

Appendix II: Traffic Analysis Worksheets

HCM Summary Table

VISSIM MOE Summary Table

Segment Speeds

#	Intersection	Approach	Movement	Existing Conditions			2025 No Build			2025 Build (Emerson Smoot)			2025 Build (Managed Lane)			2040 No Build			2040 Build (Emerson Smoot)					
				AM (PM)			AM (PM)			AM (PM)			AM (PM)			AM (PM)			AM Only					
				Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	V/C
1	US 29 & Blackburn Rd	Control Type	Overall	42 (23)	D (C)	1.00 (0.91)	69 (33)	E (C)	1.08 (0.99)	69 (33)	E (C)	1.08 (0.99)	50 (29)	D (C)	1.03 (0.94)	103 (57)	F (E)	1.18 (1.06)						
			Eastbound	left-through	66 (69)	E (E)	0.28 (0.51)	64 (67)	E (E)	0.28 (0.51)	64 (67)	E (E)	0.28 (0.51)	66 (68)	E (E)	0.28 (0.51)	63 (64)	E (E)	0.33 (0.54)					
			Eastbound	right	62 (60)	E (E)	0.02 (0.02)	60 (58)	E (E)	0.02 (0.02)	60 (58)	E (E)	0.02 (0.00)	62 (59)	E (E)	0.02 (0.00)	58 (55)	E (D)	0.03 (0.03)					
			Westbound	left-through	86 (105)	F (F)	0.77 (0.87)	86 (110)	F (F)	0.79 (0.91)	86 (110)	F (F)	0.79 (0.91)	86 (107)	F (F)	0.77 (0.98)	91 (114)	F (F)	0.84 (0.94)					
			Westbound	right	66 (65)	E (E)	0.38 (0.33)	66 (63)	E (E)	0.38 (0.33)	66 (63)	E (E)	0.38 (0.33)	67 (64)	E (E)	0.38 (0.33)	64 (60)	E (E)	0.38 (0.31)					
			Northbound	through	21 (21)	C (C)	0.70 (0.92)	27 (38)	C (D)	0.76 (1.01)	27 (38)	C (D)	0.76 (1.01)	19 (32)	B (C)	0.72 (0.95)	34 (76)	C (E)	0.84 (1.10)					
2	US 29 & Greencastle Rd	Control Type	Overall	116 (120)	F (F)	1.17 (1.06)	163 (172)	F (F)	1.26 (1.17)	163 (172)	F (F)	1.26 (1.17)	84 (123)	F (F)	1.17 (1.09)	216 (217)	F (F)	1.36 (1.24)						
			Eastbound	left-through	74 (85)	E (F)	0.29 (0.56)	73 (86)	E (F)	0.29 (0.58)	73 (86)	E (F)	0.29 (0.58)	82 (89)	F (F)	0.40 (0.61)	71 (84)	E (F)	0.28 (0.58)					
			Eastbound	right	87 (86)	F (F)	0.68 (0.62)	87 (86)	F (F)	0.69 (0.64)	87 (86)	F (F)	0.69 (0.64)	85 (81)	F (D)	0.55 (0.51)	86 (86)	F (F)	0.71 (0.66)					
			Westbound	left-through	78 (63)	E (E)	0.75 (0.40)	84 (63)	F (E)	0.81 (0.44)	84 (63)	F (E)	0.81 (0.44)	171 (76)	F (E)	1.08 (0.55)	85 (62)	F (E)	0.82 (0.45)					
			Westbound	right	59 (61)	E (E)	0.29 (0.26)	58 (61)	E (E)	0.30 (0.27)	58 (61)	E (E)	0.30 (0.27)	73 (69)	E (E)	0.46 (0.35)	57 (60)	E (E)	0.30 (0.27)					
			Northbound	left-through	56 (58)	E (E)	0.07 (0.08)	55 (58)	D (E)	0.08 (0.09)	55 (58)	D (E)	0.08 (0.09)	71 (67)	E (E)	0.31 (0.18)	53 (57)	D (E)	0.08 (0.09)					
3	US 29 & Fairland Rd	Control Type	Overall	51 (33)	D (C)	0.91 (0.88)	60 (38)	E (D)	0.98 (0.95)	60 (38)	E (D)	0.98 (0.95)	55 (34)	E (C)	0.94 (0.91)	78 (48)	E (D)	1.07 (1.01)						
			Eastbound	left-through	174 (85)	F (F)	1.10 (0.78)	206 (88)	F (F)	1.19 (0.81)	206 (88)	F (F)	1.19 (0.81)	185 (86)	F (F)	1.13 (0.80)	231 (88)	F (F)	1.26 (0.82)					
			Eastbound	right	156 (78)	F (E)	1.10 (0.77)	188 (79)	F (E)	1.19 (0.80)	188 (79)	F (E)	1.19 (0.80)	167 (78)	F (E)	1.13 (0.79)	216 (80)	F (E)	1.26 (0.83)					
			Westbound	left-through	95 (85)	F (F)	0.71 (0.54)	99 (87)	F (F)	0.75 (0.58)	99 (87)	F (F)	0.75 (0.58)	96 (86)	F (F)	0.72 (0.55)	107 (86)	F (F)	0.81 (0.58)					
			Westbound	right	88 (84)	F (F)	0.27 (0.07)	79 (77)	E (E)	0.35 (0.08)	90 (84)	F (F)	0.35 (0.08)	88 (84)	F (F)	0.27 (0.59)	95 (85)	F (F)	0.81 (0.64)					
			Northbound	through	77 (107)	E (E)	0.37 (0.68)	79 (106)	E (E)	0.38 (0.72)	79 (106)	E (E)	0.38 (0.72)	73 (106)	E (E)	0.38 (0.68)	92 (108)	F (F)	0.41 (0.78)					
4	US 29 & Musgrove Rd	Control Type	Overall	26 (23)	C (C)	0.85 (0.80)	37 (27)	D (C)	0.92 (0.87)	37 (27)	D (C)	0.92 (0.87)	27 (27)	C (C)	0.88 (0.82)	70 (32)	E (C)	1.10 (0.92)						
			Eastbound	left-through	72 (93)	E (F)	0.16 (0.67)	71 (94)	E (F)	0.17 (0.68)	71 (94)	E (F)	0.17 (0.68)	72 (93)	E (F)	0.16 (0.67)	70 (94)	E (F)	0.15 (0.70)					
			Eastbound	right	71 (77)	E (E)	0.07 (0.21)	70 (76)	E (E)	0.08 (0.22)	70 (76)	E (E)	0.08 (0.22)	71 (77)	E (E)	0.08 (0.21)	69 (76)	E (E)	0.07 (0.23)					
			Westbound	left-through	95 (86)	F (F)	0.74 (0.58)	94 (86)	F (F)	0.75 (0.60)	94 (86)	F (F)	0.75 (0.60)	94 (86)	F (F)	0.75 (0.58)	95 (84)	F (F)	0.77 (0.57)					
			Westbound	right	75 (76)	E (E)	0.42 (0.08)	75 (75)	E (E)	0.43 (0.09)	75 (75)	E (E)	0.43 (0.09)	75 (75)	E (E)	0.42 (0.08)	74 (74)	E (E)	0.43 (0.08)					
			Northbound	left-through	62 (66)	E (E)	0.15 (0.15)	66 (66)	E (E)	0.16 (0.16)	66 (66)	E (E)	0.16 (0.16)	53 (71)	D (E)	0.15 (0.15)	86 (67)	F (E)	0.16 (0.16)					
5	US 29 & Tech Rd	Control Type	Overall	82 (113)	F (F)	1.04 (1.13)	107 (156)	F (F)	1.13 (1.23)	107 (153)	F (F)	1.13 (1.23)	47 (54)	D (D)	0.89 (0.95)	225 (230)	F (F)	1.39 (1.45)						
			Eastbound	left-through	72 (79)	E (E)	0.11 (0.13)	73 (79)	E (E)	0.12 (0.14)	73 (79)	E (E)	0.12 (0.14)	73 (79)	E (E)	0.12 (0.14)	73 (79)	E (E)	0.12 (0.14)					
			Eastbound	right	154 (167)	F (F)	1.04 (1.02)	180 (193)	F (F)	1.12 (1.10)	180 (193)	F (F)	1.12 (1.10)	95 (93)	F (F)	0.84 (0.72)	>300 (>300)	F (F)	>1.50 (>1.50)					
			Westbound	left-through	61 (54)	E (D)	0.07 (0.07)	61 (54)	E (D)	0.07 (0.09)	61 (54)	E (D)	0.07 (0.09)	61 (54)	E (D)	0.07 (0.09)	63 (55)	E (D)	0.26 (0.13)					
			Westbound	right	88 (80)	F (F)	0.69 (0.81)	88 (81)	F (F)	0.70 (0.83)	88 (81)	F (F)	0.70 (0.83)	87 (79)	F (E)	0.65 (0.74)	83 (137)	F (F)	0.78 (1.09)					
			Northbound	through	71 (55)	E (E)	0.62 (0.44)	71 (57)	E (E)	0.67 (0.48)	70 (50)	E (D)	0.67 (0.48)	71 (52)	C (D)	0.64 (0.46)	84 (60)	F (E)	0.78 (0.56)					
6	US 29 & Industrial Parkway	Control Type	Overall	14 (27)	B (C)	0.79 (0.92)	17 (43)	B (D)	0.85 (0.99)	18 (42)	B (D)	0.91 (1.06)	12 (19)	B (B)	0.66 (0.82)	35 (106)	C (F)	0.92 (1.19)						
			Westbound	left-through	83 (79)	F (E)	0.63 (0.68)	82 (79)	F (E)	0.65 (0.69)	82 (79)	D (E)	0.65 (0.69)	83 (79)	F (E)	0.64 (0.69)	78 (73)	E (E)	0.74 (0.77)					
			Westbound	right	62 (64)	E (E)	0.21 (0.41)	60 (62)	E (E)	0.23 (0.42)	56 (57)	E (E)	0.05 (0.14)	61 (62)	E (E)	0.22 (0.35)	38 (53)	D (D)	0.32 (0.61)					
			Northbound	left-through	15 (38)	B (D)	0.59 (0.98)	17 (68)	B (E)	0.64 (1.07)	18 (68)	B (E)	0.65 (1.07)	16 (22)	B (C)	0.61 (0.80)	54 (201)	D (F)	0.95 (1.35)					
			Northbound	right	3 (2)	A (A)	0.07 (0.13)	3 (2)	A (A)	0.08 (0.14)	3 (2)	A (A)	0.08 (0.14)	3 (3)	A (A)	0.07 (0.24)	10 (5)	A (A)	0.16 (0.26)					
			Southbound	left-through	113 (104)	F (F)	0.59 (0.47)	113 (103)	F (F)	0.61 (0.49)	95 (100)	F (F)	0.55 (0.49)	112 (102)	F (F)	0.60 (0.48)	84 (187)	F (F)	0.78 (1.17)					
7	US 29 & Stewart Lane Slip Ramp	Control Type	Overall	12 (15)	B (B)	0.76 (0.93)	14 (20)	B (B)	0.83 (1.00)	27 (22)	C (C)	1.01 (1.00)	13 (15)	B (B)	0.79 (0.80)	47 (54)	D (D)	1.03 (1.21)						
			Westbound	left-through	58 (51)	E (D)	0.16 (0.11)	59 (51)	E (D)	0.17 (0.11)	60 (52)	E (D)	0.17 (0.11)	58 (47)	E (D)	0.17 (0.11)	60 (53)	E (D)	0.34 (0.24)					
			Westbound	right	107 (95)	F (F)	0.93 (0.94)	139 (112)	F (F)	1.04 (1.00)	141 (112)	F (F)	1.04 (1.00)	117 (96)	F (F)	0.96 (0.95)	>300 (>300)	F (F)	>1.50 (>1.50)					
			Northbound	left-through	4 (10)	A (A)	0.55 (0.92)	4 (18)	A (B)	0.59 (1.00)	4 (17)	A (B)	0.59 (1.00)	4 (10)	A (A)	0.56 (0.76)	4 (29)	A (C)	0.61 (1.03)					
			Northbound	right	0 (0)	A (A)	0.77 (0.63)	9 (6)	A (A)	0.84 (0.68)	12 (5)	B (A)	0.84 (0.68)	1 (4)	A (A)	0.63 (0.65)	15 (14)	B (B)	0.91 (0.84)					
			Southbound	left-through	10 (11)	A (B)	0.74 (0.61)	12 (12)	B (B)	0.80 (0.66)	32 (18)	C (B)	1.00 (0.83)	11 (12)	B (B)	0.76 (0.63)	13 (15)	B (B)	0.84 (0.77)					
8	US 29 & Milestone Drive/Stewart Lane	Control Type	Overall	9 (41)	A (D)	0.77 (0.97)	11 (64)	B (E)	0.83 (1.06)	17 (75)	B (E)	1.03 (1.08)	9 (18)	A (B)	0.78 (0.80)	19 (97)	B (F)	1.11 (1.21)						
			Eastbound	left-through	67 (74)	E (E)	0.33 (0.53)	68 (75)	E (E)	0.37 (0.56)	68 (75)	E (E)	0.37 (0.56)	67 (74)	E (E)	0.34 (0.55)	75 (80)	E (E)	0.57 (0.64)					
			Eastbound	right	64 (70)	E (E)	0.11 (0.44)	64 (70)	E (E)	0.12 (0.48)	64 (70)	E (E)	0.12 (0.48)	64 (70)	E (E)	0.11 (0.45)	65 (81)	E (F)	0.16 (0.57)					
			Westbound	left-through	124 (75)	F (E)	0.89 (0.55)	144 (77)	F (E)	0.96 (0.59)	144 (77)	F (E)	0.96 (0.59)	132 (75)	F (E)	0.92 (0.55)	222 (90)	F (F)	1.20 (0.70)					
			Westbound	right	63 (65)	E (E)	0.01 (0.01)	63 (65)	E (E)	0.01 (0.01)	63 (65)	E (E)	0.01 (0.01)	63 (65)	E (E)	0.01 (0.01)	63 (64)	E (E)	0.02 (0.02)					
			Northbound	left-through	10 (17)	A (B)	0.08 (0.31)	12 (22)	B (C)	0.10 (0.36)	88 (73)	F (E)	0.38 (0.44)	10 (8)	B (A)	0.10 (0.33)	14 (35)	B (C)	0.15 (0.51)					
9	US 29 & Oak Leaf Dr	Control Type	Overall	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)						
			Eastbound	left-through	31 (19)	D (C)	0.23 (0.17)	37 (21)	E (C)	0.30 (0.20)	81 (84)	F (F)	0.03 (0.04)	32 (18)	D (C)	0.25 (0.17)	41 (24)	E (C)	0.33 (0.24)					
			Westbound	left-through	10 (34)	B (D)	0.12 (0.26)	11 (33)	B (D)	0.13 (0.27)	85 >100	F (F)	0.37 (0.03)	11 (35)	B (D)	0.12 (0.27)	11 (33)	B (D)	0.13 (0.28)					
			Westbound	right	0 (0)	A (A)	0.00 (0.18)	0 (32)	A (D)	0.00 (0.23)	0 (84)	A (F)	0.00 (0.01)	0 (0)	A (D)	0.00 (0.20)	0 (46)	A (E)	0.00 (0.31)					
			Northbound	left-through	0 (0)	A (A)	0.46 (0.80)	0 (0)	A (A)	0.50 (0.87)	2 (5)	A (A)	0.50 (0.88)	0 (0)	A (A)	0.47 (0.83)	0 (0)	A (A)	0.52 (0.89)					
			Southbound	left-through	0																			

#	Intersection	Approach	Movement	Existing Conditions			2025 No Build			2025 Build (Emerson Smoot)			2025 Build (Managed Lane)			2040 No Build			2040 Build (Emerson Smoot)					
				AM (PM)			AM (PM)			AM (PM)			AM (PM)			AM (PM)			AM Only					
				Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	V/C
22	US 29 & Hastings Dr	Control Type	Overall	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)	11 (66)	B (E)	0.85 (1.07)	- (-)	- (-)	- (-)	9 (74)	A (E)	0.89 (1.13)	16	B	0.91			
			Eastbound	left-right	>100 (14)	F (B)	>1.50 (0.04)	>300 (14)	F (B)	>1.50 (0.04)	67 (61)	E (E)	0.02 (0.01)	>100 (14)	F (B)	>1.50 (0.04)	66 (60)	E (E)	0.01 (0.01)	66	E	0.01		
			Westbound	left-through	>100 (>100)	F (F)	>1.50 (>1.50)	>300 (>300)	F (F)	>1.50 (>1.50)	69 (62)	E (E)	0.15 (0.05)	>100 (>100)	F (F)	>1.50 (>1.50)	68 (61)	E (E)	0.13 (0.03)	68	E	0.13		
			Westbound	right	16 (93)	C (F)	0.25 (0.86)	17 (115)	C (F)	0.27 (0.94)	68 (71)	E (E)	0.10 (0.59)	17 (>100)	C (F)	0.27 (0.94)	69 (71)	E (E)	0.25 (0.61)	68	E	0.20		
			Northbound	left	46 (17)	E (C)	0.05 (0.02)	51 (18)	F (C)	0.07 (0.02)	100 (80)	F (E)	0.38 (0.38)	51 (18)	F (C)	0.07 (0.02)	10 (2)	B (A)	0.23 (0.12)	91	F	0.31		
			Northbound	through-right	0 (0)	A (A)	0.41 (0.84)	0 (0)	A (A)	0.42 (0.87)	2 (97)	A (F)	0.54 (1.20)	0 (0)	A (A)	0.42 (0.87)	2 (112)	A (F)	0.57 (1.23)	2	A	0.59		
			Southbound	left	18 (>100)	C (F)	0.20 (1.22)	19 (>300)	C (F)	0.22 (1.38)	72 (71)	E (E)	0.56 (0.56)	19 (>100)	C (F)	0.22 (1.38)	8 (55)	A (D)	0.43 (0.56)	72	E	0.56		
Southbound	through-right	0 (0)	A (A)	0.75 (0.44)	0 (0)	A (A)	0.77 (0.45)	12 (7)	B (A)	0.89 (0.55)	0 (0)	A (A)	0.77 (0.45)	10 (5)	B (A)	0.90 (0.58)	21	C	0.96					
23	US 29 & Franklin Ave	Control Type	Overall	17 (47)	B (D)	0.83 (1.00)	17 (80)	B (F)	0.90 (1.09)	21 (88)	C (F)	0.90 (1.12)	18 (60)	B (E)	0.86 (1.04)	19 (108)	B (F)	0.95 (1.16)	24	C	0.95			
			Westbound	left-right	74 (69)	E (E)	0.88 (0.67)	80 (68)	F (E)	0.92 (0.70)	63 (68)	E (E)	0.80 (0.71)	76 (69)	E (E)	0.89 (0.68)	87 (69)	F (E)	0.96 (0.72)	62	E	0.81		
			Westbound	through-right	3 (64)	A (E)	0.52 (1.10)	3 (118)	A (F)	0.56 (1.22)	9 (129)	A (F)	0.61 (1.25)	5 (84)	A (F)	0.53 (1.15)	4 (165)	A (F)	0.63 (1.33)	10	A	0.69		
			Northbound	left	9 (69)	A (E)	0.31 (0.77)	11 (67)	B (E)	0.37 (0.78)	65 (85)	F (E)	0.60 (0.87)	10 (69)	A (E)	0.33 (0.77)	19 (67)	B (E)	0.43 (0.79)	59	E	0.57		
			Northbound	through	14 (5)	B (A)	0.78 (0.40)	13 (5)	B (A)	0.85 (0.43)	20 (5)	B (A)	0.89 (0.43)	15 (5)	B (A)	0.81 (0.41)	15 (6)	B (A)	0.91 (0.48)	25	C	0.95		
			Southbound	left	9 (69)	A (E)	0.31 (0.77)	11 (67)	B (E)	0.37 (0.78)	65 (85)	F (E)	0.60 (0.87)	10 (69)	A (E)	0.33 (0.77)	19 (67)	B (E)	0.43 (0.79)	59	E	0.57		
			Southbound	through	14 (5)	B (A)	0.78 (0.40)	13 (5)	B (A)	0.85 (0.43)	20 (5)	B (A)	0.89 (0.43)	15 (5)	B (A)	0.81 (0.41)	15 (6)	B (A)	0.91 (0.48)	25	C	0.95		
24	US 29 & Sligo Creek Parkway & St. Andrews Way	Control Type	Overall	123 (162)	F (F)	1.24 (>1.50)	152 (196)	F (F)	1.34 (>1.50)	151 (197)	F (F)	1.34 (>1.50)	87 (162)	F (F)	1.17 1.31	176 (228)	F (F)	1.41 (>1.50)	175	F	1.41			
			Eastbound	left	258 (>300)	F (F)	1.23 (>1.50)	292 (>300)	F (F)	1.32 (>1.50)	292 (>300)	F (F)	1.32 (>1.50)	54 (68.1)	D (E)	0.39 (0.67)	289 (>300)	F (F)	1.31 (>1.50)	289	F	1.31		
			Eastbound	through	66 (61)	E (E)	0.72 (0.71)	71 (65)	E (E)	0.78 (0.77)	71 (65)	E (E)	0.78 (0.77)	61 (66)	E (E)	0.68 (0.77)	74 (68)	E (E)	0.82 (0.81)	74	E	0.82		
			Eastbound	right	62 (46)	E (D)	0.64 (0.06)	66 (46)	E (D)	0.72 (0.06)	66 (46)	E (D)	0.72 (0.06)	54 (47)	D (D)	0.44 (0.06)	68 (46)	E (D)	0.74 (0.06)	68	E	0.74		
			Westbound	left	56 (48)	E (D)	0.33 (0.13)	59 (48)	E (D)	0.41 (0.16)	59 (48)	E (D)	0.41 (0.16)	53 (49)	D (D)	0.30 (0.15)	62 (49)	E (D)	0.48 (0.16)	62	E	0.48		
			Westbound	through-right	125 (128)	F (F)	1.05 (1.08)	154 (160)	F (F)	1.14 (1.17)	154 (160)	F (F)	1.14 (1.17)	54 (55)	D (D)	0.50 (0.58)	198 (204)	F (F)	1.25 (1.28)	198	F	1.25		
			Northbound	left	99 (102)	F (F)	0.81 (1.04)	115 (167)	F (F)	0.87 (1.20)	115 (167)	F (F)	0.87 (1.20)	98 (102)	F (F)	0.85 (1.04)	162 (239)	F (F)	1.04 (1.36)	162	F	1.04		
			Northbound	through-right	25 (247)	C (F)	0.64 (1.50)	29 (>300)	C (F)	0.70 (>1.50)	29 (>300)	C (F)	0.70 (>1.50)	27 (266.9)	C (F)	0.64 (>1.50)	34 (>300)	C (F)	0.77 (>1.50)	34	C	0.77		
			Southbound	left	28 (74)	C (E)	0.60 (0.85)	38 (88)	D (F)	0.70 (0.92)	39 (89)	D (F)	0.70 (0.92)	31 (71)	C (E)	0.62 (0.82)	65 (102)	E (F)	0.81 (0.96)	68	E	0.81		
			Southbound	through-right	179 (31)	F (C)	1.33 (0.73)	225 (31)	F (C)	1.44 (0.79)	224 (33)	F (C)	1.44 (0.79)	125 (32)	F (C)	1.23 (0.72)	263 (34)	F (C)	>1.50 (0.87)	261	F	>1.50		
25	US 29 & Church Entrance	Control Type	Overall	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)	-	-	-			
			Eastbound	left-right	13 (10)	B (A)	0.05 (0.01)	13 (10)	B (A)	0.05 (0.02)	13 (10)	B (A)	0.05 (0.02)	14 (10)	B (A)	0.05 (0.01)	13 (10)	B (B)	0.05 (0.02)	13	B	0.05		
			Northbound	left-through	7 (0)	A (A)	0.63 (0.61)	32 (0)	D (A)	0.68 (0.66)	32 (0)	F (A)	0.68 (0.66)	10 (0)	D (A)	0.65 (0.63)	86 (0)	F (A)	0.75 (0.71)	86	F	0.75		
			Southbound	through-right	0 (0)	A (A)	0.88 (0.40)	0 (0)	A (A)	0.95 (0.44)	0 (0)	A (A)	0.95 (0.44)	0 (0)	A (A)	0.90 (0.41)	0 (0)	A (A)	1.00 (0.48)	0	A	1.00		
			Westbound	left	50 (86)	D (E)	0.66 (0.93)	54 (107)	D (F)	0.71 (1.01)	54 (107)	D (F)	0.71 (1.01)	51 (93)	D (E)	0.68 (0.96)	55 (112)	D (F)	0.73 (1.03)	55	D	0.73		
			Westbound	through	49 (52)	D (D)	0.33 (0.46)	50 (52)	D (D)	0.34 (0.49)	50 (52)	D (D)	0.34 (0.49)	50 (52)	D (D)	0.33 (0.47)	49 (52)	D (D)	0.33 (0.49)	49	D	0.33		
			Westbound	right	65 (64)	E (E)	0.69 (0.59)	65 (64)	E (E)	0.71 (0.61)	65 (64)	E (E)	0.71 (0.61)	65 (64)	E (E)	0.70 (0.60)	65 (64)	E (E)	0.71 (0.61)	65	E	0.71		
26	US 29 & MD 391 (Dale Dr)	Control Type	Overall	117 (159)	F (F)	1.21 (1.22)	158 (201)	F (F)	1.32 (1.33)	158 (201)	F (F)	1.32 (1.33)	135 (176)	F (F)	1.25 (1.26)	179 (247)	F (F)	1.38 (1.44)	179	F	1.38			
			Eastbound	left	51 (52)	D (D)	0.33 (0.46)	50 (52)	D (D)	0.34 (0.49)	50 (52)	D (D)	0.34 (0.49)	50 (52)	D (D)	0.33 (0.47)	49 (52)	D (D)	0.33 (0.49)	49	D	0.33		
			Eastbound	through	49 (53)	D (D)	0.08 (0.08)	48 (52)	D (D)	0.09 (0.09)	48 (52)	D (D)	0.09 (0.09)	48 (52)	D (D)	0.08 (0.08)	47 (52)	D (D)	0.08 (0.08)	47	D	0.08		
			Westbound	left	65 (64)	E (E)	0.69 (0.59)	65 (64)	E (E)	0.71 (0.61)	65 (64)	E (E)	0.71 (0.61)	65 (64)	E (E)	0.70 (0.60)	65 (64)	E (E)	0.71 (0.61)	65	E	0.71		
			Westbound	right	65 (62)	E (F)	0.75 (1.01)	68 (118)	E (F)	0.81 (1.10)	68 (118)	E (F)	0.81 (1.10)	66 (101)	E (F)	0.77 (1.04)	70 (148)	E (F)	0.83 (1.18)	70	E	0.83		
			Northbound	left-through-right	25 (167)	C (F)	0.62 (1.26)	28 (214)	C (F)	0.69 (1.37)	28 (214)	C (F)	0.69 (1.37)	26 (185)	C (F)	0.64 (1.30)	33 (264)	C (F)	>1.50 (1.49)	33	C	>1.50		
			Southbound	left-through-right	159 (202)	F (F)	>1.50 (1.24)	220 (251)	F (F)	>1.50 (1.36)	220 (251)	F (F)	>1.50 (1.36)	186 (221)	F (F)	>1.50 (1.28)	252 (>300)	F (F)	>1.50 (1.49)	252	F	>1.50		
28	US 29 & S Noyes Dr/Private Dr	Control Type	Overall	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)	-	-	-			
			Eastbound	left-right	16 (15)	C (C)	0.01 (0.03)	17 (16)	C (C)	0.02 (0.04)	17 (16)	C (C)	0.02 (0.04)	16 (16)	C (C)	0.02 (0.03)	18 (18)	C (C)	0.02 (0.04)	18	C	0.02		
			Westbound	left-through	76 (10)	F (B)	0.24 (0.02)	>100 (10)	F (B)	0.37 (0.02)	>100 (10)	F (B)	0.37 (0.02)	86 (10)	F (B)	0.28 (0.01)	>100 (11)	F (B)	0.53 (0.02)	>100	F	0.53		
			Northbound	left-through-right	3 (1)	A (A)	0.35 (0.56)	6 (1)	A (A)	0.38 (0.60)	6 (1)	A (A)	0.38 (0.60)	2 (1)	A (A)	0.36 (0.58)	7 (2)	A (A)	0.42 (0.65)	7	A	0.42		
			Southbound	left-through-right	1 (2)	A (A)	0.58 (0.43)	1 (3)	A (A)	0.63 (0.46)	1 (3)	A (A)	0.63 (0.46)	0 (2)	A (A)	0.60 (0.41)	1 (4)	A (A)	0.66 (0.51)	1	A	0.66		
			Westbound	right	40 (41)	D (D)	0.25 (0.31)	41 (42)	D (D)	0.27 (0.34)	41 (42)	D (D)	0.27 (0.34)	41 (42)	D (D)	0.26 (0.32)	41 (42)	D (D)	0.28 (0.35)	41	D	0.28		
			Westbound	through	36 (48)	D (D)	0.33 (0.58)	37 (50)	D (D)	0.35 (0.63)	37 (50)	D (D)	0.35 (0.63)	36 (48)	D (D)	0.34 (0.60)	37 (50)	D (D)	0.36 (0.65)	37	D	0.36		
30	US 29 & Fenton St	Control Type	Overall	14 (45)	B (D)	0.81 (1.10)	18 (71)	B (E)	0.90 (1.23)	18 (71)	B (E)	0.90 (1.23)	16 (55)	B (D)	0.84 (1.15)	24 (99)	C (F)	0.97 (1.36)	24	C	0.97			
			Eastbound	left	49 (92)	D (F)	0.34 (0.90)	51 (123)	D (F)	0.39 (1.02)	51 (123)	D (F)	0.39 (1.02)	49 (102)	D (F)	0.35 (0.95)	52 (125)	D (F)	0.43 (1.03)	52	D	0.43		
			Eastbound	right	44 (45)	D (D)	0.06 (0.09)	44 (45)	D (D)	0.07 (0.10)	44 (45)	D (D)	0.07 (0.10)	44 (45)	D (D)	0.07 (0.10)	44 (45)	D (D)	0.06 (0.09)	44	D	0.06		
			Westbound	left	69 (84)	E (F)	0.78 (0.85)	78 (115)	E (F)	0.86 (0.98)	78 (115)	E (F)	0.86 (0.98)	71 (92)	E (F)	0.80 (0.89)	80 (119)	E (F)	0.86 (1.00)	80	E	0.86		
			Westbound	right	49 (51)	D (D)	0.31 (0.39)	49 (52)	D (D)	0.33 (0.42)	49 (52)	D (D)	0.33 (0.42)	49 (51)	D (D)	0.31 (0.40)	50 (54)	D (D)	0.37 (0.47)	50	D	0.37		
			Northbound	left-through-right	20 (8)	B (A)	0.82 (0.68)	26 (8)	C (A)	0.91 (0.74)	26 (8)	C (A)												

AM Peak Hour										
Person Throughput										
Location	Existing Conditions	2025 No Build	2025 Build (Managed Lane) ¹	Percent Difference	2025 No Build	2025 Build (Emerson Smoot)	Percent Difference	2040 No Build	2040 Build (Emerson Smoot)	Percent Difference
Southbound										
South of Blackburn	4500	4600	5100	11%	4600	4575	-1%	4150	4825	16%
South of Musgrove	4375	4025	5050	25%	4025	4175	4%	3975	4825	21%
South of Industrial	4175	3850	4575	19%	3850	3850	0%	4175	4325	4%
South of Lockwood	4725	4800	5325	11%	4800	4825	1%	4975	5000	1%
South of MD 193	5050	5125	5325	4%	5125	5175	1%	5275	5000	-5%
South of Hastings	3925	4125	4275	4%	4125	4150	1%	4125	4100	-1%
South of Dale Dr	4100	4250	4550	7%	4250	4350	2%	4225	4400	4%
Northbound										
South of Blackburn	2875	3175	3225	2%	3175	3175	0%	3225	3075	-5%
South of Musgrove	2150	2550	2575	1%	2550	2550	0%	2600	2475	-5%
South of Industrial	2475	2850	2925	3%	2850	2875	1%	3000	2825	-6%
South of Lockwood	2625	2975	3025	2%	2975	3025	2%	3225	2925	-9%
South of MD 193	2200	2525	2650	5%	2525	2525	0%	2750	2550	-7%
South of Hastings	2200	2550	2700	6%	2550	2575	1%	2775	2600	-6%
South of Dale Dr	1750	2100	2125	1%	2100	2075	-1%	2250	2100	-7%
Network Performance										
Measures of Effectiveness	Existing Conditions	2025 No Build	2025 Build (Managed Lane) ¹	Percent Difference	2025 No Build	2025 Build (Emerson Smoot)	Percent Difference	2040 No Build	2040 Build (Emerson Smoot)	Percent Difference
Average Delay (min/veh)	3.5	4.9	4.1	-16%	4.9	4.7	-4%	6.4	4.1	-35%
Travel Time Total (hrs)	8700	10700	9500	-11%	10700	10500	-2%	13000	9500	-27%
Network Delay (hrs)	4200	6200	5000	-19%	6200	6000	-3%	8500	5000	-41%
Latent Delay (hrs)	2200	4300	3000	-30%	4300	4000	-7%	6100	2600	-57%
Total Delay (hrs)	6400	10500	8000	-24%	10500	10000	-5%	14600	7600	-48%
Latent Demand (vehs)	3050	6150	4050	-34%	6150	5700	-7%	10500	4050	-61%

¹The Existing/No-Build HOV 2+ mode share is 15%, and the Managed Lane scenario assumes a 10% mode shift from SOV to HOV 2+ for a total of 25%.

- Average Delay (mins/veh): The network delay divided by the total number of vehicles that have entered the network
- Travel Time Total (hrs): The total amount of time spent by vehicles within the network
- Network Delay (hrs): The difference between the time vehicles would spend in the network at their desired speeds and the actual time spent in the network
- Latent Delay (hrs): The total amount of spent by vehicles waiting to get into the network
- Total Delay (hrs): Network delay plus latent delay
- Latent Demand (vehs): The number of vehicles waiting to enter the network at the end of the simulation period

Green shading indicates a metric which improved by 10% or more when compared to the respective No-Build scenario

Red shading indicates a metric which degraded by 10% or more when compared to the respective No-Build scenario

PM Peak Hour										
Person Throughput										
Location	Existing Conditions	2025 No Build	2025 Build (Managed Lane) ¹	Percent Difference	2025 No Build	2025 Build (Emerson Smoot)	Percent Difference	2040 No Build	2040 Build (Emerson Smoot)	Percent Difference
Southbound										
South of Blackburn	3100	3500	3625	4%	3500	3500	0%	3900	Not Evaluated Based Upon Poor Performance During AM Peak Hour	n/a
South of Musgrove	2375	2800	2925	4%	2800	2800	0%	3175		
South of Industrial	2950	3400	3475	2%	3400	3400	0%	3500		
South of Lockwood	3125	3525	3700	5%	3525	3250	-8%	3325		
South of MD 193	2850	2800	3325	19%	2800	2625	-6%	2650		
South of Hastings	2350	2450	2750	12%	2450	2125	-13%	2225		
South of Dale Dr	2075	2275	2425	7%	2275	1925	-15%	2075		
Northbound										
South of Blackburn	3725	3750	4275	14%	3750	3750	0%	3850	Not Evaluated Based Upon Poor Performance During AM Peak Hour	n/a
South of Musgrove	4075	4375	4850	11%	4375	4200	-4%	4300		
South of Industrial	4125	4225	4750	12%	4225	3975	-6%	4275		
South of Lockwood	4675	4675	5350	14%	4675	4075	-13%	4800		
South of MD 193	4325	4475	4900	9%	4475	3775	-16%	4525		
South of Hastings	4325	4550	4875	7%	4550	4050	-11%	4525		
South of Dale Dr	3825	3975	4200	6%	3975	3525	-11%	4050		
Network Performance										
Measures of Effectiveness	Existing Conditions	2025 No Build	2025 Build (Managed Lane) ¹	Percent Difference	2025 No Build	2025 Build (Emerson Smoot)	Percent Difference	2040 No Build	2040 Build (Emerson Smoot)	Percent Difference
Average Delay (min/veh)	2.6	4.5	2.4	-45%	4.5	5.6	25%	5.7	Not Evaluated Based Upon Poor Performance During AM Peak Hour	n/a
Travel Time Total (hrs)	7900	10700	7800	-27%	10700	11400	7%	12500		
Network Delay (hrs)	3300	5900	3100	-47%	5900	7000	19%	7800		
Latent Delay (hrs)	100	800	300	-63%	800	3800	375%	6100		
Total Delay (hrs)	3400	6700	3400	-49%	6700	10800	61%	13900		
Latent Demand (vehs)	100	2050	400	-80%	2050	8100	295%	10950		

¹The Existing/No-Build HOV 2+ mode share is 15%, and the Managed Lane scenario assumes a 10% mode shift from SOV to HOV 2+ for a total of 25%.

- Average Delay (mins/veh): The network delay divided by the total number of vehicles that have entered the network
- Travel Time Total (hrs): The total amount of time spent by vehicles within the network
- Network Delay (hrs): The difference between the time vehicles would spend in the network at their desired speeds and the actual time spent in the network
- Latent Delay (hrs): The total amount of spent by vehicles waiting to get into the network
- Total Delay (hrs): Network delay plus latent delay
- Latent Demand (vehs): The number of vehicles waiting to enter the network at the end of the simulation period

Green shading indicates a metric which improved by 10% or more when compared to the respective No-Build scenario

Red shading indicates a metric which degraded by 10% or more when compared to the respective No-Build scenario

Auto - US 29

Arterial Level of Service

Arterial LOS - 2025 No Build												
#	Segment Limits		Speed Limit		Auto							
					AM Peak				PM Peak			
	North	South	SB	NB	Southbound		Northbound		Southbound		Northbound	
					Speed	LOS	Speed	LOS	Speed	LOS	Speed	LOS
1	Blackburn	Greencastle	55	55	17	E	38	B	30	C	53	A
2	Greencastle	Fairland	55	55	35	B	44	A	42	A	14	F
3	Fairland	Musgrove	55	55	12	F	30	C	22	D	34	C
4	Musgrove	Tech	50	50	6	F	40	A	28	C	47	A
5	Tech	Industrial	50	50	12	F	12	F	44	A	10	F
6	Industrial	Stewart Slip	50	50	8	F	43	A	46	A	22	D
7	Stewart Slip	Stewart	50	45	5	F	33	C	27	C	41	A
8	Stewart	Prelude	45	45	6	F	40	A	41	A	31	C
9	Prelude	Burnt Mills Ave	45	45	7	F	37	B	32	B	39	A
10	Burnt Mills Ave	Lockwood	45	45	7	F	29	C	25	C	42	A
11	Lockwood	Burnt Mills SC	45	45	10	F	38	A	25	C	39	A
12	Burnt Mills SC	Southwood	45	45	10	F	38	A	18	E	12	F
13	Southwood	MD 193 WB	45	45	12	F	36	B	9	F	11	F
14	MD 193 WB	MD 193 EB	45	45	23	D	40	A	6	F	13	F
15	MD 193 EB	Lanark	45	45	18	E	21	D	6	F	12	F
16	Lanark	N. 495 Interchange	45	45	18	E	18	E	6	F	14	E
17	N. 495 Interchange	Franklin	45	40	34	B	37	A	24	C	32	B
18	Franklin	Sligo	45	35	17	E	32	B	5	F	30	B
19	Sligo	Dale	35	35	23	C	12	F	7	F	12	F
20	Dale	Spring	35	35	21	D	16	E	19	D	5	F
21	Spring	Fenton	30	30	23	C	6	F	11	F	11	F
22	Fenton	Georgia	30	30	21	D	16	E	13	E	23	C

Arterial LOS - 2025 Median BRT												
#	Segment Limits		Speed Limit		Auto							
					AM Peak				PM Peak			
	North	South	SB	NB	Southbound		Northbound		Southbound		Northbound	
					Speed	LOS	Speed	LOS	Speed	LOS	Speed	LOS
1	Blackburn	Greencastle	55	55	16	E	37	B	31	C	53	A
2	Greencastle	Fairland	55	55	36	B	43	A	43	A	22	D
3	Fairland	Musgrove	55	55	14	F	30	C	22	D	34	C
4	Musgrove	Tech	50	50	7	F	39	B	28	C	46	A
5	Tech	Industrial	50	50	13	F	12	F	44	A	15	E
6	Industrial	Stewart Slip	50	50	9	F	38	B	45	A	34	B
7	Stewart Slip	Stewart	50	45	7	F	27	C	20	D	29	C
8	Stewart	Prelude	45	45	7	F	31	C	34	B	25	C
9	Prelude	Burnt Mills Ave	45	45	7	F	33	B	35	B	40	A
10	Burnt Mills Ave	Lockwood	45	45	9	F	24	C	20	D	39	A
11	Lockwood	Burnt Mills SC	45	45	11	F	32	B	17	E	22	D
12	Burnt Mills SC	Southwood	45	45	11	F	28	C	14	E	9	F
13	Southwood	MD 193 WB	45	45	11	F	35	B	10	F	9	F
14	MD 193 WB	MD 193 EB	45	45	15	E	36	B	15	E	9	F
15	MD 193 EB	Lanark	45	45	9	F	12	F	14	F	6	F
16	Lanark	N. 495 Interchange	45	45	9	F	21	D	14	F	6	F
17	N. 495 Interchange	Franklin	45	40	30	C	34	B	34	B	8	F
18	Franklin	Sligo	45	35	13	F	24	C	11	F	13	E
19	Sligo	Dale	35	35	22	C	11	F	9	F	9	F
20	Dale	Spring	35	35	21	D	15	E	18	D	4	F
21	Spring	Fenton	30	30	23	C	5	F	10	F	3	F
22	Fenton	Georgia	30	30	21	D	15	E	11	F	4	F

Arterial LOS - 2025 Managed Lane												
#	Segment Limits		Speed Limit		Auto							
					AM Peak				PM Peak			
	North	South	SB	NB	Southbound		Northbound		Southbound		Northbound	
					Speed	LOS	Speed	LOS	Speed	LOS	Speed	LOS
1	Blackburn	Greencastle	55	55	40	B	36	B	40	B	48	A
2	Greencastle	Fairland	55	55	48	A	50	A	40	B	50	A
3	Fairland	Musgrove	55	55	27	C	26	C	21	D	32	C
4	Musgrove	Tech	50	50	21	D	44	A	29	C	44	A
5	Tech	Industrial	50	50	19	E	16	E	45	A	15	E
6	Industrial	Stewart Slip	50	50	10	F	42	A	45	A	39	A
7	Stewart Slip	Stewart	50	45	6	F	32	C	28	C	35	B
8	Stewart	Prelude	45	45	9	F	40	A	41	A	34	B
9	Prelude	Burnt Mills Ave	45	45	11	F	37	B	32	B	35	B
10	Burnt Mills Ave	Lockwood	45	45	13	F	35	B	29	C	36	B
11	Lockwood	Burnt Mills SC	45	45	19	E	35	B	34	B	35	B
12	Burnt Mills SC	Southwood	45	45	14	E	40	A	35	B	37	B
13	Southwood	MD 193 WB	45	45	13	F	36	B	33	B	33	B
14	MD 193 WB	MD 193 EB	45	45	12	F	41	A	35	B	26	C
15	MD 193 EB	Lanark	45	45	7	F	22	D	32	B	13	F
16	Lanark	N. 495 Interchange	45	45	7	F	21	D	19	D	18	E
17	N. 495 Interchange	Franklin	45	40	35	B	37	A	31	C	36	A
18	Franklin	Sligo	45	35	15	E	31	B	5	F	30	B
19	Sligo	Dale	35	35	20	D	12	F	7	F	13	E
20	Dale	Spring	35	35	21	C	17	D	18	D	9	F
21	Spring	Fenton	30	30	23	C	6	F	11	F	13	E
22	Fenton	Georgia	30	30	21	C	17	D	13	E	24	C

BRT - US 29

Arterial Level of Service

Arterial LOS - 2025 No Build													
#	Segment Limits		Speed Limit		Auto	Bus Rapid Transit							
					PM Peak	AM Peak				PM Peak			
	North	South	SB	NB	Northbound	Southbound		Northbound		Southbound		Northbound	
					LOS	Speed	LOS	Speed	LOS	Speed	LOS	Speed	LOS
1	Blackburn	Greencastle	55	55	A	46	A	44	A	23	D	54	A
2	Greencastle	Fairland	55	55	F	26	C	37	B	53	A	19	E
3	Fairland	Musgrove	55	55	C	11	F	36	B	21	D	34	C
4	Musgrove	Tech	50	50	A	14	F	28	C	25	C	31	C
5	Tech	Industrial	50	50	F	8	F	12	F	43	A	13	F
6	Industrial	Stewart Slip	50	50	D	8	F	45	A	47	A	22	D
7	Stewart Slip	Stewart	50	45	A	6	F	41	A	13	F	41	A
8	Stewart	Prelude	45	45	C	6	F	39	A	39	A	32	B
9	Prelude	Burnt Mills Ave	45	45	A	8	F	30	C	37	A	38	A
10	Burnt Mills Ave	Lockwood	45	45	A	7	F	39	A	29	C	34	B
11	Lockwood	Burnt Mills SC	45	45	A	7	F	17	E	18	E	17	E
12	Burnt Mills SC	Southwood	45	45	F	8	F	38	A	18	E	11	F
13	Southwood	MD 193 WB	45	45	F	6	F	32	B	7	F	11	F
14	MD 193 WB	MD 193 EB	45	45	F	34	B	38	A	3	F	25	C
15	MD 193 EB	Lanark	45	45	F	36	B	7	F	8	F	6	F
16	Lanark	N. 495 Interchange	45	45	E	37	B	19	E	34	B	16	E
17	N. 495 Interchange	Franklin	45	40	B	35	B	35	B	24	C	35	B
18	Franklin	Sligo	45	35	B	15	E	28	C	4	F	29	B
19	Sligo	Dale	35	35	F	25	C	12	F	5	F	11	F
20	Dale	Spring	35	35	F	19	D	15	E	17	D	5	F
21	Spring	Fenton	30	30	F	7	F	10	F	5	F	14	E
22	Fenton	Georgia	30	30	C	14	E	Not Applicable		12	F	Not Applicable	

Arterial LOS - 2025 Median BRT													
#	Segment Limits		Speed Limit		Auto	Bus Rapid Transit							
					PM Peak	AM Peak				PM Peak			
	North	South	SB	NB	Northbound	Southbound		Northbound		Southbound		Northbound	
					LOS	Speed	LOS	Speed	LOS	Speed	LOS	Speed	LOS
1	Blackburn	Greencastle	55	55	A	44	A	35	B	23	D	54	A
2	Greencastle	Fairland	55	55	D	32	C	41	B	52	A	44	A
3	Fairland	Musgrove	55	55	C	14	F	30	C	21	D	38	B
4	Musgrove	Tech	50	50	A	19	E	26	C	25	C	31	C
5	Tech	Industrial	50	50	E	9	F	4	F	7	F	6	F
6	Industrial	Stewart Slip	50	50	B	51	A	43	A	48	A	49	A
7	Stewart Slip	Stewart	50	45	C	24	D	25	C	18	E	35	B
8	Stewart	Prelude	45	45	C	39	A	32	B	32	B	32	B
9	Prelude	Burnt Mills Ave	45	45	A	27	C	44	A	36	B	38	A
10	Burnt Mills Ave	Lockwood	45	45	A	25	C	31	C	20	D	29	C
11	Lockwood	Burnt Mills SC	45	45	D	14	E	11	F	10	F	19	D
12	Burnt Mills SC	Southwood	45	45	F	41	A	30	C	16	E	34	B
13	Southwood	MD 193 WB	45	45	F	43	A	5	F	10	F	41	A
14	MD 193 WB	MD 193 EB	45	45	F	5	F	5	F	4	F	4	F
15	MD 193 EB	Lanark	45	45	F	39	A	17	E	32	B	20	D
16	Lanark	N. 495 Interchange	45	45	F	45	A	18	E	43	A	11	F
17	N. 495 Interchange	Franklin	45	40	F	37	A	35	B	34	B	36	A
18	Franklin	Sligo	45	35	E	6	F	26	C	11	F	23	C
19	Sligo	Dale	35	35	F	42	A	12	F	7	F	8	F
20	Dale	Spring	35	35	F	22	C	14	E	17	D	3	F
21	Spring	Fenton	30	30	F	8	F	8	F	5	F	5	F
22	Fenton	Georgia	30	30	F	12	F	Not Applicable		7	F	Not Applicable	

Arterial LOS - 2025 Managed Lane													
#	Segment Limits		Speed Limit		Auto	Bus Rapid Transit							
					PM Peak	AM Peak				PM Peak			
	North	South	SB	NB	Northbound	Southbound		Northbound		Southbound		Northbound	
					LOS	Speed	LOS	Speed	LOS	Speed	LOS	Speed	LOS
1	Blackburn	Greencastle	55	55	A	57	A	49	A	31	C	56	A
2	Greencastle	Fairland	55	55	A	54	A	42	A	47	A	53	A
3	Fairland	Musgrove	55	55	C	31	C	51	A	21	E	17	E
4	Musgrove	Tech	50	50	A	19	E	47	A	15	E	48	A
5	Tech	Industrial	50	50	E	6	F	5	F	5	F	5	F
6	Industrial	Stewart Slip	50	50	A	39	A	39	B	49	A	22	D
7	Stewart Slip	Stewart	50	45	B	36	B	33	C	19	E	43	A
8	Stewart	Prelude	45	45	B	35	B	36	B	43	A	42	A
9	Prelude	Burnt Mills Ave	45	45	B	35	B	43	A	40	A	33	B
10	Burnt Mills Ave	Lockwood	45	45	B	28	C	40	A	24	C	24	C
11	Lockwood	Burnt Mills SC	45	45	B	6	F	6	F	5	F	9	F
12	Burnt Mills SC	Southwood	45	45	B	33	B	40	A	44	A	41	A
13	Southwood	MD 193 WB	45	45	B	19	D	39	A	36	B	35	B
14	MD 193 WB	MD 193 EB	45	45	C	36	B	37	B	29	C	32	B
15	MD 193 EB	Lanark	45	45	F	6	F	12	F	8	F	11	F
16	Lanark	N. 495 Interchange	45	45	E	26	C	8	F	27	C	8	F
17	N. 495 Interchange	Franklin	45	40	A	34	B	35	B	31	B	31	B
18	Franklin	Sligo	45	35	B	17	E	28	C	4	F	27	C
19	Sligo	Dale	35	35	E	18	D	12	F	6	F	15	E
20	Dale	Spring	35	35	F	19	D	17	D	20	D	9	F
21	Spring	Fenton	30	30	E	8	F	11	F	5	F	19	D
22	Fenton	Georgia	30	30	C	12	F	Not Applicable		12	F	Not Applicable	