchange or turbo roundabouts, they were not applied in the SPICE crash prediction models for comparison. The SPICE analysis results in total crashes and fatal or injury crashes for each of the analyzed scenarios. The traffic signal options and staggered T intersections had the highest number of both total crashes and highest fatal/injury crashes. Comparatively, the diamond interchange and roundabout one lane alternatives had the lowest crash rates, with similar fatal/injury crash rates.

While the CMF analysis and SPICE tools provide a general comparison, the CMFs do not provide a site-specific detailed safety analysis. To analyze the safety operations for each alternative, a detailed analysis using the vehicle trajectories from the simulations was used in the SSAM tool. SSAM utilizes simulated vehicle trajectories to determine where conflicts occur and the severity of the conflicts. Each alternative had trajectories output from Transmodeler and analyzed using the FHWA's SSAM software. The output identifies whether the conflict type was a crossing type, rear end, or lane change, and uses surrogate measures to indicate the severity of the conflict. The primary measures used in this analysis are:

- Time-to-Collision (TTC): The minimum threshold until two vehicles collide, based on current speeds and trajectories. The default used for the analysis is 1.5 seconds as suggested by SSAM documentation and previous studies.
- Post-Encroachment Time (PET): The time gap between when one vehicle leaves a position, and another arrives. A value of zero indicates a collision.

The primary **Table 15** summarizes the SSAM safety analysis and detailed results are provided in **Appendix E**.

Table 15: SSAM Summary								
Alternative	**Crossing**	**Rear End**	**Lane Change**	**Total Conflicts**	**Mean TTC**	**Mean PET**	**Score**	**% Score Reduction**
Existing Geometry	0	266	8	274	1.22	1.36	166.80	-
Revised Geometry	3	206	7	216	1.20	1.47	130.46	-21.8%
Roundabout 2x1	0	140	4	144	1.25	2.14	90.13	-46.0%
Roundabout One Lane	0	161	0	161	1.27	2.19	101.70	-39.0%
Turbo Roundabout	1	164	26	191	1.06	1.60	110.25	-33.9%
Reduced Conflict Intersection	1	20	20	41	1.23	2.32	36.36	-78.2%
Partial Cloverleaf Interchange	2	61	10	73	1.18	2.00	48.88	-70.7%
Staggered T Intersection	0	192	7	199	1.20	1.50	120.55	-27.7%
Diamond Interchange	0	91	10	101	1.16	1.43	61.14	-63.3%

The results of the SSAM analysis are split into two components; the observed conflicts and the surrogate safety measures (TTC and PET). The conflicts are divided into crossing, rear end, and lane change conflicts based on the angle of the observed collision. The TTC and PET measures are surrogates for the severity of the collision, with values closer to 0 indicating higher severity crashes. The score is weighted using the crash type and the surrogate safety measures. A higher score indicates a higher probability that conflicts will lead to crashes. The percent score reduction represents the reduction of the calculated score and provides a comparison between alternatives. The reduced conflict intersection, partial cloverleaf interchange and diamond interchange alternatives had the highest reduction in score at -78.2%, -70.7% and -63.3%, respectively. The reduction in score indicates that the alternatives will have less conflicts resulting in less crashes than the existing geometry.

Overall safety analysis shows that the highest improvements to safety are the diamond interchange, partial cloverleaf interchange, and reduced conflict intersection. The interchange options separate high-speed movements from the intersections and therefore address the safety concerns related to high speeds observed in the existing crash and speed data. The modeling shows that the reduced conflict intersection would reduce the number of anticipated collisions. However, the reduced conflict intersection alternative does not provide a mechanism to reduce speeds along US 2 where significant safety concerns were observed in historical data. The reduced conflict intersection is not recommended as a result, since it would not address the site-specific safety issues observed.

Conclusion

The top alternatives were selected and summarized in **Table 16** below. The alternatives were selected based on the alternative with the highest improvement to safety as determined by the SSAM results and the improvements to traffic operations. The reduced conflict intersection showed the highest improvements for safety in the SSAM modeling (-78%), but experienced significant queueing during the PM peak that can result in unsafe conditions. The reduced conflict intersection also does not provide a mechanism that would slow vehicles significantly along US 2, and therefore, does not address safety concerns observed in the crash and speed analysis.

The roundabout 2x1 alternative demonstrated a higher reduction in predicted collisions compared to the other roundabout options, based on SSAM results. While its operational performance was slightly less favorable, particularly during the PM peak, it's important to note that this configuration includes two-lane approaches on the major street, while the minor street approaches remains one lane. These geometric characteristics may limit some of the operational benefits typically associated with full multilane roundabouts. However, the performance differences observed are not significant enough to warrant removal of the roundabout 2x1 from consideration. The turbo roundabout and roundabout one lane alternatives provide operational improvements when compared to existing geometry, and an improvement to safety related to fatal and injury crashes. All three roundabout configurations, 2x1, turbo, and one lane, offer a mix of safety and operational advantages and should advance through the environmental process for further analysis. The interchange options provided the most improvement to both safety and operations due to the separation of high-speed traffic. Note, the roundabout one lane CAP-X results were assumed to more closely be represented by the roundabout 2x1 CAP-X model due to the right turn lane drops. The partial cloverleaf interchange alternative did not have a specific model in the SPICE tool but was assumed to have similar crashes to the diamond interchange alternative.

	Table 16: Alternative Comparisons (2050 Forecasts)					
Analysis Type	**Scenario**	**Roundabout One Lane**	**Roundabout 2x1**	**Turbo Roundabout**	**Partial Cloverleaf Interchange**	**Diamond Interchange**
Safety	Conflict Points	14	22	14	22	26
Traffic Operations	CAP-X Volume to Capacity (v/c)	0.44	0.44	0.44	0.30	0.47
Traffic Operations	Intersection (Highest Delay/LOS)	13.2/B (PM Peak)	14.8/B (PM Peak)	11.6/B (PM Peak)	4.8/A (PM Peak)	3.2/A (PM Peak)
Traffic Operations	Worst Approach (Delay/LOS)	29.5/D NB	52.0/D SB	25.9/D SB	18.8/C WB	7.3/A EB
Traffic Operations	95th Percentile Queue Lengths (ft)	72 (PM, SB)	158 (AM, WB)	63 (PM, SB)	27 (PM, EB)	25 (PM, EB)
Traffic Operations	Max Queue Lengths (ft)	307 (PM, WB)	207 (PM, WB)	166 (PM,EB)	87 (PM,EB)	57 (PM,EB)
Safety	SPICE Estimated Project Life Total Crashes	80*	80	80	16	16
Safety	SSAM Model Crash Score Reduction	-39%	-46%	-34%	-71%	-63%

*SPICE results for roundabout one lane alternative assumed to be similar to a typical two-lane roundabout, refer to SPICE section for further details.

The existing intersection has high speed traffic along US 2, especially along the eastbound approach. The high-speed vehicles contribute to unsafe conditions at the signal. Minor improvements such as lengthened turn lanes have been implemented between 2018 and 2020, but did not result in a significant improvement to safety based on historical crashes. Due to the severity of crashes and speed of the vehicles at the intersection, additional improvements such as advanced warning signs were determined to be insufficient. To further improve safety, and specifically reduce fatal and injury crashes, physical intersection improvements were studied. The interchange alternatives are shown to have the highest improvements to safety due to separation of the high-speed movements from the intersection where vehicles are turning. The roundabout options include speed calming mechanisms by including a reverse curve approaching the intersection. The roundabouts should also be designed to encourage fastest path speeds below 30 mph for the multilane approaches, and 25 mph for the single lane approaches. These alternatives are anticipated to improve safety through the slower speeds and reduced conflict points. Other options such as the reduced conflict intersection and staggered T intersection show safety improvements in the models, but do not provide a way to slow vehicles along US 2. The roundabouts and interchange alternatives were ultimately recommended due to the ability to address the high speeds observed at the intersection. Additionally, the existing lighting at the intersection should be maintained and adapted for the chosen alternative.

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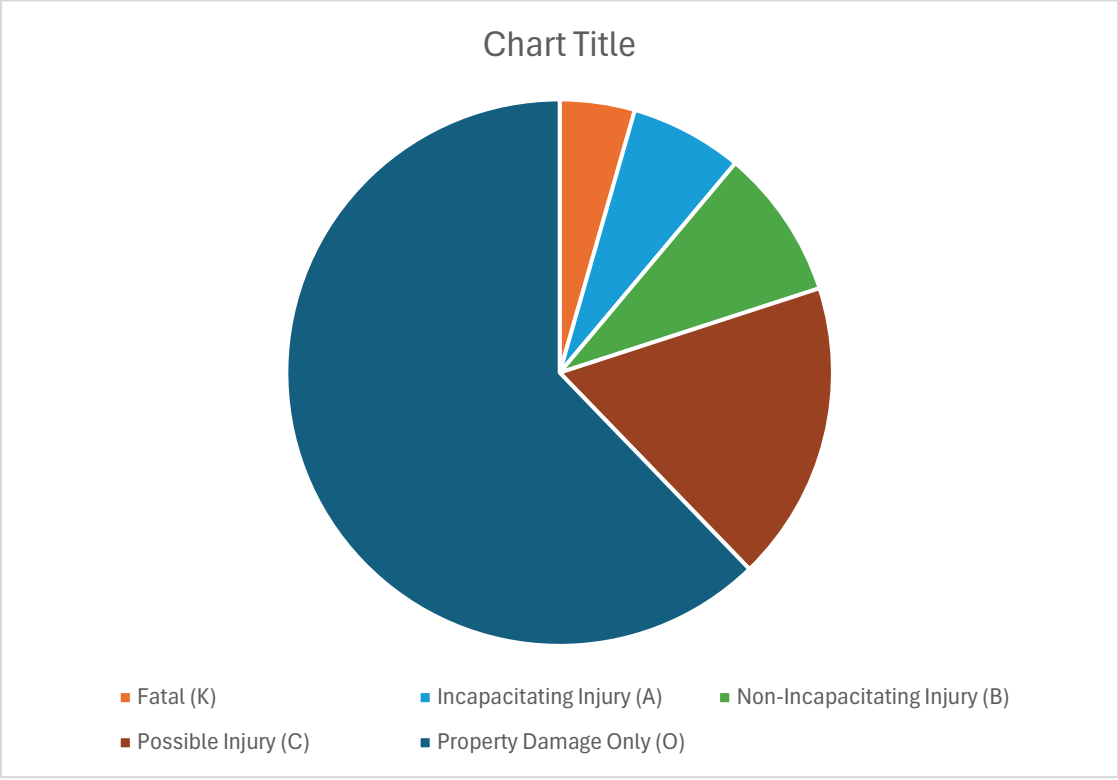
Appendix A – Historical Crash Data

Total Crashes

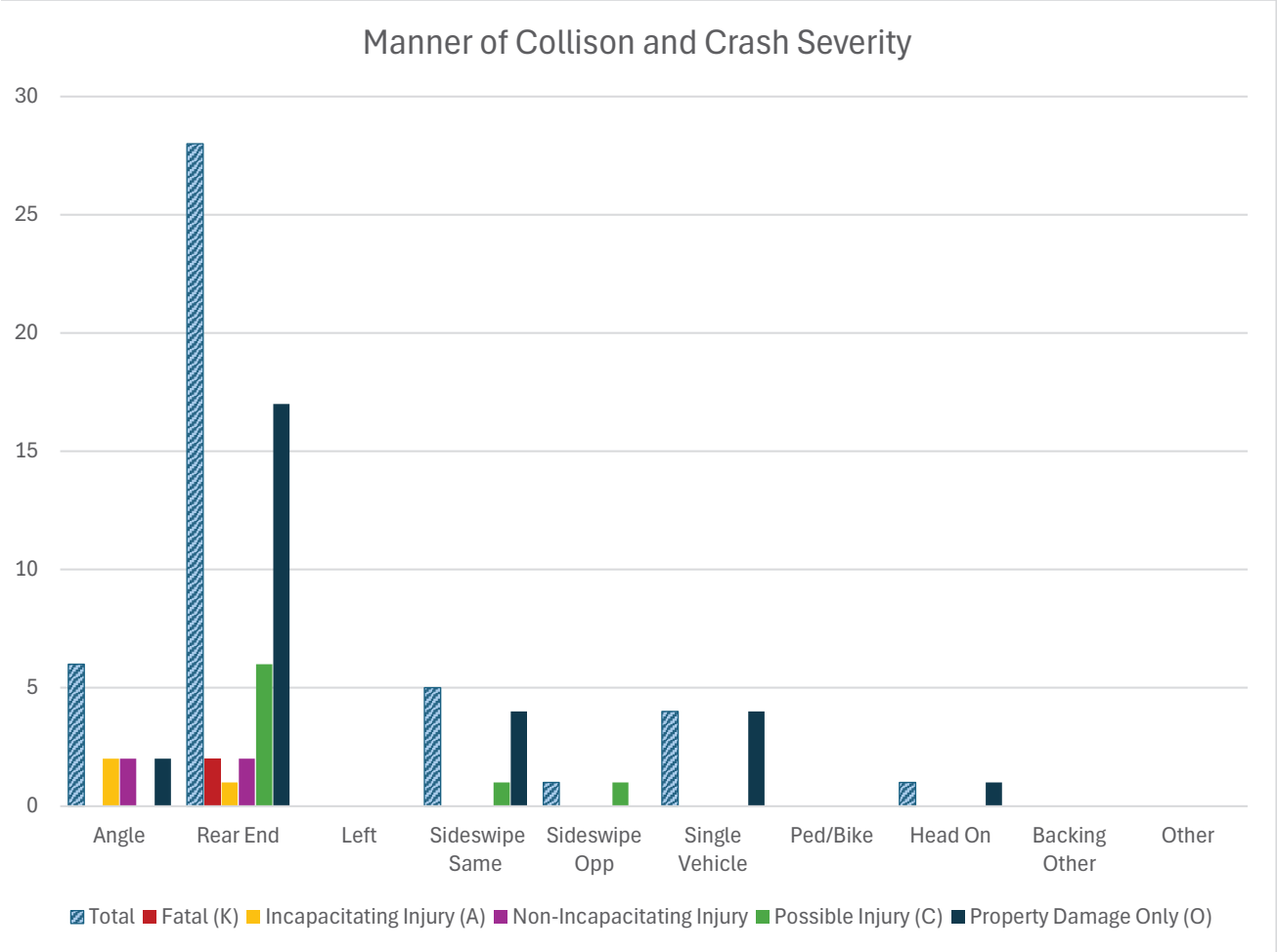
Fatal (K)	2	4%
Incapacitating Injury (A)	3	7%
Non-Incapacitating Injury (B)	4	9%
Possible Injury (C)	8	18%
Property Damage Only (O)	28	62%
	45	

Crashes by Direction		
NB	13	15%
SB	8	9%
EB	47	54%
WB	19	22%
Total	87	

Construction Related Crashes	
14	31%



US 2 and Airport Dr Crash History (10 Year)							
Manner Of Collision			Severity				
			K	A	B	C	O
Angle	6	13%	0	2	2	0	2
Rear End	28	62%	2	1	2	6	17
Left	0	0%	0	0	0	0	0
Sideswipe Same	5	11%	0	0	0	1	4
Sideswipe Opp	1	2%	0	0	0	1	0
Single Vehicle	4	9%	0	0	0	0	4
Ped/Bike	0	0%	0	0	0	0	0
Head On	1	2%	0	0	0	0	1
Backing Other	0	0%	0	0	0	0	0
Other	0	0%	0	0	0	0	0
	45		2	3	4	8	28



Lighting			Severity				
			K	A	B	C	O
Dawn/Dusl	1	2%	0	0	0	0	1
Daylight	40	89%	2	3	4	6	25
Dark	0	0%	0	0	0	0	0
Dark (Light	4	9%	0	0	0	2	2
Unknown	0	0%	0	0	0	0	0
	45		2	3	4	8	28

Surface Condtion			Severity				
			K	A	B	C	O
Dry	34	76%	2	3	4	5	20
Wet	3	7%	0	0	0	0	3
Ice / Snow	8	18%	0	0	0	3	5
Other	0	0%	0	0	0	0	0
	45		2	3	4	8	28

V1/V2 Configurations	
Passenger Cars	24
PU / Van / Utility	50
Truck	10
Bus / Motorhome	0
Motorcycle + Moped	2
Ped or Bike	0

Direction and Vehicle Type (V2)	Count
None (1 Vehicle Only)	3
East	**21**
Motorcycle	1
Passenger Car	5
Pickup - Van - Utility	14
Truck Tractor	1
North	**9**
Passenger Car	3
Pickup - Van - Utility	6
South	**3**
Passenger Car	1
Pickup - Van - Utility	2
West	**9**
Passenger Car	3
Pickup - Van - Utility	6
Total	**45**

Direction and Vehicle Type (V1)	**Count**
East	**25**
3+ Axle	1
Motorcycle	1
Passenger Car	8
Pickup - Van - Utility	10
Truck Tractor	3
Unknown Heavy Truck	2
North	**4**
Passenger Car	1
Pickup - Van - Utility	2
Truck Tractor	1
South	**5**
Passenger Car	2
Pickup - Van - Utility	3
West	**11**
Passenger Car	2
Pickup - Van - Utility	8
Unknown Heavy Truck	1
Total	45

Appendix B – Traffic Volumes

Start+A1:R81 Date: 1/14/2025
Start Time: 3:29:00 PM
Site Code:
Comment 1: US Hwy 2
Comment 2: NW & SE Corner
Comment 3: AM
Comment 4:

Total	Eastbound				Westbound				Northbound				Southbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
6:19:00 AM	0	27	8	0	0	33	9	0	10	4	2	0	1	1	0	0	95
6:30:00 AM	2	35	11	0	0	61	9	0	29	5	4	0	0	0	0	0	156
6:45:00 AM	1	45	26	0	0	59	19	0	36	6	1	0	1	1	1	0	196
7:00:00 AM	2	53	17	0	4	100	15	0	38	5	6	0	1	0	0	0	241
7:15:00 AM	1	75	23	0	1	108	14	0	53	8	0	0	1	2	0	0	286
7:30:00 AM	0	106	33	0	0	108	12	0	31	12	6	0	2	0	0	0	310
7:45:00 AM	4	79	25	0	0	97	32	0	52	8	6	0	0	0	0	0	303
Total	10	420	143	0	5	566	110	0	249	48	25	0	6	4	1	0	1587
7AM-8AM	7	313	98	0	5	413	73	0	174	33	18	0	4	2	0	0	

AM Peak	Eastbound				Westbound				Northbound				Southbound				
Start Time	Ref	Scale		Total	Ref	Scale		Total	Ref	Scale		Total	Ref	Scale		Total	Total
7:00:00 AM	25%	0.6890		17.2%	25%	0.9695		24.2%	25%	0.8711		21.8%	25%	0.6667		16.7%	
7:15:00 AM	25%	0.9474		23.7%	25%	1.0020		25.1%	25%	1.0844		27.1%	25%	2.0000		50.0%	
7:30:00 AM	25%	1.3301		33.3%	25%	1.3301		24.4%	25%	1.3301		21.8%	25%	1.3301		33.3%	
7:45:00 AM	25%	1.0335		25.8%	25%	1.0335		26.3%	25%	1.0335		29.3%	25%	1.0335		0.0%	

Pickup Trucks	Eastbound				Westbound				Northbound				Southbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
6:19:00 AM	0	8	5	0	0	10	1	0	3	1	1	0	1	0	0	0	30
6:30:00 AM	0	17	4	0	0	28	0	0	11	3	0	0	0	0	0	0	63
6:45:00 AM	0	17	7	0	1	13	5	0	13	1	3	0	0	1	0	0	61
7:00:00 AM	0	16	7	0	2	18	1	0	12	1	2	0	0	0	0	0	59
7:15:00 AM	0	19	4	0	2	31	3	0	14	2	0	0	0	0	0	0	75
7:30:00 AM	0	20	9	0	0	22	2	0	9	2	3	0	0	0	0	0	67
7:45:00 AM	0	22	3	0	0	16	8	0	24	5	3	0	0	0	0	0	81
Total	0	119	39	0	5	138	20	0	86	15	12	0	1	1	0	0	
7AM-8AM	0	77	23	0	4	87	14	0	59	10	8	0	0	0	0	0	

Single Unit Trucks	Eastbound				Westbound				Northbound				Southbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
6:19:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:45:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:00:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2

7:15:00 AM	0	0	2	0	0	3	0	0	0	0	0	0	0	0	0	0	5
7:30:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:45:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	4	2	0	0	7	0	0	0	0	0	0	0	0	0	0	
7AM-8AM	0	4	2	0	0	5	0	0	0	0	0	0	0	0	0	0	

Trailer Trucks	Eastbound				Westbound				Northbound				Southbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
6:19:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:30:00 AM	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5
6:45:00 AM	0	5	0	0	0	2	0	0	0	0	0	0	0	0	1	0	8
7:00:00 AM	0	2	0	0	0	4	0	0	0	0	1	0	0	0	0	0	7
7:15:00 AM	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	7
7:30:00 AM	0	4	0	0	0	3	0	0	3	0	0	0	0	0	0	0	10
7:45:00 AM	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	6
Total	0	18	0	0	0	21	0	0	3	0	1	0	0	0	1	0	
7AM-8AM	0	9	0	0	0	17	0	0	3	0	1	0	0	0	0	0	

Busses	Eastbound				Westbound				Northbound				Southbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
6:19:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:45:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
7:00:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15:00 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
7:30:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	6	0	0	0	5	0	0	0	0	0	0	0	0	0	0	
7AM-8AM	0	5	0	0	0	3	0	0	0	0	0	0	0	0	0	0	

Total		418	100.0%			491	100.0%			225	100.0%			6	100.0%
Pickup		100	23.9%			105	21.4%			77	34.2%			0	0.0%
SU		6	1.4%			5	1.0%			0	0.0%			0	0.0%
Trailer		9	2.2%			17	3.5%			4	1.8%			0	0.0%
Bus		5	1.2%			3	0.6%			0	0.0%			0	0.0%
PC		298	71.3%			361	73.5%			144	64.0%			6	100.0%

Start Date: 1/14/2025
Start Time: 3:29:00 PM
Site Code:
Comment 1: US Hwy 2
Comment 2: NW & SE Corner
Comment 3: PM
Comment 4:

	Eastbound				Westbound				Northbound				Southbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
3:30:00 PM	0	68	32	0	4	64	26	0	26	3	2	0	19	8	1	0	253
3:45:00 PM	1	82	39	0	3	52	13	0	32	5	2	0	17	6	2	0	254
4:00:00 PM	0	82	42	0	2	74	6	0	26	9	1	0	25	11	0	0	278
4:15:00 PM	2	99	56	0	5	63	11	0	27	10	2	0	17	12	1	0	305
4:30:00 PM	0	116	60	0	2	73	19	0	33	5	0	0	34	14	2	0	358
4:45:00 PM	1	76	24	0	0	117	54	0	28	8	0	0	27	7	3	0	345
5:00:00 PM	0	83	51	0	5	73	11	0	22	3	0	0	25	15	1	0	289
Total	4	606	304	0	21	516	140	0	194	43	7	0	164	73	10	0	
4-5 PM	3	373	182	0	9	327	90	0	114	32	3	0	103	44	6	0	

	Eastbound				Westbound				Northbound				Southbound			
Pickup Trucks	75.0%	26.7%	33.2%	0.0%	28.6%	28.9%	10.0%	0.0%	32.5%	16.3%	71.4%	0.0%	18.9%	23.3%	60.0%	0.0%
		29.1%				25.0%				30.7%				21.9%		
Single Unit Trucks	0.0%	3.2%	2.7%	0.0%	0.0%	1.5%	0.0%	0.0%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%
		1.9%				0.7%				0.4%				0.0%		
Trailer Trucks	0.0%	7.3%	1.6%	0.0%	4.8%	3.1%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
		5.4%				2.5%				0.8%				0.0%		
Busses	0.0%	0.8%	0.0%	0.0%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
		0.5%				0.6%				0.0%				0.0%		

Pickup Trucks	Eastbound				Westbound				Northbound				Southbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
3:30:00 PM	0	20	10	0	0	20	2	0	8	1	1	0	3	2	0	0	67
3:45:00 PM	1	22	10	0	0	19	3	0	14	1	0	0	2	2	2	0	76
4:00:00 PM	0	21	11	0	2	21	0	0	9	0	2	0	7	2	0	0	75
4:15:00 PM	2	26	18	0	1	16	3	0	8	2	1	0	4	2	1	0	84
4:30:00 PM	0	28	20	0	1	26	2	0	11	0	0	0	5	5	1	0	99
4:45:00 PM	0	22	16	0	0	29	3	0	8	2	0	0	6	3	2	0	91
5:00:00 PM	0	23	16	0	2	18	1	0	5	1	1	0	4	1	0	0	72
Total	3	162	101	0	6	149	14	0	63	7	5	0	31	17	6	0	
4-5 PM	2	97	65	0	4	92	8	0	36	4	3	0	22	12	4	0	

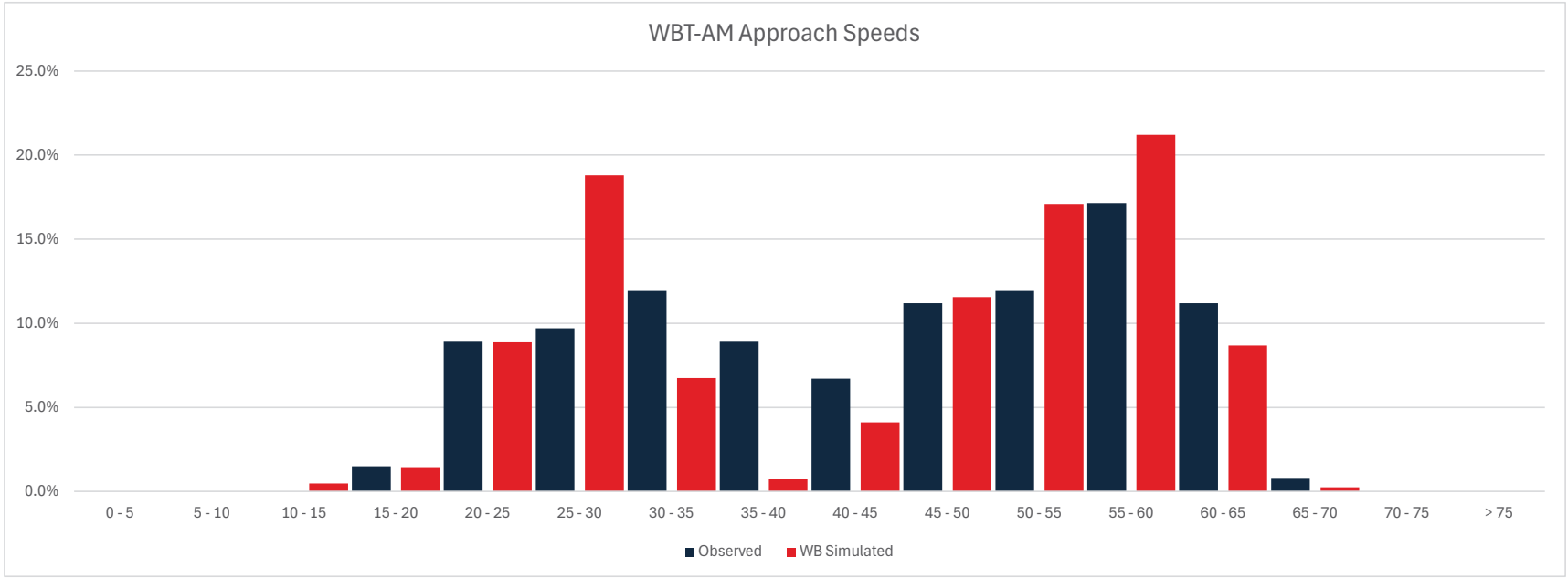
Single Unit Trucks	Eastbound				Westbound				Northbound				Southbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
3:30:00 PM	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5
3:45:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3

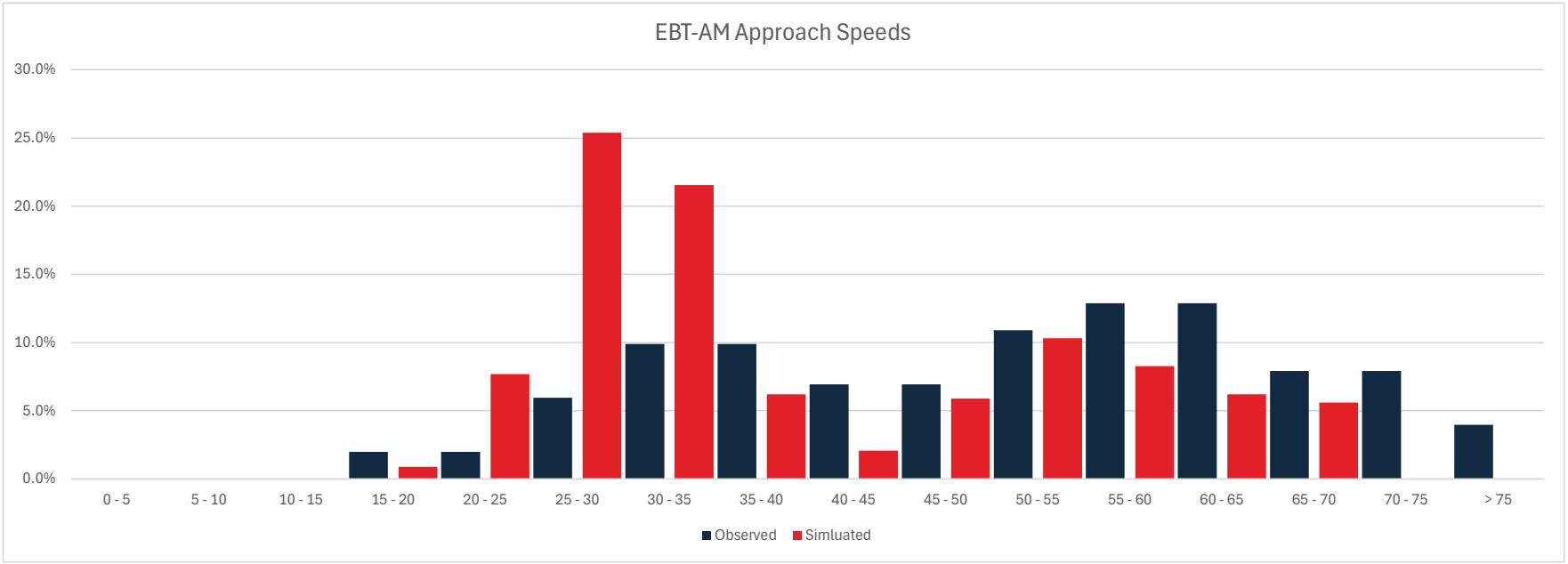
4:00:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:15:00 PM	0	2	0	0	0	1	0	0	0	0	1	0	0	0	0	0	4
4:30:00 PM	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4
4:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00:00 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
Total	0	12	5	0	0	5	0	0	0	0	1	0	0	0	0	0	
4-5 PM	0	5	4	0	0	1	0	0	0	0	1	0	0	0	0	0	

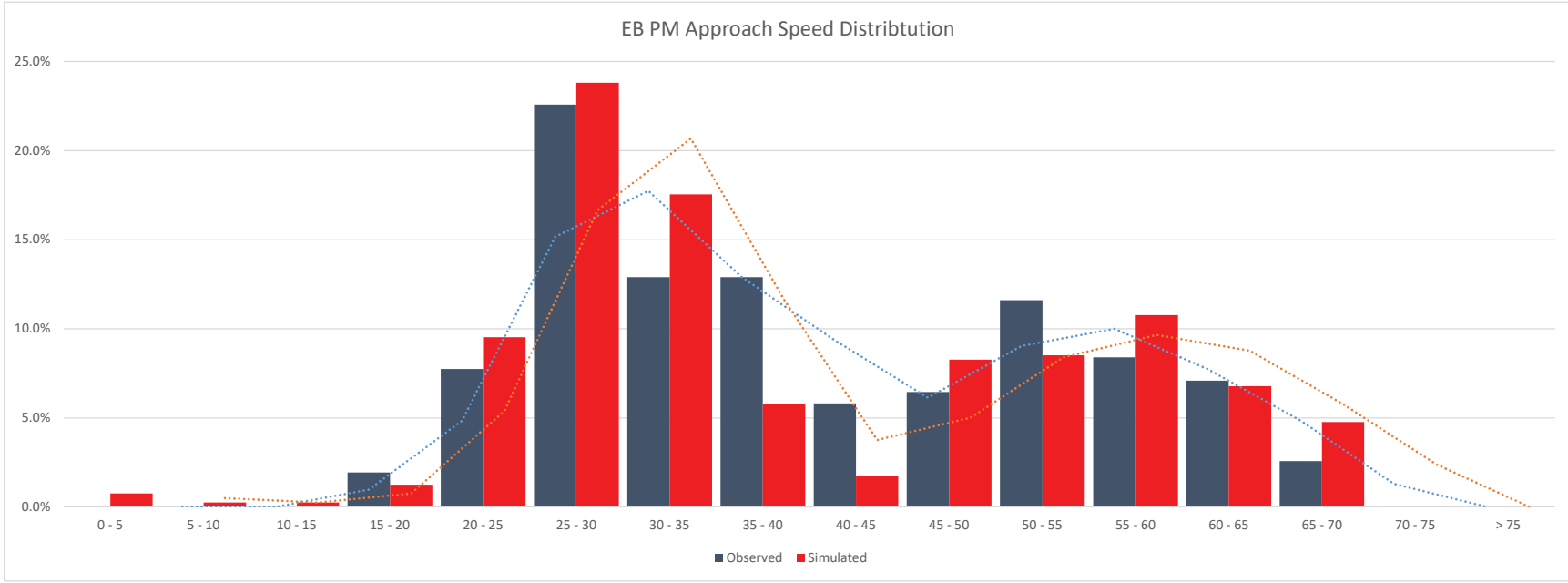
Trailer Trucks	Eastbound				Westbound				Northbound				Southbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
3:30:00 PM	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	0	7
3:45:00 PM	0	7	0	0	0	1	0	0	2	0	0	0	0	0	0	0	10
4:00:00 PM	0	4	1	0	0	5	0	0	0	0	0	0	0	0	0	0	10
4:15:00 PM	0	11	1	0	1	3	0	0	0	0	0	0	0	0	0	0	16
4:30:00 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
4:45:00 PM	0	6	2	0	0	2	0	0	0	0	0	0	0	0	0	0	10
5:00:00 PM	0	5	0	0	0	2	0	0	0	0	0	0	0	0	0	0	7
Total	0	44	5	0	1	16	0	0	2	0	0	0	0	0	0	0	
4-5 PM	0	28	5	0	1	10	0	0	0	0	0	0	0	0	0	0	

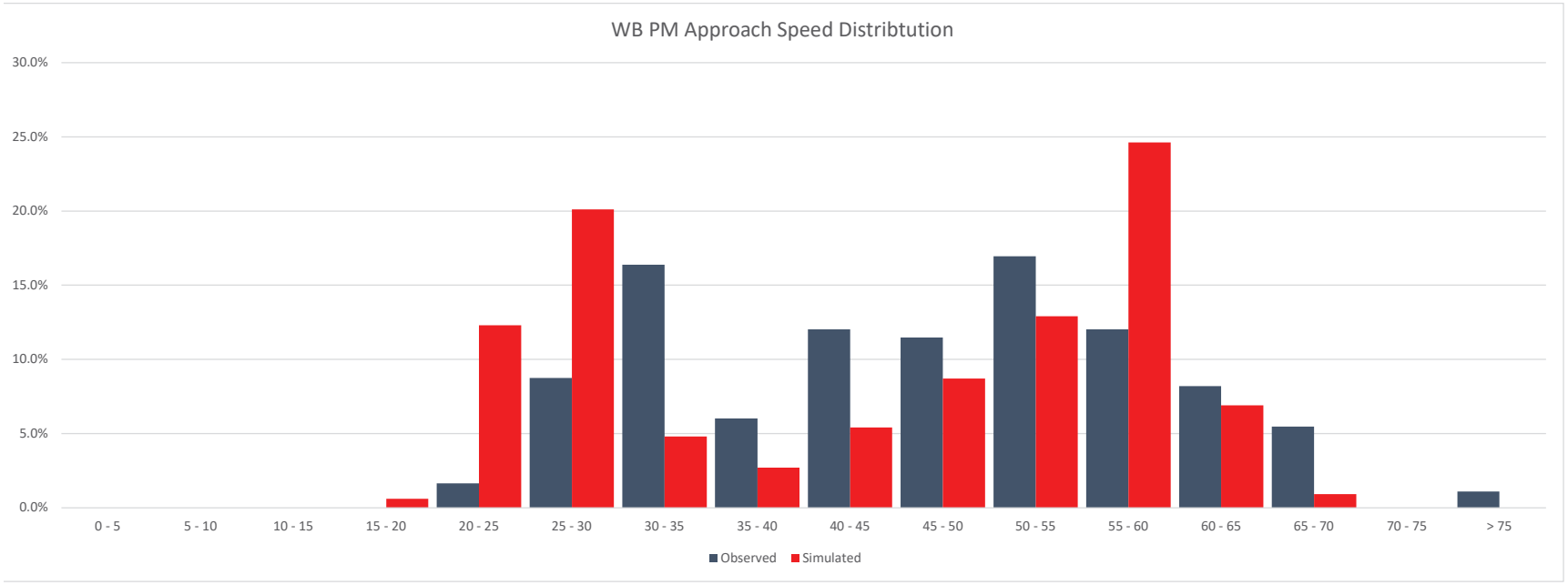
Busses	Eastbound				Westbound				Northbound				Southbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
3:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00:00 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
4:15:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45:00 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
5:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	0	0	0	4	0	0	0	0	0	0	0	0	0	0	
4-5 PM	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	

Appendix C – Model Calibration Data









Link Calibration and Validation							
AM							
Segment ID	Description	Expected AB_Vol	Expected BA_Vol	Simulated AB_Vol	Simulated BA_Vol	AB % Diff	BA % Diff
37	Airport EB App.	453	0	457	0	1%	0%
103	Airport South Leg	244	115	254	113	4%	2%
31	Airport WB App.	532	0	541	0	2%	0%
35	Airport North Leg	8	123	8	129	0%	5%
30	Airport EB Exit	364	0	362	0	1%	0%
105	Airport WB Exit	635	0	644	0	1%	0%
130	55th EB App.	378	0	368	0	3%	0%
113	55th EBL	5	0	5	0	0%	0%
114	55th EBT/R	373	0	363	0	3%	0%
109	55th WB Exit	576	0	578	0	0%	0%
122	55th South Leg	54	82	53	84	2%	2%
115	55th EB Exit	353	0	336	0	5%	0%
120	55th WBL	53	0	55	0	4%	0%
119	55th WBT/R	558	0	564	0	1%	0%
125	55th WB App	611	0	622	0	2%	0%
111	55th North Leg	32	0	34	0	6%	0%
PM							
Segment ID	Description	Expected AB_Vol	Expected BA_Vol	Simulated AB_Vol	Simulated BA_Vol	AB % Diff	BA % Diff
37	Airport EB App.	604	0	602	0	0%	0%
103	Airport South Leg	163	255	161	252	1%	1%
31	Airport WB App.	462	0	445	0	4%	0%
35	Airport North Leg	167	137	163	134	2%	2%
30	Airport EB Exit	519	0	511	0	2%	0%
105	Airport WB Exit	485	0	464	0	4%	0%
130	55th EB App.	693	0	673	0	3%	0%
113	55th EBL	26	0	26	0	0%	0%
114	55th EBT/R	667	0	646	0	3%	0%
109	55th WB Exit	382	0	379	0	1%	0%
122	55th South Leg	44	194	44	178	0%	9%
115	55th EB Exit	590	0	569	0	4%	0%
120	55th WBL	100	0	94	0	6%	0%
119	55th WBT/R	375	0	371	0	1%	0%
125	55th WB App	475	0	471	0	1%	0%
111	55th North Leg	56	10	55	10	2%	0%

Appendix D – Traffic Operation Reports

Project: US 2 Airport Dr_Existing
Scenario: AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service - Overview

US 2 EB, US 2 WB, 16TH STREET & Airport Dr -- SIGNALIZED NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,686.0	7.10	15.2	B
2	1,684.0	7.70	16.5	B
3	1,689.0	7.90	16.9	B
4	1,681.0	7.80	16.8	B
5	1,682.0	7.20	15.5	B
6	1,686.0	7.60	16.3	B
7	1,693.0	7.60	16.1	B
8	1,686.0	7.30	15.6	B
9	1,682.0	7.50	16.1	B
10	1,690.0	7.50	15.9	B
Average:	**1,685.9**	**7.52**	**16.1**	**B**

Project: US 2 Airport Dr_Existing
Scenario: AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
10	US 2 EB, US 2 WB, 16th Street & Airport	Actuated	7.5	0.3	7.1	7.9	10

Project: US 2 Airport Dr_Existing
Scenario: AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
10	US 2 EB, US 2 WB, 16th Street & Airport	Actuated	16.1	0.5	15.2	16.9	10

Project: US 2 Airport Dr_Existing
Scenario: AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service by Approach - Overview

US 2 EB, US 2 WB, 16TH STREET & Airport Dr -- SIGNALIZED NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on US 2 EB: Superlink ID 67				
1	679.0	3.20	17.0	B
2	683.0	3.30	17.7	B
3	685.0	3.20	17.0	B
4	678.0	3.40	18.2	B
5	681.0	3.20	17.1	B
6	685.0	3.40	18.0	B
7	691.0	3.40	17.5	B
8	682.0	3.40	18.1	B
9	683.0	3.30	17.2	B
10	681.0	3.20	17.1	B
Average:	**682.8**	**3.30**	**17.5**	**B**
NB on 16th Street: Superlink ID 36				
1	299.0	2.50	29.8	C
2	300.0	2.60	30.8	C
3	299.0	2.70	32.6	C
4	298.0	2.70	32.8	C
5	298.0	2.60	31.2	C
6	295.0	2.50	30.0	C
7	295.0	2.50	29.9	C
8	300.0	2.40	28.8	C
9	298.0	2.70	32.8	C
10	299.0	2.50	29.9	C
Average:	**298.1**	**2.57**	**30.9**	**C**
SB on Airport Dr: Superlink ID 38				
1	13.0	0.10	29.0	C
2	13.0	0.10	26.7	C
3	13.0	0.10	27.5	C
4	12.0	0.10	28.3	C
5	13.0	0.10	38.5	D
6	13.0	0.10	22.8	C
7	13.0	0.10	20.2	C
8	13.0	0.10	36.7	D
9	13.0	0.10	31.8	C

US 2 EB, US 2 WB, 16TH STREET & Airport Dr -- SIGNALIZED NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	13.0	0.10	19.8	B
Average:	**12.9**	**0.10**	**28.1**	**C**
WB on US 2 WB: Superlink ID 28				
1	695.0	1.30	7.0	A
2	688.0	1.70	8.9	A
3	692.0	1.90	9.7	A
4	693.0	1.60	8.3	A
5	690.0	1.30	6.8	A
6	693.0	1.70	8.7	A
7	694.0	1.70	8.8	A
8	691.0	1.30	7.0	A
9	688.0	1.40	7.6	A
10	697.0	1.70	8.7	A
Average:	**692.1**	**1.56**	**8.1**	**A**

Project: US 2 Airport Dr_Existing
Scenario: AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service by Approach - Total Control Delay

US 2 EB, US 2 WB, 16TH STREET & Airport Dr

NODE: 10

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	US 2 EB	67	3.3	0.1	3.2	3.4	10
NB	16th Street	36	2.6	0.1	2.4	2.7	10
SB	Airport Dr	38	0.1	0.0	0.1	0.1	10
WB	US 2 WB	28	1.6	0.2	1.3	1.9	10

Project: US 2 Airport Dr_Existing
Scenario: AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service by Approach - Avg Control Delay

US 2 EB, US 2 WB, 16TH STREET & Airport Dr

NODE: 10

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	US 2 EB	67	17.5	0.5	17.0	18.2	10
NB	16th Street	36	30.9	1.4	28.8	32.8	10
SB	Airport Dr	38	28.1	6.3	19.8	38.5	10
WB	US 2 WB	28	8.1	1.0	6.8	9.7	10

Project: US 2 Airport Dr_Existing
Scenario: PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service - Overview

US 2 EB, US 2 WB, 16TH STREET & Airport Dr -- SIGNALIZED NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,981.0	10.40	18.8	B
2	1,988.0	10.40	18.9	B
3	1,988.0	10.70	19.3	B
4	1,981.0	10.50	19.0	B
5	1,980.0	10.20	18.6	B
6	1,985.0	10.40	18.9	B
7	1,982.0	10.30	18.8	B
8	1,980.0	10.00	18.3	B
9	1,981.0	10.50	19.0	B
10	1,987.0	10.50	19.0	B
Average:	**1,983.3**	**10.39**	**18.9**	**B**

Project: US 2 Airport Dr_Existing
Scenario: PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
10	US 2 EB, US 2 WB, 16th Street & Airport	Actuated	10.4	0.2	10.0	10.7	10

Project: US 2 Airport Dr_Existing
Scenario: PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
10	US 2 EB, US 2 WB, 16th Street & Airport	Actuated	18.9	0.3	18.3	19.3	10

TransModeler
Traffic Simulation Software

Project: US 2 Airport Dr_Existing
Scenario: PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service by Approach - Overview

US 2 EB, US 2 WB, 16TH STREET & Airport Dr -- SIGNALIZED NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on US 2 EB: Superlink ID 67				
1	883.0	4.60	18.9	B
2	884.0	4.30	17.7	B
3	886.0	4.40	17.9	B
4	887.0	4.50	18.4	B
5	890.0	4.70	19.2	B
6	887.0	4.40	17.8	B
7	881.0	4.60	18.9	B
8	881.0	4.30	17.5	B
9	882.0	4.60	18.8	B
10	891.0	4.50	18.3	B
Average:	**885.2**	**4.49**	**18.3**	**B**
NB on 16th Street: Superlink ID 36				
1	199.0	2.00	36.0	D
2	198.0	2.10	38.2	D
3	199.0	2.00	36.8	D
4	199.0	2.00	35.3	D
5	197.0	1.90	34.8	C
6	201.0	2.20	39.0	D
7	199.0	2.00	36.0	D
8	201.0	1.90	33.5	C
9	202.0	2.00	35.6	D
10	199.0	2.00	36.8	D
Average:	**199.4**	**2.01**	**36.2**	**D**
SB on Airport Dr: Superlink ID 38				
1	283.0	2.30	29.1	C
2	284.0	2.50	31.3	C
3	284.0	2.60	32.5	C
4	283.0	2.60	32.7	C
5	280.0	2.30	29.9	C
6	284.0	2.60	32.8	C
7	284.0	2.40	30.5	C
8	283.0	2.40	30.7	C
9	287.0	2.50	31.5	C

US 2 EB, US 2 WB, 16TH STREET & Airport Dr -- SIGNALIZED NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	280.0	2.40	30.9	C
Average:	**283.2**	**2.46**	**31.2**	**C**
WB on US 2 WB: Superlink ID 28				
1	616.0	1.50	8.5	A
2	622.0	1.50	8.9	A
3	619.0	1.70	9.7	A
4	612.0	1.40	8.4	A
5	613.0	1.30	7.4	A
6	613.0	1.30	7.6	A
7	618.0	1.30	7.6	A
8	615.0	1.50	8.7	A
9	610.0	1.40	8.1	A
10	617.0	1.50	8.9	A
Average:	**615.5**	**1.44**	**8.4**	**A**

Project: US 2 Airport Dr_Existing
Scenario: PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service by Approach - Total Control Delay

US 2 EB, US 2 WB, 16TH STREET & Airport Dr

NODE: 10

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	US 2 EB	67	4.5	0.1	4.3	4.7	10
NB	16th Street	36	2.0	0.1	1.9	2.2	10
SB	Airport Dr	38	2.5	0.1	2.3	2.6	10
WB	US 2 WB	28	1.4	0.1	1.3	1.7	10

Project: US 2 Airport Dr_Existing
Scenario: PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service by Approach - Avg Control Delay

US 2 EB, US 2 WB, 16TH STREET & Airport Dr

NODE: 10

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	US 2 EB	67	18.3	0.6	17.5	19.2	10
NB	16th Street	36	36.2	1.6	33.5	39.0	10
SB	Airport Dr	38	31.2	1.2	29.1	32.8	10
WB	US 2 WB	28	8.4	0.7	7.4	9.7	10

Project: US 2 Airport Dr_RevisedGeom
Scenario: AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service - Overview

33, 30, 36, Airport Dr, US 2 WB & US 2 EB -- SIGNALIZED NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,686.0	5.30	11.3	B
2	1,688.0	5.40	11.6	B
3	1,685.0	5.20	11.2	B
4	1,687.0	5.40	11.4	B
5	1,687.0	5.30	11.4	B
6	1,690.0	5.40	11.4	B
7	1,698.0	5.50	11.7	B
8	1,688.0	5.00	10.7	B
9	1,690.0	5.50	11.6	B
10	1,691.0	5.00	10.6	B
Average:	**1,689.0**	**5.30**	**11.3**	**B**

Project: US 2 Airport Dr_RevisedGeom
Scenario: AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
10	33, 30, 36, Airport Dr, US 2 WB & US 2 EB	Actuated	5.3	0.2	5.0	5.5	10

Project: US 2 Airport Dr_RevisedGeom
Scenario: AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
10	33, 30, 36, Airport Dr, US 2 WB & US 2 EB	Actuated	11.3	0.4	10.6	11.7	10

TransModeler
Traffic Simulation Software

Project: US 2 Airport Dr_RevisedGeom
Scenario: AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service by Approach - Overview

33, 30, 36, Airport Dr, US 2 WB & US 2 EB -- SIGNALIZED — NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on US 2 EB: Superlink ID 67				
1	682.0	1.50	8.0	A
2	686.0	1.50	8.0	A
3	683.0	1.30	7.0	A
4	684.0	1.50	7.7	A
5	682.0	1.40	7.5	A
6	686.0	1.60	8.3	A
7	691.0	1.70	8.6	A
8	684.0	1.40	7.5	A
9	685.0	1.50	8.1	A
10	687.0	1.50	7.7	A
Average:	**685.0**	**1.49**	**7.8**	**A**
NB on [Unnamed Street]: Superlink ID 57				
1	298.0	2.00	24.7	C
2	299.0	2.20	26.1	C
3	301.0	2.10	25.5	C
4	297.0	2.10	25.8	C
5	298.0	2.20	26.1	C
6	300.0	2.10	25.6	C
7	297.0	2.00	23.8	C
8	301.0	2.10	25.6	C
9	299.0	2.10	25.1	C
10	297.0	1.90	23.4	C
Average:	**298.7**	**2.08**	**25.1**	**C**
SB on Airport Dr: Superlink ID 38				
1	13.0	0.10	21.2	C
2	13.0	0.10	19.9	B
3	13.0	0.10	21.4	C
4	13.0	0.10	32.7	C
5	13.0	0.10	34.1	C
6	13.0	0.10	23.4	C
7	13.0	0.10	22.8	C
8	13.0	0.10	23.2	C
9	13.0	0.10	23.9	C

33, 30, 36, Airport Dr, US 2 WB & US 2 EB -- SIGNALIZED NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	13.0	0.10	19.7	B
Average:	**13.0**	**0.10**	**24.2**	**C**
SWB on US 2 WB: Superlink ID 28				
1	693.0	1.70	8.8	A
2	690.0	1.70	8.9	A
3	688.0	1.70	8.9	A
4	693.0	1.70	8.6	A
5	694.0	1.60	8.5	A
6	691.0	1.60	8.2	A
7	697.0	1.80	9.4	A
8	690.0	1.40	7.3	A
9	693.0	1.80	9.1	A
10	694.0	1.50	7.9	A
Average:	**692.3**	**1.65**	**8.5**	**A**

Project: US 2 Airport Dr_RevisedGeom
Scenario: AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service by Approach - Total Control Delay

33, 30, 36, Airport Dr, US 2 WB & US 2 EB

NODE: 10

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	US 2 EB	67	1.5	0.1	1.3	1.7	10
NB	[Unnamed Street]	57	2.1	0.1	1.9	2.2	10
SB	Airport Dr	38	0.1	0.0	0.1	0.1	10
SWB	US 2 WB	28	1.7	0.1	1.4	1.8	10

Project: US 2 Airport Dr_RevisedGeom
Scenario: AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service by Approach - Avg Control Delay

33, 30, 36, Airport Dr, US 2 WB & US 2 EB

NODE: 10

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	US 2 EB	67	7.8	0.5	7.0	8.6	10
NB	[Unnamed Street]	57	25.1	0.9	23.4	26.1	10
SB	Airport Dr	38	24.2	5.0	19.7	34.1	10
SWB	US 2 WB	28	8.5	0.6	7.3	9.4	10

Project: US 2 Airport Dr_RevisedGeom
Scenario: PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service - Overview

33, 30, 36, Airport Dr, US 2 WB & US 2 EB -- SIGNALIZED NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,988.0	7.60	13.8	B
2	1,994.0	7.70	13.9	B
3	1,994.0	7.70	13.9	B
4	1,988.0	7.60	13.8	B
5	1,981.0	7.80	14.1	B
6	1,984.0	7.40	13.4	B
7	1,977.0	7.40	13.6	B
8	1,987.0	7.40	13.4	B
9	1,997.0	7.50	13.6	B
10	1,981.0	7.80	14.3	B
Average:	**1,987.1**	**7.59**	**13.8**	**B**

Project: US 2 Airport Dr_RevisedGeom
Scenario: PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
10	33, 30, 36, Airport Dr, US 2 WB & US 2 EB	Actuated	7.6	0.2	7.4	7.8	10

Project: US 2 Airport Dr_RevisedGeom
Scenario: PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
10	33, 30, 36, Airport Dr, US 2 WB & US 2 EB	Actuated	13.8	0.3	13.4	14.3	10

Project: US 2 Airport Dr_RevisedGeom
Scenario: PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service by Approach - Overview

33, 30, 36, Airport Dr, US 2 WB & US 2 EB -- SIGNALIZED — NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on US 2 EB: Superlink ID 67				
1	890.0	2.60	10.5	B
2	891.0	2.80	11.2	B
3	895.0	2.50	10.0	A
4	893.0	2.60	10.7	B
5	885.0	2.50	10.2	B
6	888.0	2.50	10.1	B
7	883.0	2.50	10.3	B
8	889.0	2.40	9.6	A
9	898.0	2.60	10.4	B
10	882.0	2.60	10.5	B
Average:	**889.4**	**2.56**	**10.3**	**B**
NB on [Unnamed Street]: Superlink ID 57				
1	200.0	1.60	29.1	C
2	199.0	1.40	26.0	C
3	200.0	1.70	29.7	C
4	199.0	1.60	29.7	C
5	199.0	1.50	27.3	C
6	200.0	1.60	28.3	C
7	199.0	1.60	28.6	C
8	200.0	1.60	28.7	C
9	197.0	1.60	28.7	C
10	200.0	1.60	28.9	C
Average:	**199.3**	**1.58**	**28.5**	**C**
SB on Airport Dr: Superlink ID 38				
1	283.0	1.90	24.7	C
2	285.0	1.80	22.3	C
3	279.0	1.90	24.4	C
4	280.0	1.80	23.5	C
5	282.0	1.90	24.5	C
6	283.0	1.90	23.7	C
7	282.0	1.80	22.9	C
8	281.0	2.00	25.1	C
9	281.0	2.10	26.5	C

33, 30, 36, Airport Dr, US 2 WB & US 2 EB -- SIGNALIZED NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	285.0	1.80	23.3	C
Average:	**282.1**	**1.89**	**24.1**	**C**
SWB on US 2 WB: Superlink ID 28				
1	615.0	1.50	8.7	A
2	619.0	1.70	10.0	B
3	620.0	1.70	9.8	A
4	616.0	1.50	8.7	A
5	615.0	1.80	10.6	B
6	613.0	1.50	8.6	A
7	613.0	1.60	9.1	A
8	617.0	1.40	8.4	A
9	621.0	1.30	7.6	A
10	614.0	1.80	10.6	B
Average:	**616.3**	**1.58**	**9.2**	**A**

Project: US 2 Airport Dr_RevisedGeom
Scenario: PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service by Approach - Total Control Delay

33, 30, 36, Airport Dr, US 2 WB & US 2 EB

NODE: 10

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	US 2 EB	67	2.6	0.1	2.4	2.8	10
NB	[Unnamed Street]	57	1.6	0.1	1.4	1.7	10
SB	Airport Dr	38	1.9	0.1	1.8	2.1	10
SWB	US 2 WB	28	1.6	0.2	1.3	1.8	10

Project: US 2 Airport Dr_RevisedGeom
Scenario: PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service by Approach - Avg Control Delay

33, 30, 36, Airport Dr, US 2 WB & US 2 EB

NODE: 10

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	US 2 EB	67	10.3	0.4	9.6	11.2	10
NB	[Unnamed Street]	57	28.5	1.1	26.0	29.7	10
SB	Airport Dr	38	24.1	1.2	22.3	26.5	10
SWB	US 2 WB	28	9.2	1.0	7.6	10.6	10

Project: US 2 Airport Dr_RAB
Scenario: AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Roundabout Level of Service - Overview

US 2 EB, US 2 WB, 16TH STREET & Airport Drive -- ROUNDABOUT NODE: 68

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,934.0	4.10	7.6	A
2	1,938.0	4.30	8.0	A
3	1,930.0	5.10	9.6	A
4	1,945.0	5.80	10.7	B
5	1,947.0	4.70	8.6	A
6	1,944.0	4.80	8.9	A
7	1,939.0	4.30	7.9	A
8	1,932.0	4.70	8.7	A
9	1,908.0	4.20	7.9	A
10	1,925.0	4.30	8.1	A
Average:	**1,934.2**	**4.63**	**8.6**	**A**

Project: US 2 Airport Dr_RAB
Scenario: AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Roundabout Level of Service - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
68	US 2 EB, US 2 WB, 16th Street & Airport	Roundabout	4.6	0.5	4.1	5.8	10

Project: US 2 Airport Dr_RAB
Scenario: AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Roundabout Level of Service - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
68	US 2 EB, US 2 WB, 16th Street & Airport	Roundabout	8.6	0.9	7.6	10.7	10

TransModeler
Traffic Simulation Software

Project: US 2 Airport Dr_RAB
Scenario: AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Roundabout Level of Service by Lane - Overview

US 2 EB, US 2 WB, 16TH STREET & Airport Drive -- ROUNDABOUT NODE: 68

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on [Unnamed Street]: Lane ID 353				
1	17.0	0.00	0.0	A
2	36.0	0.00	0.1	A
3	28.0	0.00	0.0	A
4	24.0	0.00	0.0	A
5	28.0	0.00	0.0	A
6	35.0	0.00	0.0	A
7	33.0	0.00	0.0	A
8	29.0	0.00	0.0	A
9	25.0	0.00	0.1	A
10	34.0	0.00	0.0	A
Average:	**28.0**	**0.00**	**0.0**	**A**
EB TR on US 2 EB: Lane ID 351				
1	172.0	0.20	3.8	A
2	191.0	0.30	4.9	A
3	184.0	0.20	3.7	A
4	180.0	0.20	3.9	A
5	184.0	0.20	4.3	A
6	191.0	0.30	4.9	A
7	189.0	0.20	4.3	A
8	185.0	0.20	4.3	A
9	181.0	0.20	4.6	A
10	189.0	0.20	4.1	A
Average:	**184.0**	**0.22**	**4.3**	**A**
NB TR on 16th Street: Lane ID 222				
1	299.0	0.80	10.2	B
2	300.0	0.90	10.6	B
3	299.0	0.80	9.2	A
4	301.0	0.80	9.4	A
5	299.0	0.80	9.7	A
6	299.0	0.80	10.0	B
7	298.0	0.80	9.5	A
8	300.0	0.90	10.4	B
9	299.0	0.80	9.9	A
10	299.0	0.80	9.6	A

US 2 EB, US 2 WB, 16TH STREET & Airport Drive -- ROUNDABOUT NODE: 68

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	**299.0**	**0.82**	**9.8**	**A**
NWB T on US 2 WB: Lane ID 356				
1	365.0	1.20	11.7	B
2	370.0	1.20	12.1	B
3	378.0	1.30	12.2	B
4	365.0	1.50	14.9	B
5	357.0	1.20	12.1	B
6	373.0	1.40	13.8	B
7	378.0	1.20	11.2	B
8	383.0	1.50	13.8	B
9	391.0	1.40	13.0	B
10	384.0	1.40	13.6	B
Average:	**374.0**	**1.33**	**12.9**	**B**
SEB T on US 2 EB: Lane ID 346				
1	515.0	0.40	3.0	A
2	493.0	0.40	3.1	A
3	505.0	0.40	3.1	A
4	508.0	0.40	2.9	A
5	505.0	0.40	2.9	A
6	498.0	0.40	2.9	A
7	500.0	0.40	2.8	A
8	505.0	0.40	3.0	A
9	508.0	0.40	3.1	A
10	499.0	0.40	3.0	A
Average:	**503.0**	**0.40**	**3.0**	**A**
SWB TR on Airport Drive: Lane ID 363				
1	13.0	0.10	18.9	C
2	13.0	0.00	12.7	B
3	13.0	0.10	26.7	D
4	12.0	0.00	13.0	B
5	13.0	0.10	20.6	C
6	13.0	0.10	14.5	B
7	13.0	0.10	16.6	C
8	13.0	0.10	17.0	C
9	13.0	0.10	18.5	C
10	12.0	0.10	21.6	C
Average:	**12.0**	**0.08**	**18.0**	**C**
WB T on US 2 WB: Lane ID 360				
1	225.0	0.00	0.0	A
2	216.0	0.00	0.0	A
3	210.0	0.00	0.0	A

US 2 EB, US 2 WB, 16TH STREET & Airport Drive -- ROUNDABOUT NODE: 68

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	226.0	0.00	0.0	A
5	229.0	0.00	0.0	A
6	216.0	0.00	0.0	A
7	212.0	0.00	0.0	A
8	207.0	0.00	0.0	A
9	194.0	0.00	0.0	A
10	202.0	0.00	0.0	A
Average:	**213.0**	**0.00**	**0.0**	**A**
WB TR on US 2 WB: Lane ID 359				
1	328.0	1.40	15.0	C
2	319.0	1.50	16.6	C
3	313.0	2.40	27.2	D
4	329.0	2.80	31.2	D
5	332.0	2.00	21.2	C
6	319.0	1.90	21.0	C
7	316.0	1.60	18.4	C
8	310.0	1.60	18.9	C
9	297.0	1.20	14.8	B
10	306.0	1.40	16.3	C
Average:	**316.0**	**1.78**	**20.1**	**C**

Project: US 2 Airport Dr_RAB
Scenario: AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Roundabout Level of Service by Lane - Total Control Delay

US 2 EB, US 2 WB, 16TH STREET & Airport Drive

NODE: 68

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NB TR	222	16th Street	0.8	0.0	0.8	0.9	10
SEB T	346	US 2 EB	0.4	0.0	0.4	0.4	10
EB TR	351	US 2 EB	0.2	0.0	0.2	0.3	10
EB T	353	[Unnamed Street]	0.0	0.0	0.0	0.0	10
NWB T	356	US 2 WB	1.3	0.1	1.2	1.5	10
WB TR	359	US 2 WB	1.8	0.5	1.2	2.8	10
WB T	360	US 2 WB	0.0	0.0	0.0	0.0	10
SWB TR	363	Airport Drive	0.1	0.0	0.0	0.1	10

Project: US 2 Airport Dr_RAB
Scenario: AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Roundabout Level of Service by Lane - Avg Control Delay

US 2 EB, US 2 WB, 16TH STREET & Airport Drive

NODE: 68

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NB TR	222	16th Street	9.8	0.5	9.2	10.6	10
SEB T	346	US 2 EB	3.0	0.1	2.8	3.1	10
EB TR	351	US 2 EB	4.3	0.4	3.7	4.9	10
EB T	353	[Unnamed Street]	0.0	0.0	0.0	0.1	10
NWB T	356	US 2 WB	12.9	1.2	11.2	14.9	10
WB TR	359	US 2 WB	20.1	5.4	14.8	31.2	10
WB T	360	US 2 WB	0.0	0.0	0.0	0.0	10
SWB TR	363	Airport Drive	18.0	4.3	12.7	26.7	10

Project: US 2 Airport Dr_RAB
Scenario: AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Lane Queue by Intersection - Overview

US 2 EB, US 2 WB, 16TH STREET & Airport Drive — NODE: 68

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on [Unnamed Street] - Lane ID 353						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.1	0.0	0.0	0.0	0.8%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.1%**
EB TR on US 2 EB - Lane ID 351						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.7	0.0	0.0	0.0	0.0%
3	120.0	0.1	0.0	0.0	0.0	0.0%
4	120.0	0.8	0.0	0.0	0.0	0.0%
5	120.0	0.5	0.0	0.0	0.0	0.0%
6	120.0	1.3	0.0	0.0	0.0	0.0%
7	120.0	0.6	0.0	0.0	0.0	0.0%
8	120.0	0.4	0.0	0.0	0.0	0.0%
9	120.0	0.2	0.0	0.0	0.0	0.0%
10	120.0	0.4	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.5**	**0.0**	**0.0**	**0.0**	**0.0%**
NB TR on 16th Street - Lane ID 222						
1	120.0	4.2	0.4	29.2	2.0	0.0%
2	120.0	4.8	0.4	33.8	2.0	0.0%
3	120.0	5.0	0.4	35.2	2.0	0.0%
4	120.0	4.3	0.4	29.6	2.0	0.0%
5	120.0	4.4	0.4	32.4	2.0	0.0%
6	120.0	4.0	0.4	30.7	2.0	0.0%
7	120.0	4.7	0.3	36.1	2.0	0.0%
8	120.0	4.1	0.4	33.6	2.0	0.0%
9	120.0	4.1	0.4	31.1	2.0	0.0%

US 2 EB, US 2 WB, 16TH STREET & Airport Drive — NODE: 68

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB TR on 16th Street - Lane ID 222						
10	120.0	3.1	0.3	19.2	1.0	0.0%
Average:	**120.0**	**4.3**	**0.4**	**31.1**	**1.9**	**0.0%**
NWB T on US 2 WB - Lane ID 356						
1	120.0	13.6	0.5	97.4	3.0	0.0%
2	120.0	13.8	0.5	64.9	2.0	0.0%
3	120.0	10.8	0.4	69.1	2.0	0.0%
4	120.0	20.7	0.7	122.3	4.0	0.0%
5	120.0	11.5	0.5	76.2	3.0	0.0%
6	120.0	21.5	0.7	106.2	4.0	0.0%
7	120.0	13.5	0.6	77.1	3.0	0.0%
8	120.0	19.3	0.7	85.0	3.0	0.0%
9	120.0	19.2	0.7	120.8	3.0	0.0%
10	120.0	12.2	0.5	64.2	2.0	0.0%
Average:	**120.0**	**15.6**	**0.6**	**88.3**	**2.9**	**0.0%**
SEB T on US 2 EB - Lane ID 346						
1	120.0	0.6	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	1.4	0.0	0.0	0.0	0.0%
4	120.0	0.2	0.0	0.0	0.0	0.0%
5	120.0	0.1	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.9	0.1	0.0	0.0	0.0%
9	120.0	0.9	0.1	0.0	0.0	0.0%
10	120.0	0.6	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.5**	**0.0**	**0.0**	**0.0**	**0.0%**
SWB TR on Airport Drive - Lane ID 363						
1	120.0	0.6	0.0	0.0	0.0	0.0%
2	120.0	0.4	0.0	0.0	0.0	0.0%
3	120.0	0.9	0.1	10.0	1.0	0.0%
4	120.0	0.2	0.0	0.0	0.0	0.0%
5	120.0	0.8	0.1	9.6	1.0	0.0%
6	120.0	0.5	0.0	0.0	0.0	0.0%
7	120.0	0.5	0.0	0.0	0.0	0.0%
8	120.0	0.9	0.0	0.0	0.0	0.0%
9	120.0	0.6	0.1	0.5	0.0	0.0%
10	120.0	0.6	0.1	0.5	0.0	0.0%
Average:	**120.0**	**0.6**	**0.0**	**2.1**	**0.2**	**0.0%**

US 2 EB, US 2 WB, 16TH STREET & Airport Drive — NODE: 68

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB T on US 2 WB - Lane ID 360						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.1	0.0	0.0	0.0	0.8%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.1%**
WB TR on US 2 WB - Lane ID 359						
1	120.0	19.0	0.7	113.2	4.0	0.0%
2	120.0	20.5	0.8	106.0	3.0	0.0%
3	120.0	35.9	1.2	207.3	7.0	0.0%
4	120.0	49.5	1.7	232.0	7.0	0.0%
5	120.0	26.9	1.0	141.4	5.0	0.0%
6	120.0	27.9	1.0	241.1	8.0	0.0%
7	120.0	24.0	0.9	143.6	5.0	0.0%
8	120.0	23.4	0.9	122.0	4.0	0.0%
9	120.0	14.4	0.6	109.3	4.0	0.0%
10	120.0	24.0	0.8	166.2	5.0	0.0%
Average:	**120.0**	**26.6**	**1.0**	**158.2**	**5.2**	**0.0%**

Project: US 2 Airport Dr_RAB
Scenario: AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Lane Queue by Intersection - Avg Queue

US 2 EB, US 2 WB, 16TH STREET & Airport Drive — NODE: 68

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	353	[Unnamed Street]	0.0	0.0	0.0	0.1	10

US 2 EB, US 2 WB, 16TH STREET & Airport Drive — NODE: 68

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB TR	222	16th Street	4.3	0.5	3.1	5.0	10

US 2 EB, US 2 WB, 16TH STREET & Airport Drive — NODE: 68

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB TR	363	Airport Drive	0.6	0.2	0.2	0.9	10

US 2 EB, US 2 WB, 16TH STREET & Airport Drive — NODE: 68

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB T	346	US 2 EB	0.5	0.5	0.0	1.4	10
EB TR	351	US 2 EB	0.5	0.4	0.0	1.3	10

US 2 EB, US 2 WB, 16TH STREET & Airport Drive — NODE: 68

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	356	US 2 WB	15.6	4.1	10.8	21.5	10
WB TR	359	US 2 WB	26.6	9.9	14.4	49.5	10
WB T	360	US 2 WB	0.0	0.0	0.0	0.1	10

Project: US 2 Airport Dr_RAB
Scenario: AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Lane Queue by Intersection - Avg Num Queued

US 2 EB, US 2 WB, 16TH STREET & Airport Drive — NODE: 68

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	353	[Unnamed Street]	0.0	0.0	0.0	0.0	10

US 2 EB, US 2 WB, 16TH STREET & Airport Drive — NODE: 68

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB TR	222	16th Street	0.4	0.0	0.3	0.4	10

US 2 EB, US 2 WB, 16TH STREET & Airport Drive — NODE: 68

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB TR	363	Airport Drive	0.0	0.1	0.0	0.1	10

US 2 EB, US 2 WB, 16TH STREET & Airport Drive — NODE: 68

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB T	346	US 2 EB	0.0	0.0	0.0	0.1	10
EB TR	351	US 2 EB	0.0	0.0	0.0	0.0	10

US 2 EB, US 2 WB, 16TH STREET & Airport Drive — NODE: 68

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	356	US 2 WB	0.6	0.1	0.4	0.7	10
WB TR	359	US 2 WB	1.0	0.3	0.6	1.7	10
WB T	360	US 2 WB	0.0	0.0	0.0	0.0	10

Project: US 2 Airport Dr_RAB
Scenario: AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Lane Queue by Intersection - Percentile Queue

US 2 EB, US 2 WB, 16TH STREET & Airport Drive — NODE: 68

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	353	[Unnamed Street]	0.0	0.0	0.0	0.0	10

US 2 EB, US 2 WB, 16TH STREET & Airport Drive — NODE: 68

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB TR	222	16th Street	31.1	4.8	19.2	36.1	10

US 2 EB, US 2 WB, 16TH STREET & Airport Drive — NODE: 68

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB TR	363	Airport Drive	2.1	4.1	0.0	10.0	10

US 2 EB, US 2 WB, 16TH STREET & Airport Drive — NODE: 68

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB T	346	US 2 EB	0.0	0.0	0.0	0.0	10
EB TR	351	US 2 EB	0.0	0.0	0.0	0.0	10

US 2 EB, US 2 WB, 16TH STREET & Airport Drive — NODE: 68

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	356	US 2 WB	88.3	22.1	64.2	122.3	10
WB TR	359	US 2 WB	158.2	51.4	106.0	241.1	10
WB T	360	US 2 WB	0.0	0.0	0.0	0.0	10

Project: US 2 Airport Dr_RAB
Scenario: AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Lane Queue by Intersection - Percentile Num Queued

US 2 EB, US 2 WB, 16TH STREET & Airport Drive — NODE: 68

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	353	[Unnamed Street]	0.0	0.0	0.0	0.0	10

US 2 EB, US 2 WB, 16TH STREET & Airport Drive — NODE: 68

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB TR	222	16th Street	1.9	0.3	1.0	2.0	10

US 2 EB, US 2 WB, 16TH STREET & Airport Drive — NODE: 68

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB TR	363	Airport Drive	0.2	0.4	0.0	1.0	10

US 2 EB, US 2 WB, 16TH STREET & Airport Drive — NODE: 68

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB T	346	US 2 EB	0.0	0.0	0.0	0.0	10
EB TR	351	US 2 EB	0.0	0.0	0.0	0.0	10

US 2 EB, US 2 WB, 16TH STREET & Airport Drive — NODE: 68

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	356	US 2 WB	2.9	0.7	2.0	4.0	10
WB TR	359	US 2 WB	5.2	1.6	3.0	8.0	10
WB T	360	US 2 WB	0.0	0.0	0.0	0.0	10

Project: US 2 Airport Dr_RAB
Scenario: AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Lane Queue by Intersection - Spillback Rate

US 2 EB, US 2 WB, 16TH STREET & Airport Drive — NODE: 68

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	353	[Unnamed Street]	0.0	0.0	0.0	0.0	10

US 2 EB, US 2 WB, 16TH STREET & Airport Drive — NODE: 68

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB TR	222	16th Street	0.0	0.0	0.0	0.0	10

US 2 EB, US 2 WB, 16TH STREET & Airport Drive — NODE: 68

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB TR	363	Airport Drive	0.0	0.0	0.0	0.0	10

US 2 EB, US 2 WB, 16TH STREET & Airport Drive — NODE: 68

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB T	346	US 2 EB	0.0	0.0	0.0	0.0	10
EB TR	351	US 2 EB	0.0	0.0	0.0	0.0	10

US 2 EB, US 2 WB, 16TH STREET & Airport Drive — NODE: 68

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	356	US 2 WB	0.0	0.0	0.0	0.0	10
WB TR	359	US 2 WB	0.0	0.0	0.0	0.0	10
WB T	360	US 2 WB	0.0	0.0	0.0	0.0	10

Project: US 2 Airport Dr_RAB
Scenario: AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Spillback Queue by Intersection - Overview

US 2 EB, US 2 WB, 16TH STREET & Airport Drive — NODE: 68

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on [Unnamed Street]							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.3	0.0	16.0	1.0	0.0	1.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**1.6**	**0.1**	**0.0**	**0.1**
EB on US 2 EB							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	2.7	0.1	118.4	3.0	0.1	3.0
3	60.0	0.1	0.0	8.4	1.0	0.0	1.0
4	60.0	0.8	0.0	47.7	2.0	0.0	2.0
5	60.0	0.6	0.0	35.5	2.0	0.0	2.0
6	60.0	3.1	0.1	154.9	4.0	0.1	4.0
7	60.0	0.3	0.0	16.9	1.0	0.0	1.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.7	0.0	41.8	2.0	0.0	2.0
10	60.0	0.5	0.0	15.2	1.0	0.0	1.0
Average:	**60.0**	**0.9**	**0.0**	**43.9**	**1.6**	**0.0**	**1.6**
NB on 16th Street							
1	60.0	4.6	0.3	72.3	3.0	0.3	3.0
2	60.0	8.4	0.5	61.7	3.0	0.5	3.0
3	60.0	4.8	0.3	59.9	2.0	0.3	2.0
4	60.0	9.0	0.5	63.7	3.0	0.5	3.0
5	60.0	6.9	0.5	75.0	3.0	0.5	3.0
6	60.0	5.9	0.3	59.8	2.0	0.3	2.0
7	60.0	5.5	0.4	47.3	2.0	0.4	2.0
8	60.0	5.1	0.4	54.5	2.0	0.4	2.0

US 2 EB, US 2 WB, 16TH STREET & Airport Drive — NODE: 68

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
9	60.0	5.8	0.4	124.6	3.0	0.4	3.0
10	60.0	3.7	0.4	36.7	2.0	0.4	2.0
Average:	**60.0**	**6.0**	**0.4**	**65.6**	**2.5**	**0.4**	**2.5**
NWB on US 2 WB							
1	60.0	19.1	0.7	202.1	6.0	0.7	6.0
2	60.0	19.3	0.6	191.3	5.0	0.6	5.0
3	60.0	42.4	1.1	216.7	6.0	1.1	6.0
4	60.0	31.1	1.0	230.7	8.0	1.0	8.0
5	60.0	23.5	0.8	237.7	7.0	0.8	7.0
6	60.0	34.8	1.1	216.8	5.0	1.1	5.0
7	60.0	20.7	0.6	165.0	6.0	0.6	6.0
8	60.0	36.9	1.3	202.0	6.0	1.3	6.0
9	60.0	34.4	1.1	196.5	6.0	1.1	6.0
10	60.0	34.4	1.2	212.6	7.0	1.2	7.0
Average:	**60.0**	**29.7**	**1.0**	**207.1**	**6.2**	**1.0**	**6.2**
SEB on US 2 EB							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.6	0.0	37.9	2.0	0.0	2.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	1.9	0.1	69.0	2.0	0.1	2.0
8	60.0	1.3	0.0	52.9	1.0	0.0	1.0
9	60.0	2.4	0.1	93.0	3.0	0.1	3.0
10	60.0	0.5	0.0	30.2	2.0	0.0	2.0
Average:	**60.0**	**0.7**	**0.0**	**28.3**	**1.0**	**0.0**	**1.0**
SWB on Airport Drive							
1	60.0	1.2	0.1	52.0	2.0	0.1	2.0
2	60.0	0.4	0.0	11.5	1.0	0.0	1.0
3	60.0	0.9	0.1	15.3	1.0	0.1	1.0
4	60.0	0.2	0.0	13.4	1.0	0.0	1.0
5	60.0	0.7	0.1	21.3	1.0	0.1	1.0
6	60.0	0.5	0.1	11.6	1.0	0.1	1.0
7	60.0	0.8	0.1	12.6	1.0	0.1	1.0
8	60.0	1.1	0.1	26.3	1.0	0.1	1.0
9	60.0	0.4	0.0	13.1	1.0	0.0	1.0
10	60.0	0.6	0.1	12.7	1.0	0.1	1.0
Average:	**60.0**	**0.7**	**0.1**	**19.0**	**1.1**	**0.1**	**1.1**

US 2 EB, US 2 WB, 16TH STREET & Airport Drive — NODE: 68

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
WB on US 2 WB							
1	60.0	29.6	1.0	273.6	8.0	1.0	8.0
2	60.0	34.6	1.1	301.3	7.0	1.1	7.0
3	60.0	74.4	2.3	413.9	13.0	2.3	13.0
4	60.0	80.5	2.5	446.3	15.0	2.5	15.0
5	60.0	48.4	1.5	277.7	8.0	1.5	8.0
6	60.0	48.7	1.7	358.1	12.0	1.7	12.0
7	60.0	34.2	1.1	233.7	7.0	1.1	7.0
8	60.0	40.0	1.4	383.0	10.0	1.4	10.0
9	60.0	26.3	0.9	211.7	6.0	0.9	6.0
10	60.0	34.1	1.2	251.4	7.0	1.2	7.0
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**22.5**	**0.7**	**157.5**	**4.7**	**0.7**	**4.7**

ABOUT SPILLBACK QUEUES

Spillback queues begin at the front bumper of the first vehicle in queue on a link. From there, the queue can branch as a tree in different directions as it spills upstream through intersections. The various branches of the spillback queue will extend beyond the originating link and superlink boundaries until the back of the queue is reached on every branch in the tree.

- Average/Maximum Queue Length: Distance from the front bumper of the first queued vehicle to the back bumper of the last queued vehicle for the longest branch
- Average/Maximum Vehicles Queued: Number of vehicles queued in all lanes for the longest branch

Project: US 2 Airport Dr_RAB
Scenario: AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Spillback Queue by Intersection - Avg Queue

US 2 EB, US 2 WB, 16TH STREET & Airport Drive

NODE: 68

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB	[Unnamed Street]	0.5	0.9	0.0	3.1	10
NB	16th Street	6.0	1.7	3.7	9.0	10
NWB	US 2 WB	29.7	8.3	19.1	42.4	10
SEB	US 2 EB	0.7	0.9	0.0	2.4	10
SWB	Airport Drive	0.7	0.3	0.2	1.2	10
WB	US 2 WB	22.5	26.4	0.0	80.5	10

Project: US 2 Airport Dr_RAB
Scenario: AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Spillback Queue by Intersection - Avg Num Queued

US 2 EB, US 2 WB, 16TH STREET & Airport Drive

NODE: 68

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB	[Unnamed Street]	0.0	0.0	0.0	0.1	10
NB	16th Street	0.4	0.1	0.3	0.5	10
NWB	US 2 WB	1.0	0.3	0.6	1.3	10
SEB	US 2 EB	0.0	0.0	0.0	0.1	10
SWB	Airport Drive	0.1	0.0	0.0	0.1	10
WB	US 2 WB	0.7	0.8	0.0	2.5	10

Project: US 2 Airport Dr_RAB
Scenario: AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Spillback Queue by Intersection - Avg Total Queued

US 2 EB, US 2 WB, 16TH STREET & Airport Drive

NODE: 68

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB	[Unnamed Street]	0.0	0.0	0.0	0.1	10
NB	16th Street	0.4	0.1	0.3	0.5	10
NWB	US 2 WB	1.0	0.3	0.6	1.3	10
SEB	US 2 EB	0.0	0.0	0.0	0.1	10
SWB	Airport Drive	0.1	0.0	0.0	0.1	10
WB	US 2 WB	0.7	0.8	0.0	2.5	10

Project: US 2 Airport Dr_RAB
Scenario: AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Spillback Queue by Intersection - Max Queue

US 2 EB, US 2 WB, 16TH STREET & Airport Drive

NODE: 68

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB	[Unnamed Street]	22.7	42.2	0.0	154.9	10
NB	16th Street	65.6	23.6	36.7	124.6	10
NWB	US 2 WB	207.1	20.8	165.0	237.7	10
SEB	US 2 EB	28.3	34.2	0.0	93.0	10
SWB	Airport Drive	19.0	12.6	11.5	52.0	10
WB	US 2 WB	157.5	170.8	0.0	446.3	10

Project: US 2 Airport Dr_RAB
Scenario: AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Spillback Queue by Intersection - Max Num Queued

US 2 EB, US 2 WB, 16TH STREET & Airport Drive

NODE: 68

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB	[Unnamed Street]	0.9	1.2	0.0	4.0	10
NB	16th Street	2.5	0.5	2.0	3.0	10
NWB	US 2 WB	6.2	0.9	5.0	8.0	10
SEB	US 2 EB	1.0	1.2	0.0	3.0	10
SWB	Airport Drive	1.1	0.3	1.0	2.0	10
WB	US 2 WB	4.7	5.2	0.0	15.0	10

Project: US 2 Airport Dr_RAB
Scenario: AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Spillback Queue by Intersection - Max Total Queued

US 2 EB, US 2 WB, 16TH STREET & Airport Drive

NODE: 68

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB	[Unnamed Street]	0.9	1.2	0.0	4.0	10
NB	16th Street	2.5	0.5	2.0	3.0	10
NWB	US 2 WB	6.2	0.9	5.0	8.0	10
SEB	US 2 EB	1.0	1.2	0.0	3.0	10
SWB	Airport Drive	1.1	0.3	1.0	2.0	10
WB	US 2 WB	4.7	5.2	0.0	15.0	10

Project: US 2 Airport Dr_RAB
Scenario: PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: Analysis

Roundabout Level of Service - Overview

US 2 EB, US 2 WB, 16TH STREET & Airport Drive -- ROUNDABOUT NODE: 68

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,221.0	9.10	14.7	B
2	2,205.0	7.60	12.5	B
3	2,191.0	10.10	16.6	C
4	2,200.0	7.40	12.1	B
5	2,192.0	10.60	17.5	C
6	2,192.0	7.70	12.7	B
7	2,195.0	9.70	15.9	C
8	2,213.0	9.10	14.7	B
9	2,198.0	10.30	16.8	C
10	2,183.0	9.00	14.8	B
Average:	**2,199.0**	**9.06**	**14.8**	**B**

Project: US 2 Airport Dr_RAB
Scenario: PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: Analysis

Roundabout Level of Service - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
68	US 2 EB, US 2 WB, 16th Street & Airport	Roundabout	9.1	1.2	7.4	10.6	10

Project: US 2 Airport Dr_RAB
Scenario: PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: Analysis

Roundabout Level of Service - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
68	US 2 EB, US 2 WB, 16th Street & Airport	Roundabout	14.8	1.9	12.1	17.5	10

TransModeler
Traffic Simulation Software

Project: US 2 Airport Dr_RAB
Scenario: PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: Analysis

Roundabout Level of Service by Lane - Overview

US 2 EB, US 2 WB, 16TH STREET & Airport Drive -- ROUNDABOUT NODE: 68

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on [Unnamed Street]: Lane ID 353				
1	28.0	0.00	0.0	A
2	37.0	0.00	0.0	A
3	24.0	0.00	0.0	A
4	33.0	0.00	0.0	A
5	36.0	0.00	0.0	A
6	28.0	0.00	0.0	A
7	31.0	0.00	0.0	A
8	29.0	0.00	0.0	A
9	20.0	0.00	0.0	A
10	21.0	0.00	0.0	A
Average:	**28.0**	**0.00**	**0.0**	**A**
EB TR on US 2 EB: Lane ID 351				
1	315.0	0.60	6.6	A
2	324.0	0.60	6.5	A
3	309.0	0.60	6.6	A
4	320.0	0.60	7.0	A
5	322.0	0.60	6.8	A
6	315.0	0.50	5.8	A
7	318.0	0.50	6.1	A
8	316.0	0.60	6.6	A
9	309.0	0.50	6.0	A
10	309.0	0.60	6.4	A
Average:	**315.0**	**0.57**	**6.4**	**A**
NB TR on 16th Street: Lane ID 222				
1	198.0	3.30	60.1	F
2	199.0	2.20	40.6	E
3	199.0	3.60	65.8	F
4	201.0	1.80	31.4	D
5	202.0	3.80	68.3	F
6	202.0	2.40	42.7	E
7	201.0	4.20	75.5	F
8	200.0	3.20	57.5	F
9	202.0	4.30	76.4	F
10	200.0	3.60	64.1	F

US 2 EB, US 2 WB, 16TH STREET & Airport Drive -- ROUNDABOUT NODE: 68

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	**200.0**	**3.24**	**58.2**	**F**
NWB T on US 2 WB: Lane ID 356				
1	288.0	0.60	7.3	A
2	308.0	0.70	7.9	A
3	290.0	0.80	9.4	A
4	300.0	0.70	8.3	A
5	308.0	0.70	8.4	A
6	298.0	0.80	9.3	A
7	307.0	0.70	8.4	A
8	289.0	0.60	7.8	A
9	299.0	0.70	8.0	A
10	306.0	0.60	7.5	A
Average:	**299.0**	**0.69**	**8.2**	**A**
SEB T on US 2 EB: Lane ID 346				
1	577.0	1.90	11.6	B
2	572.0	1.60	10.0	A
3	575.0	1.60	10.2	B
4	572.0	1.70	10.7	B
5	570.0	2.00	12.8	B
6	574.0	1.60	9.8	A
7	571.0	1.60	10.3	B
8	578.0	1.60	10.1	B
9	586.0	1.70	10.4	B
10	582.0	1.80	11.3	B
Average:	**575.0**	**1.71**	**10.7**	**B**
SWB TR on Airport Drive: Lane ID 363				
1	283.0	1.40	17.5	C
2	283.0	1.30	16.2	C
3	279.0	2.10	27.1	D
4	283.0	1.30	16.3	C
5	285.0	1.40	17.8	C
6	280.0	1.30	17.1	C
7	282.0	1.50	19.7	C
8	279.0	1.30	16.2	C
9	284.0	1.10	13.8	B
10	278.0	1.60	20.5	C
Average:	**281.0**	**1.43**	**18.2**	**C**
WB T on US 2 WB: Lane ID 360				
1	199.0	0.00	0.0	A
2	174.0	0.00	0.0	A
3	191.0	0.00	0.0	A

US 2 EB, US 2 WB, 16TH STREET & Airport Drive -- ROUNDABOUT NODE: 68

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	179.0	0.00	0.1	A
5	169.0	0.00	0.0	A
6	181.0	0.00	0.0	A
7	175.0	0.00	0.0	A
8	194.0	0.00	0.0	A
9	182.0	0.00	0.0	A
10	177.0	0.00	0.0	A
Average:	**182.0**	**0.00**	**0.0**	**A**
WB TR on US 2 WB: Lane ID 359				
1	333.0	1.40	14.9	B
2	308.0	1.30	14.9	B
3	324.0	1.40	15.6	C
4	312.0	1.30	15.3	C
5	300.0	2.00	24.5	C
6	314.0	1.10	13.0	B
7	310.0	1.00	11.8	B
8	328.0	1.80	19.7	C
9	316.0	2.00	22.9	C
10	310.0	0.80	9.4	A
Average:	**315.0**	**1.41**	**16.2**	**C**

Project: US 2 Airport Dr_RAB
Scenario: PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: Analysis

Roundabout Level of Service by Lane - Total Control Delay

US 2 EB, US 2 WB, 16TH STREET & Airport Drive

NODE: 68

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NB TR	222	16th Street	3.2	0.8	1.8	4.3	10
SEB T	346	US 2 EB	1.7	0.1	1.6	2.0	10
EB TR	351	US 2 EB	0.6	0.0	0.5	0.6	10
EB T	353	[Unnamed Street]	0.0	0.0	0.0	0.0	10
NWB T	356	US 2 WB	0.7	0.1	0.6	0.8	10
WB TR	359	US 2 WB	1.4	0.4	0.8	2.0	10
WB T	360	US 2 WB	0.0	0.0	0.0	0.0	10
SWB TR	363	Airport Drive	1.4	0.3	1.1	2.1	10

Project: US 2 Airport Dr_RAB
Scenario: PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: Analysis

Roundabout Level of Service by Lane - Avg Control Delay

US 2 EB, US 2 WB, 16TH STREET & Airport Drive

NODE: 68

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NB TR	222	16th Street	58.2	15.3	31.4	76.4	10
SEB T	346	US 2 EB	10.7	0.9	9.8	12.8	10
EB TR	351	US 2 EB	6.4	0.4	5.8	7.0	10
EB T	353	[Unnamed Street]	0.0	0.0	0.0	0.0	10
NWB T	356	US 2 WB	8.2	0.7	7.3	9.4	10
WB TR	359	US 2 WB	16.2	4.8	9.4	24.5	10
WB T	360	US 2 WB	0.0	0.0	0.0	0.1	10
SWB TR	363	Airport Drive	18.2	3.7	13.8	27.1	10

Project: US 2 Airport Dr_RAB
Scenario: AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Roundabout Level of Service - Overview

US 2 EB, US 2 WB, 16TH STREET & Airport Drive -- ROUNDABOUT NODE: 68

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,691.0	4.60	9.9	A
2	1,690.0	3.70	8.0	A
3	1,691.0	4.60	9.9	A
4	1,686.0	4.40	9.4	A
5	1,690.0	5.10	10.8	B
6	1,695.0	4.70	9.9	A
7	1,690.0	5.60	11.9	B
8	1,689.0	5.70	12.2	B
9	1,693.0	5.40	11.4	B
10	1,689.0	4.70	10.0	A
Average:	**1,690.4**	**4.85**	**10.3**	**B**

Project: US 2 Airport Dr_RAB
Scenario: AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Roundabout Level of Service - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
68	US 2 EB, US 2 WB, 16th Street & Airport	Roundabout	4.9	0.6	3.7	5.7	10

Project: US 2 Airport Dr_RAB
Scenario: AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Roundabout Level of Service - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
68	US 2 EB, US 2 WB, 16th Street & Airport	Roundabout	10.3	1.3	8.0	12.2	10

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Traffic Simulation Software

Project: US 2 Airport Dr_RAB
Scenario: AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Roundabout Level of Service by Lane - Overview

US 2 EB, US 2 WB, 16TH STREET & Airport Drive -- ROUNDABOUT NODE: 68

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB R on US 2 EB: Lane ID 351				
1	155.0	0.10	3.0	A
2	155.0	0.10	2.9	A
3	156.0	0.10	2.8	A
4	156.0	0.10	3.0	A
5	157.0	0.10	3.1	A
6	156.0	0.10	3.1	A
7	156.0	0.10	2.9	A
8	155.0	0.10	3.1	A
9	156.0	0.10	3.1	A
10	155.0	0.10	3.1	A
Average:	**155.0**	**0.10**	**3.0**	**A**
EB T on US 2 EB: Lane ID 346				
1	531.0	0.50	3.5	A
2	534.0	0.50	3.5	A
3	531.0	0.50	3.5	A
4	533.0	0.50	3.6	A
5	530.0	0.50	3.4	A
6	533.0	0.50	3.7	A
7	532.0	0.50	3.6	A
8	533.0	0.50	3.5	A
9	532.0	0.50	3.6	A
10	534.0	0.50	3.5	A
Average:	**532.0**	**0.50**	**3.5**	**A**
NB TR on 16th Street: Lane ID 222				
1	299.0	0.60	7.7	A
2	299.0	0.60	7.8	A
3	299.0	0.60	7.4	A
4	300.0	0.70	8.1	A
5	301.0	0.70	8.3	A
6	301.0	0.60	7.7	A
7	299.0	0.60	7.6	A
8	299.0	0.70	8.1	A
9	300.0	0.70	8.5	A
10	300.0	0.70	8.0	A

US 2 EB, US 2 WB, 16TH STREET & Airport Drive -- ROUNDABOUT NODE: 68

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	**299.0**	**0.65**	**7.9**	**A**
NWB R on US 2 WB: Lane ID 359				
1	104.0	0.10	3.4	A
2	103.0	0.10	3.8	A
3	104.0	0.10	3.5	A
4	104.0	0.10	3.6	A
5	103.0	0.10	3.8	A
6	104.0	0.10	4.2	A
7	104.0	0.10	3.5	A
8	104.0	0.10	4.4	A
9	104.0	0.10	3.4	A
10	103.0	0.10	4.5	A
Average:	**103.0**	**0.10**	**3.8**	**A**
NWB T on US 2 WB: Lane ID 356				
1	589.0	3.20	19.3	C
2	587.0	2.30	13.9	B
3	588.0	3.20	19.6	C
4	580.0	2.90	18.0	C
5	587.0	3.60	21.8	C
6	588.0	3.20	19.4	C
7	586.0	4.10	25.3	D
8	585.0	4.20	25.8	D
9	588.0	3.90	23.6	C
10	583.0	3.10	19.0	C
Average:	**586.0**	**3.37**	**20.6**	**C**
SWB TR on Airport Drive: Lane ID 363				
1	13.0	0.10	26.2	D
2	12.0	0.10	26.4	D
3	13.0	0.10	23.0	C
4	13.0	0.00	13.1	B
5	12.0	0.10	24.2	C
6	13.0	0.10	20.6	C
7	13.0	0.10	22.5	C
8	13.0	0.10	24.2	C
9	13.0	0.10	15.7	C
10	14.0	0.10	33.6	D
Average:	**12.0**	**0.09**	**23.0**	**C**

Project: US 2 Airport Dr_RAB
Scenario: AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Roundabout Level of Service by Lane - Total Control Delay

US 2 EB, US 2 WB, 16TH STREET & Airport Drive

NODE: 68

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NB TR	222	16th Street	0.7	0.1	0.6	0.7	10
EB T	346	US 2 EB	0.5	0.0	0.5	0.5	10
EB R	351	US 2 EB	0.1	0.0	0.1	0.1	10
NWB T	356	US 2 WB	3.4	0.6	2.3	4.2	10
NWB R	359	US 2 WB	0.1	0.0	0.1	0.1	10
SWB TR	363	Airport Drive	0.1	0.0	0.0	0.1	10

Project: US 2 Airport Dr_RAB
Scenario: AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Roundabout Level of Service by Lane - Avg Control Delay

US 2 EB, US 2 WB, 16TH STREET & Airport Drive

NODE: 68

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NB TR	222	16th Street	7.9	0.3	7.4	8.5	10
EB T	346	US 2 EB	3.5	0.1	3.4	3.7	10
EB R	351	US 2 EB	3.0	0.1	2.8	3.1	10
NWB T	356	US 2 WB	20.6	3.6	13.9	25.8	10
NWB R	359	US 2 WB	3.8	0.4	3.4	4.5	10
SWB TR	363	Airport Drive	23.0	5.7	13.1	33.6	10

Project: US 2 Airport Dr_RAB
Scenario: PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: Analysis

Roundabout Level of Service - Overview

US 2 EB, US 2 WB, 16TH STREET & Airport Drive -- ROUNDABOUT NODE: 68

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,979.0	7.60	13.9	B
2	1,974.0	6.80	12.3	B
3	1,981.0	6.90	12.6	B
4	1,981.0	6.80	12.4	B
5	1,976.0	7.50	13.6	B
6	1,977.0	7.20	13.2	B
7	1,983.0	6.80	12.4	B
8	1,972.0	8.10	14.8	B
9	1,975.0	7.60	13.9	B
10	1,972.0	7.30	13.3	B
Average:	**1,977.0**	**7.26**	**13.2**	**B**

Project: US 2 Airport Dr_RAB
Scenario: PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: Analysis

Roundabout Level of Service - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
68	US 2 EB, US 2 WB, 16th Street & Airport	Roundabout	7.3	0.4	6.8	8.1	10

Project: US 2 Airport Dr_RAB
Scenario: PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: Analysis

Roundabout Level of Service - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
68	US 2 EB, US 2 WB, 16th Street & Airport	Roundabout	13.2	0.8	12.3	14.8	10

TransModeler
Traffic Simulation Software

Project: US 2 Airport Dr_RAB
Scenario: PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: Analysis

Roundabout Level of Service by Lane - Overview

US 2 EB, US 2 WB, 16TH STREET & Airport Drive -- ROUNDABOUT NODE: 68

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB R on US 2 EB: Lane ID 351				
1	288.0	0.40	5.3	A
2	286.0	0.40	5.1	A
3	288.0	0.40	5.1	A
4	288.0	0.40	5.4	A
5	289.0	0.40	4.8	A
6	287.0	0.40	5.5	A
7	285.0	0.40	5.2	A
8	289.0	0.40	5.5	A
9	285.0	0.40	5.6	A
10	288.0	0.40	5.3	A
Average:	**287.0**	**0.40**	**5.3**	**A**
EB T on US 2 EB: Lane ID 346				
1	606.0	1.90	11.2	B
2	603.0	1.70	9.9	A
3	605.0	1.60	9.7	A
4	606.0	1.80	10.7	B
5	601.0	1.80	11.0	B
6	605.0	1.70	9.8	A
7	600.0	1.40	8.3	A
8	602.0	1.70	10.5	B
9	600.0	1.60	9.6	A
10	602.0	1.60	9.5	A
Average:	**603.0**	**1.68**	**10.0**	**B**
NB TR on 16th Street: Lane ID 222				
1	200.0	1.70	30.8	D
2	201.0	1.20	21.9	C
3	200.0	1.80	32.0	D
4	199.0	1.70	31.1	D
5	200.0	1.60	29.6	D
6	199.0	1.20	22.0	C
7	202.0	1.60	28.6	D
8	201.0	1.70	30.4	D
9	201.0	1.90	33.5	D
10	200.0	1.90	34.9	D

US 2 EB, US 2 WB, 16TH STREET & Airport Drive -- ROUNDABOUT NODE: 68

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	**200.0**	**1.63**	**29.5**	**D**
NWB R on US 2 WB: Lane ID 359				
1	133.0	0.10	3.5	A
2	130.0	0.10	3.3	A
3	132.0	0.10	3.6	A
4	132.0	0.10	4.0	A
5	134.0	0.10	3.5	A
6	133.0	0.10	4.0	A
7	133.0	0.10	3.5	A
8	133.0	0.10	3.6	A
9	133.0	0.10	4.0	A
10	132.0	0.10	3.9	A
Average:	**132.0**	**0.10**	**3.7**	**A**
NWB T on US 2 WB: Lane ID 356				
1	480.0	1.00	7.9	A
2	477.0	1.10	8.2	A
3	480.0	1.10	8.6	A
4	483.0	1.30	9.8	A
5	489.0	1.20	8.5	A
6	486.0	1.10	8.3	A
7	480.0	1.20	9.3	A
8	484.0	1.10	8.5	A
9	481.0	1.20	9.1	A
10	486.0	1.10	8.5	A
Average:	**482.0**	**1.14**	**8.7**	**A**
SWB TR on Airport Drive: Lane ID 363				
1	272.0	2.40	32.0	D
2	277.0	2.30	29.5	D
3	276.0	1.80	23.9	C
4	273.0	1.40	18.9	C
5	263.0	2.30	31.6	D
6	267.0	2.70	36.1	E
7	283.0	2.00	26.1	D
8	263.0	3.00	40.6	E
9	275.0	2.30	30.7	D
10	264.0	2.00	27.7	D
Average:	**271.0**	**2.22**	**29.7**	**D**

Project: US 2 Airport Dr_RAB
Scenario: PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: Analysis

Roundabout Level of Service by Lane - Total Control Delay

US 2 EB, US 2 WB, 16TH STREET & Airport Drive

NODE: 68

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NB TR	222	16th Street	1.6	0.2	1.2	1.9	10
EB T	346	US 2 EB	1.7	0.1	1.4	1.9	10
EB R	351	US 2 EB	0.4	0.0	0.4	0.4	10
NWB T	356	US 2 WB	1.1	0.1	1.0	1.3	10
NWB R	359	US 2 WB	0.1	0.0	0.1	0.1	10
SWB TR	363	Airport Drive	2.2	0.5	1.4	3.0	10

Project: US 2 Airport Dr_RAB
Scenario: PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: Analysis

Roundabout Level of Service by Lane - Avg Control Delay

US 2 EB, US 2 WB, 16TH STREET & Airport Drive

NODE: 68

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NB TR	222	16th Street	29.5	4.4	21.9	34.9	10
EB T	346	US 2 EB	10.0	0.9	8.3	11.2	10
EB R	351	US 2 EB	5.3	0.2	4.8	5.6	10
NWB T	356	US 2 WB	8.7	0.6	7.9	9.8	10
NWB R	359	US 2 WB	3.7	0.3	3.3	4.0	10
SWB TR	363	Airport Drive	29.7	6.1	18.9	40.6	10

Project: US 2 Airport Dr_RCUT
Scenario: AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service - Overview

US 2 EB & 16TH STREET -- UNSIGNALIZED — NODE: 136

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	996.0	0.80	3.1	A
2	993.0	0.90	3.2	A
3	995.0	0.80	2.9	A
4	998.0	0.90	3.1	A
5	995.0	0.90	3.4	A
6	997.0	0.80	3.0	A
7	996.0	0.80	2.7	A
8	993.0	0.90	3.1	A
9	996.0	0.80	2.9	A
10	995.0	0.90	3.4	A
Average:	**995.4**	**0.85**	**3.1**	**A**

US 2 WB & Airport Drive -- UNSIGNALIZED — NODE: 129

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	992.0	0.10	0.3	A
2	991.0	0.10	0.3	A
3	988.0	0.10	0.2	A
4	992.0	0.10	0.4	A
5	990.0	0.10	0.2	A
6	990.0	0.10	0.3	A
7	994.0	0.10	0.3	A
8	985.0	0.10	0.2	A
9	991.0	0.10	0.3	A
10	992.0	0.10	0.3	A
Average:	**990.5**	**0.10**	**0.3**	**A**

Project: US 2 Airport Dr_RCUT
Scenario: AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
136	US 2 EB & 16th Street	Stop	0.9	0.1	0.8	0.9	10
129	US 2 WB & Airport Drive	Stop	0.1	0.0	0.1	0.1	10

Project: US 2 Airport Dr_RCUT
Scenario: AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
136	US 2 EB & 16th Street	Stop	3.1	0.2	2.7	3.4	10
129	US 2 WB & Airport Drive	Stop	0.3	0.0	0.2	0.4	10

Project: US 2 Airport Dr_RCUT
Scenario: AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service by Approach - Overview

US 2 EB & 16TH STREET -- UNSIGNALIZED — NODE: 136

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on US 2 EB: Superlink ID 136				
1	688.0	0.00	0.3	A
2	684.0	0.00	0.2	A
3	686.0	0.00	0.3	A
4	688.0	0.00	0.3	A
5	687.0	0.00	0.2	A
6	686.0	0.00	0.2	A
7	688.0	0.00	0.2	A
8	684.0	0.00	0.3	A
9	687.0	0.00	0.2	A
10	686.0	0.00	0.2	A
Average:	**686.4**	**0.00**	**0.2**	**A**
NB on 16th Street: Superlink ID 36				
1	299.0	0.80	9.6	A
2	300.0	0.80	10.2	B
3	300.0	0.80	9.1	A
4	300.0	0.80	9.7	A
5	299.0	0.90	10.7	B
6	300.0	0.80	9.4	A
7	299.0	0.70	8.6	A
8	299.0	0.80	9.8	A
9	299.0	0.80	9.2	A
10	300.0	0.90	10.8	B
Average:	**299.5**	**0.81**	**9.7**	**A**
SWB on US 2 WBL: Superlink ID 140				
1	9.0	0.00	0.3	A
2	9.0	0.00	0.4	A
3	9.0	0.00	1.3	A
4	10.0	0.00	2.5	A
5	9.0	0.00	0.6	A
6	11.0	0.00	0.5	A
7	9.0	0.00	1.0	A
8	10.0	0.00	0.2	A
9	10.0	0.00	0.0	A

US 2 EB & 16TH STREET -- UNSIGNALIZED — NODE: 136

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	9.0	0.00	1.7	A
Average:	**9.5**	**0.00**	**0.8**	**A**

US 2 WB & Airport Drive -- UNSIGNALIZED — NODE: 129

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NEB on US 2 EBL: Superlink ID 137				
1	16.0	0.00	0.2	A
2	15.0	0.00	0.3	A
3	16.0	0.00	0.4	A
4	16.0	0.00	0.7	A
5	15.0	0.00	0.3	A
6	16.0	0.00	0.3	A
7	16.0	0.00	0.2	A
8	16.0	0.00	0.8	A
9	16.0	0.00	0.2	A
10	15.0	0.00	0.4	A
Average:	**15.7**	**0.00**	**0.4**	**A**
SB on Airport Drive: Superlink ID 35				
1	13.0	0.00	11.1	B
2	13.0	0.00	10.2	B
3	13.0	0.00	9.4	A
4	13.0	0.00	9.2	A
5	13.0	0.00	9.0	A
6	13.0	0.00	10.1	B
7	13.0	0.00	9.6	A
8	12.0	0.00	8.5	A
9	13.0	0.00	9.2	A
10	13.0	0.00	11.0	B
Average:	**12.9**	**0.00**	**9.7**	**A**
WB on US 2 WB: Superlink ID 143				
1	963.0	0.00	0.1	A
2	963.0	0.00	0.1	A
3	959.0	0.00	0.1	A
4	963.0	0.10	0.2	A
5	962.0	0.00	0.1	A
6	961.0	0.00	0.1	A
7	965.0	0.00	0.2	A
8	957.0	0.00	0.1	A
9	962.0	0.00	0.2	A
10	964.0	0.00	0.1	A
Average:	**961.9**	**0.01**	**0.1**	**A**

Project: US 2 Airport Dr_RCUT
Scenario: AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service by Approach - Total Control Delay

US 2 EB & 16TH STREET — NODE: 136

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	US 2 EB	136	0.0	0.0	0.0	0.0	10
NB	16th Street	36	0.8	0.1	0.7	0.9	10
SWB	US 2 WBL	140	0.0	0.0	0.0	0.0	10

US 2 WB & Airport Drive — NODE: 129

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NEB	US 2 EBL	137	0.0	0.0	0.0	0.0	10
SB	Airport Drive	35	0.0	0.0	0.0	0.0	10
WB	US 2 WB	143	0.0	0.0	0.0	0.1	10

Project: US 2 Airport Dr_RCUT
Scenario: AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service by Approach - Avg Control Delay

US 2 EB & 16TH STREET — NODE: 136

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	US 2 EB	136	0.2	0.0	0.2	0.3	10
NB	16th Street	36	9.7	0.7	8.6	10.8	10
SWB	US 2 WBL	140	0.8	0.8	0.0	2.5	10

US 2 WB & Airport Drive — NODE: 129

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NEB	US 2 EBL	137	0.4	0.2	0.2	0.8	10
SB	Airport Drive	35	9.7	0.9	8.5	11.1	10
WB	US 2 WB	143	0.1	0.0	0.1	0.2	10

Project: US 2 Airport Dr_RCUT
Scenario: PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service - Overview

US 2 EB & 16TH STREET -- UNSIGNALIZED

NODE: 136

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,375.0	0.80	2.0	A
2	1,374.0	0.70	1.8	A
3	1,376.0	0.70	1.8	A
4	1,376.0	0.70	1.8	A
5	1,372.0	0.60	1.7	A
6	1,362.0	0.60	1.7	A
7	1,379.0	0.60	1.6	A
8	1,378.0	0.70	1.9	A
9	1,370.0	0.70	1.8	A
10	1,374.0	0.70	1.7	A
Average:	**1,373.6**	**0.68**	**1.8**	**A**

US 2 WB & Airport Drive -- UNSIGNALIZED

NODE: 129

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,094.0	2.20	7.1	A
2	1,096.0	1.50	5.1	A
3	1,090.0	1.20	4.0	A
4	1,091.0	3.70	12.3	B
5	1,099.0	3.10	10.3	B
6	1,087.0	4.90	16.2	C
7	1,089.0	2.80	9.3	A
8	1,092.0	1.50	5.0	A
9	1,091.0	1.40	4.7	A
10	1,089.0	1.20	4.0	A
Average:	**1,091.8**	**2.35**	**7.8**	**A**

Project: US 2 Airport Dr_RCUT
Scenario: PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
136	US 2 EB & 16th Street	Stop	0.7	0.1	0.6	0.8	10
129	US 2 WB & Airport Drive	Stop	2.4	1.3	1.2	4.9	10

Project: US 2 Airport Dr_RCUT
Scenario: PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
136	US 2 EB & 16th Street	Stop	1.8	0.1	1.6	2.0	10
129	US 2 WB & Airport Drive	Stop	7.8	4.1	4.0	16.2	10

TransModeler
Traffic Simulation Software

Project: US 2 Airport Dr_RCUT
Scenario: PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service by Approach - Overview

US 2 EB & 16TH STREET -- UNSIGNALIZED — NODE: 136

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on US 2 EB: Superlink ID 136				
1	1,155.0	0.10	0.4	A
2	1,158.0	0.10	0.2	A
3	1,160.0	0.10	0.2	A
4	1,160.0	0.10	0.2	A
5	1,156.0	0.10	0.3	A
6	1,146.0	0.10	0.3	A
7	1,162.0	0.10	0.2	A
8	1,161.0	0.10	0.2	A
9	1,156.0	0.10	0.3	A
10	1,155.0	0.10	0.2	A
Average:	**1,156.9**	**0.10**	**0.3**	**A**
NB on 16th Street: Superlink ID 36				
1	202.0	0.60	10.9	B
2	201.0	0.60	10.8	B
3	200.0	0.60	11.2	B
4	199.0	0.60	11.0	B
5	200.0	0.60	9.9	A
6	200.0	0.50	9.7	A
7	201.0	0.60	10.0	A
8	201.0	0.60	11.4	B
9	199.0	0.60	11.1	B
10	201.0	0.60	10.5	B
Average:	**200.4**	**0.59**	**10.6**	**B**
SWB on US 2 WBL: Superlink ID 140				
1	18.0	0.00	8.0	A
2	15.0	0.00	1.2	A
3	16.0	0.00	0.7	A
4	17.0	0.00	1.1	A
5	16.0	0.00	0.2	A
6	16.0	0.00	0.6	A
7	16.0	0.00	1.3	A
8	16.0	0.00	1.7	A
9	15.0	0.00	1.1	A

US 2 EB & 16TH STREET -- UNSIGNALIZED — NODE: 136

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	18.0	0.00	0.6	A
Average:	**16.3**	**0.00**	**1.6**	**A**

US 2 WB & Airport Drive -- UNSIGNALIZED — NODE: 129

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NEB on US 2 EBL: Superlink ID 137				
1	6.0	0.00	0.0	A
2	7.0	0.00	0.4	A
3	6.0	0.00	0.4	A
4	7.0	0.00	0.2	A
5	7.0	0.00	0.0	A
6	6.0	0.00	1.2	A
7	6.0	0.00	0.5	A
8	8.0	0.00	0.7	A
9	6.0	0.00	0.4	A
10	7.0	0.00	0.8	A
Average:	**6.6**	**0.00**	**0.5**	**A**
SB on Airport Drive: Superlink ID 35				
1	282.0	2.10	26.6	D
2	285.0	1.50	18.5	C
3	286.0	1.10	14.5	B
4	285.0	3.60	45.2	E
5	282.0	3.00	38.8	E
6	281.0	4.80	61.2	F
7	284.0	2.60	33.5	D
8	283.0	1.50	18.5	C
9	283.0	1.40	17.2	C
10	284.0	1.10	14.4	B
Average:	**283.5**	**2.27**	**28.8**	**D**
WB on US 2 WB: Superlink ID 143				
1	806.0	0.10	0.4	A
2	804.0	0.10	0.3	A
3	798.0	0.10	0.3	A
4	799.0	0.10	0.6	A
5	810.0	0.10	0.4	A
6	800.0	0.10	0.5	A
7	799.0	0.20	0.7	A
8	801.0	0.10	0.3	A
9	802.0	0.10	0.4	A
10	798.0	0.10	0.4	A
Average:	**801.7**	**0.11**	**0.4**	**A**

Project: US 2 Airport Dr_RCUT
Scenario: PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service by Approach - Total Control Delay

US 2 EB & 16TH STREET

NODE: 136

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	US 2 EB	136	0.1	0.0	0.1	0.1	10
NB	16th Street	36	0.6	0.0	0.5	0.6	10
SWB	US 2 WBL	140	0.0	0.0	0.0	0.0	10

US 2 WB & Airport Drive

NODE: 129

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NEB	US 2 EBL	137	0.0	0.0	0.0	0.0	10
SB	Airport Drive	35	2.3	1.2	1.1	4.8	10
WB	US 2 WB	143	0.1	0.0	0.1	0.2	10

Project: US 2 Airport Dr_RCUT
Scenario: PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service by Approach - Avg Control Delay

US 2 EB & 16TH STREET

NODE: 136

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	US 2 EB	136	0.3	0.1	0.2	0.4	10
NB	16th Street	36	10.6	0.6	9.7	11.4	10
SWB	US 2 WBL	140	1.6	2.3	0.2	8.0	10

US 2 WB & Airport Drive

NODE: 129

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NEB	US 2 EBL	137	0.5	0.4	0.0	1.2	10
SB	Airport Drive	35	28.8	15.7	14.4	61.2	10
WB	US 2 WB	143	0.4	0.1	0.3	0.7	10

Project: US 2 Airport Dr_PCI
Scenario: AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service - Overview

16TH STREET, US 2 EB EXIT & US 2 EB ENTRANCE -- UNSIGNALIZED NODE: 82

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	495.0	0.20	1.2	A
2	495.0	0.20	1.3	A
3	494.0	0.20	1.3	A
4	493.0	0.20	1.3	A
5	497.0	0.20	1.6	A
6	494.0	0.20	1.3	A
7	495.0	0.20	1.3	A
8	495.0	0.20	1.4	A
9	492.0	0.20	1.3	A
10	494.0	0.20	1.3	A
Average:	**494.4**	**0.20**	**1.3**	**A**

Airport Drive, US 2 WB EXIT, 16TH STREET & US 2 WB ENTRANCE -- UNSIGNALIZED NODE: 24

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	417.0	0.40	3.1	A
2	416.0	0.30	2.7	A
3	415.0	0.40	3.1	A
4	414.0	0.40	3.4	A
5	416.0	0.30	2.5	A
6	417.0	0.30	2.7	A
7	416.0	0.40	3.4	A
8	417.0	0.30	2.8	A
9	415.0	0.40	3.3	A
10	415.0	0.30	2.9	A
Average:	**415.8**	**0.35**	**3.0**	**A**

Project: US 2 Airport Dr_PCI
Scenario: AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
82	16th Street, US 2 EB Exit & US 2 EB Entrance	Stop	0.2	0.0	0.2	0.2	10
24	Airport Drive, US 2 WB Exit, 16th Street & US 2 WB Entrance	Stop	0.4	0.1	0.3	0.4	10

Project: US 2 Airport Dr_PCI
Scenario: AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
82	16th Street, US 2 EB Exit & US 2 EB Entrance	Stop	1.3	0.1	1.2	1.6	10
24	Airport Drive, US 2 WB Exit, 16th Street & US 2 WB Entrance	Stop	3.0	0.3	2.5	3.4	10

Project: US 2 Airport Dr_PCI
Scenario: AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service by Approach - Overview

16TH STREET, US 2 EB EXIT & US 2 EB ENTRANCE -- UNSIGNALIZED — NODE: 82

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on US 2 EB Exit: Superlink ID 139				
1	172.0	0.20	3.5	A
2	172.0	0.20	3.6	A
3	170.0	0.20	3.6	A
4	170.0	0.20	3.7	A
5	172.0	0.20	4.5	A
6	171.0	0.20	3.6	A
7	171.0	0.20	3.6	A
8	171.0	0.20	3.9	A
9	169.0	0.20	3.7	A
10	170.0	0.20	3.6	A
Average:	**170.8**	**0.20**	**3.7**	**A**
NB on 16th Street: Superlink ID 58				
1	301.0	0.00	0.0	A
2	302.0	0.00	0.0	A
3	302.0	0.00	0.0	A
4	301.0	0.00	0.0	A
5	302.0	0.00	0.0	A
6	301.0	0.00	0.0	A
7	301.0	0.00	0.0	A
8	302.0	0.00	0.1	A
9	301.0	0.00	0.0	A
10	302.0	0.00	0.0	A
Average:	**301.5**	**0.00**	**0.0**	**A**
SB on 16th Street: Superlink ID 133				
1	22.0	0.00	0.0	A
2	21.0	0.00	0.0	A
3	22.0	0.00	0.0	A
4	22.0	0.00	0.0	A
5	23.0	0.00	0.0	A
6	22.0	0.00	0.0	A
7	23.0	0.00	0.0	A
8	22.0	0.00	0.0	A
9	22.0	0.00	0.0	A

16TH STREET, US 2 EB EXIT & US 2 EB ENTRANCE -- UNSIGNALIZED NODE: 82

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	22.0	0.00	0.0	A
Average:	**22.1**	**0.00**	**0.0**	**A**

Airport Drive, US 2 WB EXIT, 16TH STREET & US 2 WB ENTRANCE -- UNSIGNALIZED NODE: 24

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on US 2 WB Exit: Superlink ID 132				
1	112.0	0.30	11.1	B
2	113.0	0.30	9.7	A
3	112.0	0.30	11.2	B
4	111.0	0.40	12.6	B
5	112.0	0.30	9.2	A
6	113.0	0.30	9.8	A
7	113.0	0.40	12.4	B
8	113.0	0.30	10.1	B
9	113.0	0.40	12.0	B
10	112.0	0.30	10.5	B
Average:	**112.4**	**0.33**	**10.9**	**B**
NB on 16th Street: Superlink ID 133				
1	292.0	0.00	0.1	A
2	291.0	0.00	0.1	A
3	290.0	0.00	0.1	A
4	290.0	0.00	0.1	A
5	291.0	0.00	0.1	A
6	291.0	0.00	0.1	A
7	290.0	0.00	0.1	A
8	291.0	0.00	0.1	A
9	289.0	0.00	0.1	A
10	290.0	0.00	0.1	A
Average:	**290.5**	**0.00**	**0.1**	**A**
SB on Airport Drive: Superlink ID 38				
1	13.0	0.00	0.0	A
2	12.0	0.00	0.0	A
3	13.0	0.00	0.0	A
4	13.0	0.00	0.0	A
5	13.0	0.00	0.0	A
6	13.0	0.00	0.0	A
7	13.0	0.00	0.0	A
8	13.0	0.00	0.0	A
9	13.0	0.00	0.0	A

Airport Drive, US 2 WB EXIT, 16TH STREET & US 2 WB ENTRANCE -- UNSIGNALIZED

NODE: 24

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	13.0	0.00	0.0	A
Average:	**12.9**	**0.00**	**0.0**	**A**

Project: US 2 Airport Dr_PCI
Scenario: AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service by Approach - Total Control Delay

16TH STREET, US 2 EB EXIT & US 2 EB ENTRANCE — NODE: 82

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	US 2 EB Exit	139	0.2	0.0	0.2	0.2	10
NB	16th Street	58	0.0	0.0	0.0	0.0	10
SB	16th Street	133	0.0	0.0	0.0	0.0	10

Airport Drive, US 2 WB EXIT, 16TH STREET & US 2 WB ENTRANCE — NODE: 24

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	US 2 WB Exit	132	0.3	0.0	0.3	0.4	10
NB	16th Street	133	0.0	0.0	0.0	0.0	10
SB	Airport Drive	38	0.0	0.0	0.0	0.0	10

Project: US 2 Airport Dr_PCI
Scenario: AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service by Approach - Avg Control Delay

16TH STREET, US 2 EB EXIT & US 2 EB ENTRANCE — NODE: 82

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	US 2 EB Exit	139	3.7	0.3	3.5	4.5	10
NB	16th Street	58	0.0	0.0	0.0	0.1	10
SB	16th Street	133	0.0	0.0	0.0	0.0	10

Airport Drive, US 2 WB EXIT, 16TH STREET & US 2 WB ENTRANCE — NODE: 24

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	US 2 WB Exit	132	10.9	1.2	9.2	12.6	10
NB	16th Street	133	0.1	0.0	0.1	0.1	10
SB	Airport Drive	38	0.0	0.0	0.0	0.0	10

Project: US 2 Airport Dr_PCI
Scenario: PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service - Overview

16TH STREET, US 2 EB EXIT & US 2 EB ENTRANCE -- UNSIGNALIZED NODE: 82

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	787.0	0.40	1.9	A
2	784.0	0.40	1.9	A
3	786.0	0.40	2.0	A
4	787.0	0.40	2.0	A
5	785.0	0.50	2.2	A
6	786.0	0.40	2.1	A
7	785.0	0.40	2.0	A
8	787.0	0.50	2.3	A
9	785.0	0.50	2.3	A
10	780.0	0.40	1.9	A
Average:	**785.2**	**0.43**	**2.1**	**A**

Airport Drive, US 2 WB EXIT, 16TH STREET & US 2 WB ENTRANCE -- UNSIGNALIZED NODE: 24

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	634.0	1.00	5.7	A
2	630.0	0.90	5.0	A
3	635.0	1.10	6.0	A
4	633.0	0.80	4.5	A
5	638.0	0.70	4.1	A
6	635.0	0.80	4.7	A
7	635.0	0.80	4.4	A
8	634.0	0.90	5.0	A
9	634.0	0.80	4.5	A
10	630.0	0.80	4.6	A
Average:	**633.8**	**0.86**	**4.8**	**A**

Project: US 2 Airport Dr_PCI
Scenario: PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
82	16th Street, US 2 EB Exit & US 2 EB Entrance	Stop	0.4	0.0	0.4	0.5	10
24	Airport Drive, US 2 WB Exit, 16th Street & US 2 WB Entrance	Stop	0.9	0.1	0.7	1.1	10

Project: US 2 Airport Dr_PCI
Scenario: PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
82	16th Street, US 2 EB Exit & US 2 EB Entrance	Stop	2.1	0.1	1.9	2.3	10
24	Airport Drive, US 2 WB Exit, 16th Street & US 2 WB Entrance	Stop	4.8	0.6	4.1	6.0	10

Project: US 2 Airport Dr_PCI
Scenario: PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service by Approach - Overview

16TH STREET, US 2 EB EXIT & US 2 EB ENTRANCE -- UNSIGNALIZED — NODE: 82

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on US 2 EB Exit: Superlink ID 139				
1	293.0	0.40	5.0	A
2	293.0	0.40	4.8	A
3	293.0	0.40	5.4	A
4	291.0	0.40	5.3	A
5	293.0	0.50	5.7	A
6	294.0	0.40	5.4	A
7	294.0	0.40	5.4	A
8	293.0	0.50	5.8	A
9	291.0	0.50	5.8	A
10	291.0	0.40	5.1	A
Average:	**292.6**	**0.43**	**5.4**	**A**
NB on 16th Street: Superlink ID 58				
1	203.0	0.00	0.1	A
2	203.0	0.00	0.5	A
3	201.0	0.00	0.0	A
4	203.0	0.00	0.1	A
5	200.0	0.00	0.2	A
6	200.0	0.00	0.1	A
7	200.0	0.00	0.1	A
8	202.0	0.00	0.6	A
9	200.0	0.00	0.5	A
10	201.0	0.00	0.0	A
Average:	**201.3**	**0.00**	**0.2**	**A**
SB on 16th Street: Superlink ID 133				
1	291.0	0.00	0.0	A
2	288.0	0.00	0.0	A
3	292.0	0.00	0.0	A
4	293.0	0.00	0.0	A
5	292.0	0.00	0.0	A
6	292.0	0.00	0.0	A
7	291.0	0.00	0.0	A
8	292.0	0.00	0.0	A
9	294.0	0.00	0.0	A

16TH STREET, US 2 EB EXIT & US 2 EB ENTRANCE -- UNSIGNALIZED NODE: 82

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	288.0	0.00	0.0	A
Average:	**291.3**	**0.00**	**0.0**	**A**

Airport Drive, US 2 WB EXIT, 16TH STREET & US 2 WB ENTRANCE -- UNSIGNALIZED NODE: 24

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on US 2 WB Exit: Superlink ID 132				
1	146.0	0.90	22.5	C
2	146.0	0.80	20.0	C
3	147.0	0.90	23.0	C
4	144.0	0.70	18.0	C
5	146.0	0.60	15.9	C
6	147.0	0.70	18.1	C
7	147.0	0.70	17.0	C
8	148.0	0.80	19.2	C
9	145.0	0.70	17.2	C
10	146.0	0.70	17.6	C
Average:	**146.2**	**0.75**	**18.8**	**C**
NB on 16th Street: Superlink ID 133				
1	202.0	0.10	1.6	A
2	202.0	0.10	1.2	A
3	200.0	0.10	2.0	A
4	202.0	0.10	1.3	A
5	203.0	0.10	1.4	A
6	201.0	0.10	1.6	A
7	200.0	0.10	1.3	A
8	201.0	0.10	1.6	A
9	201.0	0.10	1.8	A
10	201.0	0.10	1.7	A
Average:	**201.3**	**0.10**	**1.6**	**A**
SB on Airport Drive: Superlink ID 38				
1	286.0	0.00	0.0	A
2	282.0	0.00	0.0	A
3	288.0	0.00	0.0	A
4	287.0	0.00	0.0	A
5	289.0	0.00	0.0	A
6	287.0	0.00	0.0	A
7	288.0	0.00	0.0	A
8	285.0	0.00	0.0	A
9	288.0	0.00	0.0	A

Airport Drive, US 2 WB EXIT, 16TH STREET & US 2 WB ENTRANCE -- UNSIGNALIZED

NODE: 24

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	283.0	0.00	0.0	A
Average:	**286.3**	**0.00**	**0.0**	**A**

Project: US 2 Airport Dr_PCI
Scenario: PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service by Approach - Total Control Delay

16TH STREET, US 2 EB EXIT & US 2 EB ENTRANCE — NODE: 82

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	US 2 EB Exit	139	0.4	0.0	0.4	0.5	10
NB	16th Street	58	0.0	0.0	0.0	0.0	10
SB	16th Street	133	0.0	0.0	0.0	0.0	10

Airport Drive, US 2 WB EXIT, 16TH STREET & US 2 WB ENTRANCE — NODE: 24

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	US 2 WB Exit	132	0.8	0.1	0.6	0.9	10
NB	16th Street	133	0.1	0.0	0.1	0.1	10
SB	Airport Drive	38	0.0	0.0	0.0	0.0	10

Project: US 2 Airport Dr_PCI
Scenario: PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service by Approach - Avg Control Delay

16TH STREET, US 2 EB EXIT & US 2 EB ENTRANCE — NODE: 82

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	US 2 EB Exit	139	5.4	0.3	4.8	5.8	10
NB	16th Street	58	0.2	0.2	0.0	0.6	10
SB	16th Street	133	0.0	0.0	0.0	0.0	10

Airport Drive, US 2 WB EXIT, 16TH STREET & US 2 WB ENTRANCE — NODE: 24

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	US 2 WB Exit	132	18.8	2.3	15.9	23.0	10
NB	16th Street	133	1.6	0.3	1.2	2.0	10
SB	Airport Drive	38	0.0	0.0	0.0	0.0	10

Project: US 2 Airport Dr_StaggeredT
Scenario: AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service - Overview

US 2 EB & 16TH STREET -- UNSIGNALIZED — NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,003.0	2.10	7.5	A
2	1,001.0	2.40	8.8	A
3	1,003.0	2.00	7.2	A
4	997.0	2.10	7.4	A
5	1,001.0	1.70	6.1	A
6	1,002.0	2.10	7.4	A
7	1,002.0	2.60	9.3	A
8	1,002.0	1.80	6.6	A
9	1,002.0	1.80	6.6	A
10	1,001.0	2.80	9.9	A
Average:	**1,001.4**	**2.14**	**7.7**	**A**

US 2 EB LEFT, US 2 WB, US 2 EB & Airport Dr -- UNSIGNALIZED — NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	769.0	0.30	1.6	A
2	766.0	0.30	1.4	A
3	768.0	0.30	1.5	A
4	769.0	0.30	1.4	A
5	770.0	0.30	1.5	A
6	768.0	0.30	1.3	A
7	767.0	0.30	1.5	A
8	767.0	0.30	1.3	A
9	767.0	0.30	1.3	A
10	764.0	0.30	1.4	A
Average:	**767.5**	**0.30**	**1.4**	**A**

Project: US 2 Airport Dr_StaggeredT
Scenario: AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
5	US 2 EB & 16th Street	Stop	2.1	0.4	1.7	2.8	10
26	US 2 EB Left, US 2 WB, US 2 EB & Airport Dr	Stop	0.3	0.0	0.3	0.3	10

Project: US 2 Airport Dr_StaggeredT
Scenario: AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
5	US 2 EB & 16th Street	Stop	7.7	1.3	6.1	9.9	10
26	US 2 EB Left, US 2 WB, US 2 EB & Airport Dr	Stop	1.4	0.1	1.3	1.6	10

TransModeler
Traffic Simulation Software

Project: US 2 Airport Dr_StaggeredT
Scenario: AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service by Approach - Overview

US 2 EB & 16TH STREET -- UNSIGNALIZED — NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on US 2 EB: Superlink ID 67				
1	688.0	0.00	0.0	A
2	687.0	0.00	0.0	A
3	688.0	0.00	0.0	A
4	689.0	0.00	0.0	A
5	688.0	0.00	0.0	A
6	689.0	0.00	0.0	A
7	687.0	0.00	0.0	A
8	688.0	0.00	0.0	A
9	688.0	0.00	0.0	A
10	688.0	0.00	0.0	A
Average:	**688.0**	**0.00**	**0.0**	**A**
NB on [Unnamed Street]: Superlink ID 57				
1	301.0	2.00	24.3	C
2	299.0	2.40	28.6	D
3	301.0	1.90	23.0	C
4	293.0	2.00	24.2	C
5	300.0	1.60	19.5	C
6	299.0	2.00	23.8	C
7	301.0	2.50	29.5	D
8	299.0	1.80	21.2	C
9	299.0	1.80	21.2	C
10	299.0	2.70	32.4	D
Average:	**299.1**	**2.07**	**24.8**	**C**
SWB on US 2 WB: Superlink ID 132				
1	14.0	0.10	17.7	C
2	15.0	0.10	17.1	C
3	14.0	0.10	21.0	C
4	15.0	0.10	20.4	C
5	13.0	0.10	20.2	C
6	14.0	0.10	21.6	C
7	14.0	0.10	32.2	D
8	15.0	0.10	16.4	C
9	15.0	0.10	16.4	C

US 2 EB & 16TH STREET -- UNSIGNALIZED — NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	14.0	0.10	19.8	C
Average:	**14.3**	**0.10**	**20.3**	**C**

US 2 EB LEFT, US 2 WB, US 2 EB & Airport Dr -- UNSIGNALIZED — NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NEB on US 2 EB Left: Superlink ID 140				
1	59.0	0.10	4.6	A
2	59.0	0.10	4.4	A
3	60.0	0.10	4.4	A
4	60.0	0.10	4.3	A
5	60.0	0.10	3.8	A
6	60.0	0.10	3.6	A
7	58.0	0.10	3.9	A
8	58.0	0.10	4.2	A
9	58.0	0.10	4.2	A
10	60.0	0.10	4.6	A
Average:	**59.2**	**0.10**	**4.2**	**A**
SB on Airport Dr: Superlink ID 38				
1	13.0	0.10	14.4	B
2	13.0	0.10	14.7	B
3	12.0	0.00	11.9	B
4	13.0	0.00	12.5	B
5	12.0	0.00	13.3	B
6	13.0	0.10	16.1	C
7	13.0	0.10	18.2	C
8	14.0	0.00	10.7	B
9	14.0	0.00	10.7	B
10	13.0	0.10	17.4	C
Average:	**13.0**	**0.05**	**14.0**	**B**
WB on US 2 WB: Superlink ID 28				
1	697.0	0.20	1.1	A
2	694.0	0.20	0.9	A
3	696.0	0.20	1.0	A
4	696.0	0.20	0.9	A
5	698.0	0.20	1.0	A
6	695.0	0.20	0.9	A
7	696.0	0.20	1.0	A
8	695.0	0.20	0.9	A
9	695.0	0.20	0.9	A
10	691.0	0.20	0.9	A
Average:	**695.3**	**0.20**	**0.9**	**A**

Project: US 2 Airport Dr_StaggeredT
Scenario: AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service by Approach - Total Control Delay

US 2 EB & 16TH STREET — NODE: 5

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	US 2 EB	67	0.0	0.0	0.0	0.0	10
NB	[Unnamed Street]	57	2.1	0.3	1.6	2.7	10
SWB	US 2 WB	132	0.1	0.0	0.1	0.1	10

US 2 EB LEFT, US 2 WB, US 2 EB & Airport Dr — NODE: 26

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NEB	US 2 EB Left	140	0.1	0.0	0.1	0.1	10
SB	Airport Dr	38	0.1	0.1	0.0	0.1	10
WB	US 2 WB	28	0.2	0.0	0.2	0.2	10

Project: US 2 Airport Dr_StaggeredT
Scenario: AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service by Approach - Avg Control Delay

US 2 EB & 16TH STREET — NODE: 5

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	US 2 EB	67	0.0	0.0	0.0	0.0	10
NB	[Unnamed Street]	57	24.8	4.1	19.5	32.4	10
SWB	US 2 WB	132	20.3	4.6	16.4	32.2	10

US 2 EB LEFT, US 2 WB, US 2 EB & Airport Dr — NODE: 26

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NEB	US 2 EB Left	140	4.2	0.3	3.6	4.6	10
SB	Airport Dr	38	14.0	2.6	10.7	18.2	10
WB	US 2 WB	28	0.9	0.1	0.9	1.1	10

Project: US 2 Airport Dr_StaggeredT
Scenario: PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service - Overview

US 2 EB & 16TH STREET -- UNSIGNALIZED — NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,188.0	5.00	15.3	C
2	1,188.0	3.50	10.6	B
3	1,180.0	3.20	9.9	A
4	1,189.0	5.30	16.1	C
5	1,187.0	4.90	14.8	B
6	1,190.0	6.10	18.6	C
7	1,183.0	3.60	10.9	B
8	1,188.0	3.90	11.9	B
9	1,183.0	6.30	19.2	C
10	1,187.0	6.20	18.8	C
Average:	**1,186.3**	**4.80**	**14.6**	**B**

US 2 EB LEFT, US 2 WB, US 2 EB & Airport Dr -- UNSIGNALIZED — NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	953.0	1.90	7.1	A
2	954.0	1.30	5.1	A
3	943.0	1.40	5.2	A
4	948.0	1.40	5.2	A
5	952.0	1.80	6.8	A
6	949.0	1.60	6.1	A
7	945.0	1.50	5.9	A
8	951.0	1.60	6.1	A
9	950.0	1.90	7.1	A
10	953.0	1.70	6.5	A
Average:	**949.8**	**1.61**	**6.1**	**A**

Project: US 2 Airport Dr_StaggeredT
Scenario: PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
5	US 2 EB & 16th Street	Stop	4.8	1.2	3.2	6.3	10
26	US 2 EB Left, US 2 WB, US 2 EB & Airport Dr	Stop	1.6	0.2	1.3	1.9	10

Project: US 2 Airport Dr_StaggeredT
Scenario: PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
5	US 2 EB & 16th Street	Stop	14.6	3.6	9.9	19.2	10
26	US 2 EB Left, US 2 WB, US 2 EB & Airport Dr	Stop	6.1	0.8	5.1	7.1	10

TransModeler
Traffic Simulation Software

Project: US 2 Airport Dr_StaggeredT
Scenario: PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service by Approach - Overview

US 2 EB & 16TH STREET -- UNSIGNALIZED — NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on US 2 EB: Superlink ID 67				
1	892.0	0.00	0.0	A
2	891.0	0.00	0.0	A
3	885.0	0.00	0.0	A
4	893.0	0.00	0.0	A
5	891.0	0.00	0.0	A
6	892.0	0.00	0.0	A
7	888.0	0.00	0.0	A
8	891.0	0.00	0.0	A
9	887.0	0.00	0.0	A
10	891.0	0.00	0.0	A
Average:	**890.1**	**0.00**	**0.0**	**A**
NB on [Unnamed Street]: Superlink ID 57				
1	199.0	2.80	50.0	E
2	201.0	2.30	41.3	E
3	201.0	2.30	40.3	E
4	199.0	4.10	74.5	F
5	199.0	3.20	57.7	F
6	201.0	4.50	80.6	F
7	199.0	2.30	41.6	E
8	199.0	2.50	44.8	E
9	199.0	5.20	94.5	F
10	200.0	3.90	71.0	F
Average:	**199.7**	**3.31**	**59.6**	**F**
SWB on US 2 WB: Superlink ID 132				
1	97.0	2.30	84.2	F
2	96.0	1.20	45.0	E
3	94.0	1.00	37.6	E
4	97.0	1.20	44.0	E
5	97.0	1.70	62.2	F
6	97.0	1.60	60.8	F
7	96.0	1.30	47.8	E
8	98.0	1.40	52.6	F
9	97.0	1.10	40.3	E

US 2 EB & 16TH STREET -- UNSIGNALIZED — NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	96.0	2.20	84.3	F
Average:	**96.5**	**1.50**	**55.9**	**F**

US 2 EB LEFT, US 2 WB, US 2 EB & Airport Dr -- UNSIGNALIZED — NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NEB on US 2 EB Left: Superlink ID 140				
1	50.0	0.10	4.5	A
2	48.0	0.10	4.5	A
3	47.0	0.10	4.8	A
4	49.0	0.10	4.7	A
5	49.0	0.10	4.9	A
6	46.0	0.10	4.5	A
7	48.0	0.10	4.4	A
8	48.0	0.10	4.5	A
9	48.0	0.10	4.7	A
10	50.0	0.10	4.6	A
Average:	**48.3**	**0.10**	**4.6**	**A**
SB on Airport Dr: Superlink ID 38				
1	282.0	1.60	20.4	C
2	282.0	1.10	14.6	B
3	281.0	1.10	14.7	B
4	282.0	1.20	14.7	B
5	281.0	1.60	20.3	C
6	281.0	1.40	18.0	C
7	282.0	1.30	17.1	C
8	282.0	1.40	18.1	C
9	284.0	1.70	21.3	C
10	282.0	1.50	18.8	C
Average:	**281.9**	**1.39**	**17.8**	**C**
WB on US 2 WB: Superlink ID 28				
1	621.0	0.20	1.2	A
2	624.0	0.10	0.8	A
3	615.0	0.10	0.8	A
4	617.0	0.20	0.9	A
5	622.0	0.10	0.9	A
6	622.0	0.10	0.8	A
7	615.0	0.10	0.9	A
8	621.0	0.10	0.8	A
9	618.0	0.10	0.8	A
10	621.0	0.20	1.0	A
Average:	**619.6**	**0.13**	**0.9**	**A**

Project: US 2 Airport Dr_StaggeredT
Scenario: PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service by Approach - Total Control Delay

US 2 EB & 16TH STREET — NODE: 5

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	US 2 EB	67	0.0	0.0	0.0	0.0	10
NB	[Unnamed Street]	57	3.3	1.1	2.3	5.2	10
SWB	US 2 WB	132	1.5	0.4	1.0	2.3	10

US 2 EB LEFT, US 2 WB, US 2 EB & Airport Dr — NODE: 26

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NEB	US 2 EB Left	140	0.1	0.0	0.1	0.1	10
SB	Airport Dr	38	1.4	0.2	1.1	1.7	10
WB	US 2 WB	28	0.1	0.0	0.1	0.2	10

Project: US 2 Airport Dr_StaggeredT
Scenario: PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service by Approach - Avg Control Delay

US 2 EB & 16TH STREET — NODE: 5

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	US 2 EB	67	0.0	0.0	0.0	0.0	10
NB	[Unnamed Street]	57	59.6	19.3	40.3	94.5	10
SWB	US 2 WB	132	55.9	16.9	37.6	84.3	10

US 2 EB LEFT, US 2 WB, US 2 EB & Airport Dr — NODE: 26

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NEB	US 2 EB Left	140	4.6	0.2	4.4	4.9	10
SB	Airport Dr	38	17.8	2.5	14.6	21.3	10
WB	US 2 WB	28	0.9	0.1	0.8	1.2	10

Project: US 2 Airport Dr_Diamond
Scenario: AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service - Overview

16TH STREET & US 2 EB EXIT -- UNSIGNALIZED — NODE: 82

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	494.0	0.20	1.7	A
2	493.0	0.20	1.6	A
3	494.0	0.20	1.6	A
4	494.0	0.20	1.6	A
5	494.0	0.20	1.6	A
6	492.0	0.20	1.7	A
7	495.0	0.20	1.6	A
8	493.0	0.20	1.6	A
9	496.0	0.30	1.9	A
10	495.0	0.20	1.6	A
Average:	**494.0**	**0.21**	**1.6**	**A**

Airport Drive, 16TH STREET & US 2 WB ENTRANCE -- UNSIGNALIZED — NODE: 24

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	414.0	0.10	1.3	A
2	416.0	0.20	1.4	A
3	415.0	0.20	1.4	A
4	414.0	0.20	1.4	A
5	416.0	0.20	1.5	A
6	415.0	0.20	1.4	A
7	415.0	0.20	1.5	A
8	414.0	0.10	1.3	A
9	417.0	0.20	1.6	A
10	416.0	0.20	1.5	A
Average:	**415.2**	**0.18**	**1.4**	**A**

Project: US 2 Airport Dr_Diamond
Scenario: AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
82	16th Street & US 2 EB Exit	Stop	0.2	0.0	0.2	0.3	10
24	Airport Drive, 16th Street & US 2 WB Entrance	Stop	0.2	0.0	0.1	0.2	10

Project: US 2 Airport Dr_Diamond
Scenario: AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
82	16th Street & US 2 EB Exit	Stop	1.6	0.1	1.6	1.9	10
24	Airport Drive, 16th Street & US 2 WB Entrance	Stop	1.4	0.1	1.3	1.6	10

TransModeler
Traffic Simulation Software

Project: US 2 Airport Dr_Diamond
Scenario: AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service by Approach - Overview

16TH STREET & US 2 EB EXIT -- UNSIGNALIZED — NODE: 82

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on US 2 EB Exit: Superlink ID 139				
1	171.0	0.20	4.7	A
2	170.0	0.20	4.6	A
3	169.0	0.20	4.6	A
4	170.0	0.20	4.4	A
5	171.0	0.20	4.5	A
6	169.0	0.20	4.8	A
7	171.0	0.20	4.4	A
8	171.0	0.20	4.4	A
9	171.0	0.30	5.4	A
10	170.0	0.20	4.5	A
Average:	**170.3**	**0.21**	**4.6**	**A**
NB on 16th Street: Superlink ID 58				
1	301.0	0.00	0.0	A
2	301.0	0.00	0.0	A
3	302.0	0.00	0.0	A
4	302.0	0.00	0.0	A
5	301.0	0.00	0.0	A
6	302.0	0.00	0.0	A
7	301.0	0.00	0.0	A
8	300.0	0.00	0.0	A
9	302.0	0.00	0.0	A
10	302.0	0.00	0.0	A
Average:	**301.4**	**0.00**	**0.0**	**A**
SB on 16th Street: Superlink ID 133				
1	22.0	0.00	1.4	A
2	22.0	0.00	0.5	A
3	23.0	0.00	1.2	A
4	22.0	0.00	1.7	A
5	22.0	0.00	0.3	A
6	21.0	0.00	0.5	A
7	23.0	0.00	0.8	A
8	22.0	0.00	0.9	A
9	23.0	0.00	1.1	A

16TH STREET & US 2 EB EXIT -- UNSIGNALIZED — NODE: 82

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	23.0	0.00	0.9	A
Average:	**22.3**	**0.00**	**0.9**	**A**

Airport Drive, 16TH STREET & US 2 WB ENTRANCE -- UNSIGNALIZED — NODE: 24

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB on 16th Street: Superlink ID 133				
1	289.0	0.00	0.1	A
2	290.0	0.00	0.1	A
3	289.0	0.00	0.1	A
4	288.0	0.00	0.1	A
5	290.0	0.00	0.0	A
6	289.0	0.00	0.1	A
7	289.0	0.00	0.1	A
8	290.0	0.00	0.1	A
9	292.0	0.00	0.2	A
10	290.0	0.00	0.0	A
Average:	**289.6**	**0.00**	**0.1**	**A**
SB on Airport Drive: Superlink ID 38				
1	13.0	0.00	0.0	A
2	13.0	0.00	0.0	A
3	13.0	0.00	0.0	A
4	13.0	0.00	0.0	A
5	13.0	0.00	0.0	A
6	13.0	0.00	0.0	A
7	13.0	0.00	0.0	A
8	13.0	0.00	0.0	A
9	13.0	0.00	0.0	A
10	13.0	0.00	0.0	A
Average:	**13.0**	**0.00**	**0.0**	**A**
WB on US 2 WB Exit: Superlink ID 143				
1	112.0	0.10	4.5	A
2	113.0	0.20	5.2	A
3	113.0	0.20	5.1	A
4	113.0	0.20	4.8	A
5	113.0	0.20	5.3	A
6	113.0	0.20	4.9	A
7	113.0	0.20	5.4	A
8	111.0	0.10	4.6	A
9	112.0	0.20	5.6	A
10	113.0	0.20	5.6	A
Average:	**112.6**	**0.18**	**5.1**	**A**

Project: US 2 Airport Dr_Diamond
Scenario: AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service by Approach - Total Control Delay

16TH STREET & US 2 EB EXIT — NODE: 82

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	US 2 EB Exit	139	0.2	0.0	0.2	0.3	10
NB	16th Street	58	0.0	0.0	0.0	0.0	10
SB	16th Street	133	0.0	0.0	0.0	0.0	10

Airport Drive, 16TH STREET & US 2 WB ENTRANCE — NODE: 24

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB	16th Street	133	0.0	0.0	0.0	0.0	10
SB	Airport Drive	38	0.0	0.0	0.0	0.0	10
WB	US 2 WB Exit	143	0.2	0.0	0.1	0.2	10

Project: US 2 Airport Dr_Diamond
Scenario: AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service by Approach - Avg Control Delay

16TH STREET & US 2 EB EXIT — NODE: 82

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	US 2 EB Exit	139	4.6	0.3	4.4	5.4	10
NB	16th Street	58	0.0	0.0	0.0	0.0	10
SB	16th Street	133	0.9	0.4	0.3	1.7	10

Airport Drive, 16TH STREET & US 2 WB ENTRANCE — NODE: 24

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB	16th Street	133	0.1	0.0	0.0	0.2	10
SB	Airport Drive	38	0.0	0.0	0.0	0.0	10
WB	US 2 WB Exit	143	5.1	0.4	4.5	5.6	10

Project: US 2 Airport Dr_Diamond
Scenario: PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service - Overview

16TH STREET & US 2 EB EXIT -- UNSIGNALIZED — NODE: 82

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	785.0	0.80	3.5	A
2	781.0	0.60	2.9	A
3	787.0	0.70	3.0	A
4	786.0	0.70	3.3	A
5	785.0	0.70	3.4	A
6	785.0	0.70	3.2	A
7	779.0	0.60	2.8	A
8	782.0	0.70	3.2	A
9	788.0	0.70	3.3	A
10	788.0	0.60	2.9	A
Average:	**784.6**	**0.68**	**3.2**	**A**

Airport Drive, 16TH STREET & US 2 WB ENTRANCE -- UNSIGNALIZED — NODE: 24

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	638.0	0.30	1.9	A
2	634.0	0.30	1.8	A
3	634.0	0.30	2.0	A
4	637.0	0.40	2.0	A
5	636.0	0.40	2.3	A
6	637.0	0.40	2.0	A
7	627.0	0.30	1.9	A
8	634.0	0.30	1.7	A
9	637.0	0.30	2.0	A
10	638.0	0.30	1.8	A
Average:	**635.2**	**0.33**	**1.9**	**A**

Project: US 2 Airport Dr_Diamond
Scenario: PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
82	16th Street & US 2 EB Exit	Stop	0.7	0.1	0.6	0.8	10
24	Airport Drive, 16th Street & US 2 WB Entrance	Stop	0.3	0.0	0.3	0.4	10

Project: US 2 Airport Dr_Diamond
Scenario: PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
82	16th Street & US 2 EB Exit	Stop	3.2	0.2	2.8	3.5	10
24	Airport Drive, 16th Street & US 2 WB Entrance	Stop	1.9	0.2	1.7	2.3	10

Project: US 2 Airport Dr_Diamond
Scenario: PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service by Approach - Overview

16TH STREET & US 2 EB EXIT -- UNSIGNALIZED — NODE: 82

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on US 2 EB Exit: Superlink ID 139				
1	293.0	0.70	8.2	A
2	292.0	0.50	6.6	A
3	294.0	0.60	7.2	A
4	293.0	0.60	7.5	A
5	290.0	0.60	8.0	A
6	294.0	0.60	7.6	A
7	290.0	0.50	6.4	A
8	291.0	0.60	7.1	A
9	296.0	0.60	7.6	A
10	294.0	0.50	6.7	A
Average:	**292.7**	**0.58**	**7.3**	**A**
NB on 16th Street: Superlink ID 58				
1	202.0	0.00	0.0	A
2	200.0	0.00	0.0	A
3	202.0	0.00	0.0	A
4	202.0	0.00	0.0	A
5	203.0	0.00	0.0	A
6	201.0	0.00	0.0	A
7	200.0	0.00	0.0	A
8	200.0	0.00	0.0	A
9	202.0	0.00	0.0	A
10	202.0	0.00	0.0	A
Average:	**201.4**	**0.00**	**0.0**	**A**
SB on 16th Street: Superlink ID 133				
1	290.0	0.10	1.2	A
2	289.0	0.10	1.2	A
3	291.0	0.10	1.0	A
4	291.0	0.10	1.4	A
5	292.0	0.10	1.3	A
6	290.0	0.10	1.1	A
7	289.0	0.10	1.3	A
8	291.0	0.10	1.5	A
9	290.0	0.10	1.2	A

16TH STREET & US 2 EB EXIT -- UNSIGNALIZED — NODE: 82

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	292.0	0.10	1.1	A
Average:	**290.5**	**0.10**	**1.2**	**A**

Airport Drive, 16TH STREET & US 2 WB ENTRANCE -- UNSIGNALIZED — NODE: 24

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB on 16th Street: Superlink ID 133				
1	204.0	0.10	1.6	A
2	202.0	0.10	1.2	A
3	203.0	0.10	1.5	A
4	204.0	0.10	1.5	A
5	201.0	0.10	1.9	A
6	203.0	0.10	1.5	A
7	199.0	0.10	1.2	A
8	201.0	0.10	1.2	A
9	201.0	0.10	1.4	A
10	202.0	0.10	1.3	A
Average:	**202.0**	**0.10**	**1.4**	**A**
SB on Airport Drive: Superlink ID 38				
1	284.0	0.00	0.0	A
2	286.0	0.00	0.0	A
3	288.0	0.00	0.0	A
4	287.0	0.00	0.0	A
5	287.0	0.00	0.0	A
6	285.0	0.00	0.0	A
7	284.0	0.00	0.0	A
8	285.0	0.00	0.0	A
9	287.0	0.00	0.0	A
10	286.0	0.00	0.0	A
Average:	**285.9**	**0.00**	**0.0**	**A**
WB on US 2 WB Exit: Superlink ID 143				
1	150.0	0.20	5.9	A
2	146.0	0.30	6.3	A
3	143.0	0.30	6.6	A
4	146.0	0.30	6.8	A
5	148.0	0.30	7.5	A
6	149.0	0.30	6.4	A
7	144.0	0.30	6.4	A
8	148.0	0.20	5.8	A
9	149.0	0.30	6.5	A
10	150.0	0.20	5.9	A
Average:	**147.3**	**0.27**	**6.4**	**A**

Project: US 2 Airport Dr_Diamond
Scenario: PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service by Approach - Total Control Delay

16TH STREET & US 2 EB EXIT — NODE: 82

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	US 2 EB Exit	139	0.6	0.1	0.5	0.7	10
NB	16th Street	58	0.0	0.0	0.0	0.0	10
SB	16th Street	133	0.1	0.0	0.1	0.1	10

Airport Drive, 16TH STREET & US 2 WB ENTRANCE — NODE: 24

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB	16th Street	133	0.1	0.0	0.1	0.1	10
SB	Airport Drive	38	0.0	0.0	0.0	0.0	10
WB	US 2 WB Exit	143	0.3	0.0	0.2	0.3	10

Project: US 2 Airport Dr_Diamond
Scenario: PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: Analysis

Intersection Level of Service by Approach - Avg Control Delay

16TH STREET & US 2 EB EXIT — NODE: 82

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	US 2 EB Exit	139	7.3	0.6	6.4	8.2	10
NB	16th Street	58	0.0	0.0	0.0	0.0	10
SB	16th Street	133	1.2	0.2	1.0	1.5	10

Airport Drive, 16TH STREET & US 2 WB ENTRANCE — NODE: 24

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB	16th Street	133	1.4	0.2	1.2	1.9	10
SB	Airport Drive	38	0.0	0.0	0.0	0.0	10
WB	US 2 WB Exit	143	6.4	0.5	5.8	7.5	10

Appendix E – Safety Analysis Results

AM Summary

Scenario	unclassified	crossing	rear end	lane change	Total Conflicts	%	Rank	Mean TTC	Mean PET	Score	%
NoBuild	0	0	108	2	110	243.8%	9	1.22727	1.34618	135.2375	245.4%
Revised	0	1	77	5	83	159.4%	8	1.23735	1.57198	104.7078	167.4%
RAB2+1	0	0	31	1	32	0.0%	4	1.275	2.41241	41.93741	7.1%
RAB Hybrid	0	0	68	0	68	112.5%	5	1.28676	2.46298	87.49968	123.5%
RAB Turbo	0	1	57	21	79	146.9%	7	1.00127	1.56569	91.51757	133.7%
RCUT Stop Controlled	0	0	4	9	13	-59.4%	1	1.26154	2.32332	25.95604	-33.7%
PCI	0	0	12	2	14	-56.3%	2	1.14286	1.93541	17.58514	-55.1%
Staggered T	0	0	72	4	76	137.5%	6	1.20132	1.49566	92.47768	136.2%
Diamond	0	0	20	2	22	-31.3%	3	1.14091	1.068	24.9542	-36.3%
Base	0	0	30	2	32	0.0%	0	1.22187	1.24988	39.15586	0.0%

PM Summary

Scenario	unclassified	crossing	rear end	lane change	Total Conflicts	%	Rank	Mean TTC	Mean PET	Score	%
NoBuild	0	0	158	6	164	178.0%	8	1.20305	1.37995	198.3616	180.6%
Revised	0	2	129	2	133	125.4%	7	1.16842	1.37083	156.2095	120.9%
RAB2+1	0	0	109	3	112	89.8%	5	1.21786	1.85972	138.3259	95.7%
RAB Hybrid	0	0	93	0	93	57.6%	4	1.24624	1.91658	115.9003	63.9%
RAB Turbo	0	0	107	5	112	89.8%	9	1.12857	1.64345	128.9742	82.4%
RCUT Stop Controlled	0	1	16	11	28	-52.5%	1	1.19286	2.30734	46.77384	-33.8%
PCI	0	2	49	8	59	0.0%	2	1.21525	2.06217	80.16895	13.4%
Staggered T	0	0	120	3	123	108.5%	6	1.20081	1.50937	148.6253	110.2%
Diamond	0	0	71	8	79	33.9%	3	1.16962	1.7858	97.32942	37.7%
Base	0	0	59	0	59	0.0%		1.1983	1.26735	70.6997	0.0%

Total Summary

Scenario	unclassified	crossing	rear end	lane change	Total Conflicts	%	Rank	Mean TTC	Mean PET	Score	%
NoBuild	0	0	266	8	274	201.1%	8	1.21516	1.363065	166.7996	203.7%
Revised	0	3	206	7	216	137.4%	7	1.202885	1.471405	130.4587	137.5%
RAB2+1	0	0	140	4	144	58.2%	4	1.24643	2.136065	90.13166	64.1%
RAB Hybrid	0	0	161	0	161	76.9%	5	1.2665	2.18978	101.7	85.2%
RAB Turbo	0	1	164	26	191	109.9%	5	1.06492	1.60457	110.2459	100.7%
RCUT Stop Controlled	0	1	20	20	41	-54.9%	1	1.2272	2.31533	36.36494	-33.8%
PCI	0	2	61	10	73	-19.8%	2	1.179055	1.99879	48.87705	-11.0%
Staggered T	0	0	192	7	199	118.7%	6	1.201065	1.502515	120.5515	119.5%
Diamond	0	0	91	10	101	11.0%	3	1.155265	1.4269	61.14181	11.3%
Base	0	0	89	2	91	0.0%	0	1.210085	1.258615	54.92778	0.0%