

# 710 N. ESTES TOWNHOMES

## **DRAFT** TRANSPORTATION IMPACT ANALYSIS



### **Prepared for:**

The Town of Chapel Hill  
Public Works Department - Engineering

### **Prepared by:**

***HNTB North Carolina, PC***

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Raleigh, NC 27609*

*NCBELS License #: C-1554*

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**Table of Contents**

	<u>Page</u>
LIST OF FIGURES .....	ii
LIST OF TABLES/APPENDICES .....	ii
<b>I. Existing Conditions.....</b>	<b>1</b>
A. Project Overview .....	1
B. Site Location and Study Area.....	1
C. Site Description.....	1
D. Existing and Proposed Uses in Vicinity of Site .....	2
E. Existing and Committed Surface Transportation Network .....	2
F. Existing Traffic Conditions .....	5
<b>II. Future 2025 Build-Out Year+1 Conditions .....</b>	<b>6</b>
A. Future Ambient Area-Wide Traffic Growth Estimation .....	6
B. Approved Background Development Traffic Estimation.....	6
C. Proposed Project Traffic .....	7
i.) Trip Generation.....	7
ii.) Adjustments to Trip Generation Rates .....	8
iii.) Trip Distribution .....	9
iv.) Trip Assignment .....	9
D. Future Traffic Forecasts with the Proposed Development.....	9
<b>III. Impact Analyses.....</b>	<b>9</b>
A. Peak Hour Intersection Level-of-Service Analysis.....	9
i.) Methodology .....	9
ii.) 2022 Existing Conditions Results .....	12
iii.) 2025 No-Build Scenario (Condition 2) Results.....	12
iv.) 2025 Build Scenario (Condition 3) Results .....	12
v.) 2025 Build Scenario with Mitigation (Condition 4) Results .....	16
B. Access Analysis.....	16
C. Signal Warrant Analysis .....	17
D. Sight Distance Analysis .....	17
E. Crash Analysis.....	17
F. Other Transportation-Related Analyses .....	19
G. Special Analysis/Issues Related to the Project.....	20
<b>IV. Mitigation Measures/Recommendations .....</b>	<b>20</b>
A. Planned Improvements.....	20
B. Background Committed Improvements.....	20
C. Applicant Committed Improvements .....	21
D. Necessary Improvements.....	21



**List of Figures**

**Figure**

- 1) Project Study Area Map
- 2) Preliminary Site Plan
- 3) Existing Laneage & Geometrics
- 4) Study Area Pedestrian & Bicycle Facilities
- 5) Study Area Transit Routes & Bus Stops
- 6) 2022 Existing Peak Hour Traffic Volumes
- 7) 2025 Ambient Growth Peak Hour Traffic Volumes
- 8) Background Development Locations
- 9) 2025 Total Background Generators - Peak Hour Traffic Volumes
- 10) 2025 Peak Hour Traffic Volumes - Without Site
- 11) Site Trip Distribution Percentages
- 12) 2025 Peak Hour Site Traffic Assignment
- 13) 2025 Peak Hour Traffic Volumes - With Site
- 14) Committed and Recommended Improvements

**List of Tables**

<b>Table</b>	<b><u>Page</u></b>
1) Existing Study Area Roadways .....	3
2) Existing Study Area Intersection Details .....	4
3) Current Study Area Weekday Transit Service .....	5
4) Traffic Count Information .....	6
5) Study Area Background Development Status.....	7
6) Weekday Vehicle Trip Generation Summary .....	8
7) Level of Service (LOS) Characteristics .....	10
8) Capacity Analysis Results - Condition 1 – 2022 Existing Traffic .....	13
9) Capacity Analysis Results - Condition 2 – 2025 Traffic Without Site.....	14
10) Capacity Analysis Results - Condition 3 – 2025 Traffic With Site.....	15
11) Capacity Analysis Results - Condition 4 – 2025 Traffic With Site and Mitigation.....	16
12) Study Area Crash Summary – NC 86 (Martin Luther King, Jr. Boulevard) Corridor .....	18
13) Study Area Crash Summary – Estes Drive Corridor .....	19
14) Study Area Intersection Crash Summary.....	19
15) Other Transportation-Related Analyses.....	19-20

**Appendices**

- A. Figures
- B. Traffic Count Data
- C. Scenario Volume Development Spreadsheet Output
- D. TransModeler Signalized Analysis Output
- E. TransModeler Unsignalized HCM Analysis Output
- F. Signal Warrant Analysis



## **I. EXISTING CONDITIONS**

### **A. Project Overview**

A residential development, known as 710 N. Estes Townhomes, is being proposed along Estes Drive near its intersection with Somerset Drive in Chapel Hill, NC. The project proposes to develop the existing vacant wooded site with 92 townhomes. **Figure 1** (found in **Appendix A**) shows the general location of the site. The overall project is anticipated to be fully complete and occupied by 2024. This report analyzes the build-out scenario for the year 2025 (one year after anticipated completion), the no-build scenario for 2025, as well as 2022 existing year traffic conditions.

The proposed site concept plan shows a provision for two access driveways, one will be a full movement driveway connection to Somerset Drive directly adjacent to the site and one connecting to the proposed Aura development immediately to the west of the site that will link to an external connection as a right-turn in/right-turn out only (RIRO) driveway to NC 86 (Martin Luther King, Jr. Boulevard). No other external vehicular access connections are proposed. The site driveways are proposed to have internal connectivity with on-site townhome units and their respective parking areas for each unit, along with several on-street parallel parking spaces provided. **Figure 2** displays the preliminary concept plan of the 710 N. Estes Townhomes project and nearby land uses and roadways.

### **B. Site Location and Study Area**

This report analyzes and presents the transportation impacts that the 710 N. Estes Townhomes will have on the following intersections in the project study area:

- Estes Drive and NC 86 (Martin Luther King, Jr. Blvd)
- Estes Drive and Somerset Drive
- Estes Drive and Caswell Road
- Estes Drive and E. Franklin Street
- Somerset Drive and Proposed Site Driveway
- Estes Drive and Proposed Aura Development Full Access Driveway
- NC 86 (Martin Luther King, Jr. Blvd) and Proposed Aura Development Right-Turn In/Right-Turn Out Only (RIRO) Driveway

The impacts of the proposed site at the study area intersections will be evaluated during the AM, noon, and PM peak hours of an average weekday. There are several Town-approved or anticipated future developments within or just beyond the immediate project study area near either the NC 86 or Estes Drive corridors that were considered to be constructed by 2025 and may generate additional background traffic. To account for this growth, four specific potential background traffic generating projects were included, along with an area-wide ambient future traffic growth percentage of 0.5 percent per year, to produce estimated 2025 background traffic volumes.

### **C. Site Description**

The 710 N. Estes Townhomes site is currently undeveloped wooded land. The site parcel borders residential neighborhoods to the north and east. To the west, it borders the future Aura Mixed-Use Development parcel and the NC 86 corridor, which features additional commercial development, along



with multi-family development. To the south, development is primarily lower density residential neighborhoods. The site is in the near vicinity to the Guy Phillips Middle School and Estes Drive Elementary School, as well as the Chapel Hill-Carrboro YMCA.

The site has frontage along both Estes Drive and Somerset Drive. Somerset Drive will provide one primary vehicular access point. At the western property boundary with the Aura development, a second connection is proposed with the internal Aura street network. The proposed site concept, shown in **Figure 2**, shows these features, along with the proposed internal street network.



#### **D. Existing and Proposed Uses in Vicinity of Site**

The land uses and development in the study area are primarily low and medium density residential, with some commercial and institutional areas located along NC 86 (Martin Luther King, Jr. Blvd) to the west and Estes Drive to the east of the site. The Existing Land Use Plan shown in the 2020 *Town of Chapel Hill Comprehensive Plan* and adopted June 25, 2012, indicates that the proposed site currently is designated as “Undeveloped Land”. The Future Land Use Plan, that is also a part of the Town Comprehensive Plan, indicates that the parcel would be considered as “Low Density Residential (1-4 units/acre)”. It also falls into the overlay of “Chapel Hill 2020 Future Focus Discussion Area 3 – S. MLK Jr. Boulevard, Homestead to Estes Drive”. The parcel is currently zoned as “R-1” – delineating it as “low density residential with up to 3 units per acre.

#### **E. Existing and Committed Surface Transportation Network**

##### **Roadways**

The 710 N. Estes Townhomes project study area features two arterial roadways serving areas throughout the north Chapel Hill and points beyond, as well as a number of collector and local access streets. **Table 1** summarizes pertinent information on the study area roadway facilities. AADT data was taken from 2019 AADT mapping produced by the NCDOT Traffic Survey Unit or information taken from traffic counts procured for the *Aura Chapel Hill Development Traffic Impact Study* (VHB, 2020). **Figure 3** shows the existing lane configuration, traffic control, and speed limits for these study area roadways. Detailed descriptions of several of the major study area roadways are as follows:

- **N.C. Highway 86 (Martin Luther King Jr, Blvd)** is a principal arterial in the study area, serving areas from I-40 (via Martin Luther King Jr. Boulevard) to downtown Chapel Hill and the US 15-501 corridor to the south. In the study area vicinity, Martin Luther King, Jr. Boulevard has a five-lane undivided section (with two-way left-turn lane). There are multiple driveway access points along the roadway and several major street intersections. No on-street parking is permitted along N.C. 86 in the project study area. Several bus stops are located along the facility. The posted speed limit is 35 mph in the study area.





**Table 1. Existing Study Area Roadways**

Road Name	Functional Classification*	Study Area Cross-Section	2019 AADT	Speed Limit	Sidewalk	On-Street Parking
N.C. 86 (Martin Luther King, Jr. Boulevard)	Other Principal Arterial	5 lane undivided with TWLTL	20,000-27,500	35	Y	N
Estes Drive	Minor Arterial	2 lane undivided / 5 lane undivided with TWLTL	12,000-15,000	35	S	N
E. Franklin Street	Other Principal Arterial	5 lane undivided with TWLTL	16,500-22,500	35	Y	N
Somerset Drive	Local	2 lane undivided	450**	25	Y	Y
Caswell Road	Local	2 lane undivided	250-3,800**	25	S	N

TWLTL – Two-Way Left-turn Lane

S – Some sidewalk and/or parking along portion of facility

\* - As defined on the NCDOT Functional Classification web page <http://ncdot.maps.arcgis.com/home/webmap/viewer.html>

\*\* - Estimate Based on 2020 Peak Hour Traffic Count Data / 0.10 Design Hour Vehicle (DHV) Factor

- **Estes Drive** is a minor arterial that runs east-west through Town and connects areas of west and east Chapel Hill. In the study area, Estes Drive is an undivided facility with two travel lanes and with a 35 mph speed limit, widening to a five-lane undivided cross-section east of E. Franklin Street. It features several signalized intersections along its route and has sidewalk on at least one side of the road east of NC 86. Several bus stops are located along the facility.
- **E. Franklin Street** is a principal arterial that connects areas of downtown Chapel Hill with the eastern part of Town and the US 15-501 corridor. In the study area, E. Franklin Street is a five-lane undivided facility with a continuous center left-turn lane with a 35 mph speed limit. The roadway features sidewalk on both sides of the street and numerous bus stops.
- **Somerset Drive** is a local access street that connects residential development with Estes Drive. In the study area, Somerset Drive is a two-lane undivided facility and has a 25 mph speed limit. Sidewalk is present on the west side of the roadway and on-street parking is allowed on both sides of the roadway.
- **Caswell Road** is a local access/collector facility for several residential neighborhood areas north of the Estes Drive corridor, along with the two Chapel Hill schools. Caswell Road is a two-lane undivided facility with a 25 mph speed limit. Sidewalk is present along one side of the road north of Estes Drive and some on-street parking is allowed/delineated on one side of the street south of Estes Drive.

**Intersections**

**Table 2** summarizes all four existing study area intersections, traffic control features, and pedestrian amenities at each. Laneage details and intersection turn bay lengths are also detailed on **Figure 3**.

The project study area along NC 86 (Martin Luther King, Jr. Blvd) and Estes Drive features a mixture of signalized and unsignalized intersections. Most unsignalized intersections are either private development driveways or low volume minor access street intersections. The NC 86 (Martin Luther King, Jr. Blvd) corridor features coordinated signal operation for weekday peak hours.



**Table 2. Existing Study Area Intersection Details**

Intersection	Traffic Control	Signal Phases	Signal Operation	Cross walk	Ped Signals
NC 86 (Martin Luther King, Jr. Boulevard) and Estes Drive	Signal	8	Coordinated	Yes (1)	Yes (1)
Estes Drive and Somerset Drive	Two-Way Stop	N/A	N/A	N/A	N/A
Estes Drive and Caswell Road	Signal	2	Free-Run	Yes (3)	Yes (3)
Estes Drive and E. Franklin Street	Signal	8	Coordinated	Yes (4)	Yes (4)

Ped Signals/Crosswalk (X) – Number of Approaches Featuring Signalization/Crosswalk

**Bicycle Routes and Sidewalks**

Specific bicycle facilities are present in the immediate study area, with striped bicycle sharrow lanes in both directions along NC 86 (Martin Luther King, Jr. Blvd) south of Estes Drive and paved shoulders in the southbound direction north of Estes Drive. No other bicycle facilities are currently present. Pedestrian sidewalk is found along at least one side of NC 86 (Martin Luther King, Jr. Blvd) through the study area. Sidewalk is also present on at least one side of Estes Drive through the study area. Crosswalks and pedestrian signals are present at all three signalized intersections in the study area along the Estes Drive corridor, with an additional unsignalized crosswalks across Estes Drive adjacent to Guy Phillips Middle School and west of Library Drive. **Figure 4** displays a schematic of existing pedestrian and bicycle facilities in the project study area.

**Transit Routes**

Seven current Chapel Hill Transit (CHT) Routes serve the project study area along either NC 86 (Martin Luther King, Jr. Boulevard) or E. Franklin Street with weekday bus service. Route G directly serves the proposed site along Estes Drive. Numerous bus stops, with a range of amenities (shelters, benches), are present in the study area. **Table 3** details the seven current CHT routes serving the study area. Most buses run on 15, 30, or hour headways during weekday peak service periods. Headway data listed in the table has been changing over the last two years, due to the effects of COVID. There are bus stops at the Somerset Drive intersection at the 710 N. Estes Townhomes site on both sides of Estes Drive.

GoTriangle provides regional bus service to the immediate study area via the 420 Route that runs along NC 86 between Chapel Hill and Hillsborough. Service for this route occurs at 30 minute headways during peak weekday periods. GoTriangle also provides express bus service from Chapel Hill to Raleigh on the CRX Route that operates along NC 86 (Martin Luther King, Jr. Boulevard) in the study area on 30 minute headways during weekday peak hours. **Figure 5** displays transit routes and bus stops that currently exist in the project study area. The potential for transit trips for the 710 N. Estes Townhomes site in the following sections of this report, as the proximity and frequency of transit service directly near proposed site may account for a measurable portion of site trips.

**Recommended/Committed Surface Transportation Improvement Projects**

There are no committed/programmed NCDOT State Transportation Improvement Program (STIP) projects in the project study area included in the most recent 2020-2029 STIP. The Town of Chapel Hill has a significant transportation improvement project along Estes Drive in the project study area expected to be complete before the 2025 site build-out analysis year. The Town is also in the planning and design phase of the North-South Bus Rapid Transit (BRT) system to be implemented along the NC 86 (Martin Luther King, Jr. Boulevard) corridor, with construction currently slated for 2028. With no definite information on final BRT alignment or impacts available at the time of this Transportation Impact Analysis, it was assumed the N-S Corridor BRT impacts would occur beyond the 2025 analysis year horizon. The Aura Chapel Hill private development-related project will also feature improvements to complement and





build upon the Town of Chapel Hill Estes Drive project. These improvements are expected to also be complete prior to the 2025 analysis year.

**Table 3. Current Study Area Weekday Transit Service**

Route	Headways (minutes)			Study Area Stops	Destinations
	AM Peak	PM Peak	Off Peak		
<b>Chapel Hill Transit</b>					
G	60	60	N/A	<ul style="list-style-type: none"> <li>Estes Drive Corridor</li> <li>Caswell Road</li> </ul>	<ul style="list-style-type: none"> <li>Downtown Chapel Hill</li> <li>UNC Campus/Hospitals</li> </ul>
HS	35	35	N/A	<ul style="list-style-type: none"> <li>NC 86 Corridor</li> </ul>	<ul style="list-style-type: none"> <li>Seawell School Road Schools</li> <li>Rogers Road</li> <li>Estes Drive</li> </ul>
NS	7-15	10-15	15	<ul style="list-style-type: none"> <li>NC 86 Corridor</li> </ul>	<ul style="list-style-type: none"> <li>Eubanks Road Park &amp; Ride</li> <li>UNC Campus/Hospitals Area</li> <li>Southern Village Park and Ride</li> </ul>
T	60	65	N/A	<ul style="list-style-type: none"> <li>NC 86 Corridor</li> </ul>	<ul style="list-style-type: none"> <li>UNC Campus/Hospitals</li> <li>Downtown Chapel Hill</li> <li>Timberlyne Shopping Ctr</li> <li>E. Chapel Hill HS/Cedar Falls Pk</li> </ul>
D	20	20	30	<ul style="list-style-type: none"> <li>E. Franklin Street Corridor</li> </ul>	<ul style="list-style-type: none"> <li>UNC Campus/Hospitals</li> <li>Downtown Chapel Hill</li> <li>Old Durham Rd/Legion Rd</li> </ul>
CL	20-40	20-40	60	<ul style="list-style-type: none"> <li>E. Franklin Street Corridor</li> </ul>	<ul style="list-style-type: none"> <li>UNC Campus/Hospitals</li> <li>Downtown Chapel Hill</li> <li>Old Oxford Rd / Eastowne</li> </ul>
F	60	60	N/A	<ul style="list-style-type: none"> <li>E. Franklin Street Corridor</li> <li>University Place / Estes Dr</li> </ul>	<ul style="list-style-type: none"> <li>Downtown Chapel Hill</li> <li>Carrboro</li> <li>Ephesus Church Rd</li> </ul>
<b>GoTriangle</b>					
420	30	30	N/A	<ul style="list-style-type: none"> <li>NC 86 Corridor</li> </ul>	<ul style="list-style-type: none"> <li>Hillsborough</li> <li>Downtown Chapel Hill/UNC Campus</li> </ul>
CRX	30	30-60	N/A	<ul style="list-style-type: none"> <li>None (Express Service)</li> </ul>	<ul style="list-style-type: none"> <li>Downtown Chapel Hill/UNC Campus</li> <li>Eubanks Park-and-Ride</li> <li>Raleigh</li> </ul>

Sources: CHT 2021 Fall Ride Guide, <http://www.gotriangle.org/maps-and-schedules>

**F. Existing Traffic Conditions**

**Figure 6** shows the existing AM, noon, and PM peak hour traffic volumes for the study area intersections. The counts used to determine these volumes were conducted in January 2020 for the *Aura Chapel Hill T/S* for all study area intersections during the weekday periods 7:00 - 9:00 AM, 11:30 AM – 1:30 PM, and 4:00 – 6:00 PM. This data is taken from Appendix B and study Figure 6 of that documentation. **Table 4** provides a detailed listing of each intersection count, peak hour, and count date.

To compare current traffic patterns that are rebounding from the COVID-19 pandemic to pre-COVID data sources, 48 hour volume-speed-classification (VSC) tube count data was collected along Estes Drive just east of NC 86 to match the location of NCDOT bi-annual average annual daily traffic (AADT) count station 0680000231. Results from the current February 2022 data collection effort indicate that current volumes in the project study area are approximately two (2) percent less than 2019 data. Therefore, the January 2020 pre-pandemic turning movement count data from the Aura study was used directly, and not adjusted



for differences in current traffic conditions as they are likely still consistently lower than pre-pandemic data, to represent 2022 “existing year” conditions. 48 hour VSC count data is found in **Appendix B**.

**Table 4. Traffic Count Information**

Traffic Count Location	Period Counted	Peak Hour	Date of Count
NC 86 (Martin Luther King, Jr. Boulevard) and Estes Drive	AM Peak	7:30 – 8:30 AM	1/28/20
	Noon Peak	12:30 – 1:30 PM	
	PM Peak	5:00 – 6:00 PM	
Estes Drive and Somerset Drive	AM Peak	7:30 – 8:30 AM	1/28/20
	Noon Peak	12:00 – 1:00 PM	
	PM Peak	5:00 – 6:00 PM	
Estes Drive and Caswell Road	AM Peak	7:30 – 8:30AM	1/28/20
	Noon Peak	11:30 AM – 12:30 PM	
	PM Peak	4:45 – 5:45 PM	
Estes Drive and E. Franklin Street	AM Peak	7:45 – 8:45 AM	1/28/20
	Noon Peak	11:45 AM – 12:45 PM	
	PM Peak	4:45 – 5:45 PM	

Traffic count information shows traffic flows on NC 86 (Martin Luther King, Jr. Blvd) were heavy during the AM and PM peak count periods, with heavier traffic directional distributions headed southbound in the AM peak count periods and northbound in the PM peak period. Noon peak distributions were relatively equal by direction. Traffic on Estes Drive was moderate to heavy during the peak commuting periods, with higher directional flow west to east in the AM peak and east to west in the PM peak. Traffic flows were light to moderate on the remaining study area roadways that function as collector or local access streets.

## II. FUTURE 2025 BUILD-OUT+1 YEAR CONDITIONS

### A. Future Ambient Area-Wide Traffic Growth Estimation

Based on information on average daily traffic collected by the Town of Chapel Hill and the NCDOT, a yearly ambient traffic growth rate of 0.5 percent per year was used for the short-term 2025 design year capacity analyses. This rate is based on previous and anticipated growth trends for this area from Town and NCDOT average daily traffic information from the period 2003-2019 and is generally consistent with recent traffic impact studies near the project study area. Historic traffic volumes for project study area roadways do not present much, if any, growth over the last 15 years. **Figure 7** shows the results for ambient growth applied to 2022 base year traffic volumes for all three peak hours.

### B. Approved Background Development Traffic Estimation

Per information from Town of Chapel Hill staff and the Town’s Development Activity Report, four Town-approved developments that are either currently under construction or are expected to be built out and fully operational by the 2025 design analysis year were studied for the inclusion of specific background traffic for this report. The four developments are listed in **Table 5**, along with their current status and impact to 2025 traffic volumes. There are additional potential development projects planned or on-going outside the 710 N. Estes Townhomes project study area that may contribute to background traffic growth but their effects by the 2025 analysis year were included in the ambient area-wide traffic growth estimation.



Figure 8 shows the relative location of the approved background developments. Total approved background traffic volumes (utilized in the 2025 analysis year scenarios) for the 710 N. Estes Townhomes study area are shown in Figure 9.

**Table 5. Study Area Background Development Status**

Development Name	March 2022 Status	TIA Development Density	TIA Completed ?	2025 Traffic Impact
1200 MLK Redevelopment	Approved, Not Constructed	<ul style="list-style-type: none"> <li>5,700 SF gas station / convenience mart</li> <li>100K SF mini-warehouse / storage</li> </ul>	Yes – HNTB (2019)	Assume 100% built out – specific generator
Azalea Estates Senior Living	Completed, but not at time traffic counts were conducted	<ul style="list-style-type: none"> <li>150 units</li> </ul>	No	Assume 100% built out – specific generator
University Place	Approved, Not Constructed	<ul style="list-style-type: none"> <li>Redevelopment of existing facilities</li> <li>300 units of multi-family</li> <li>150K SF Office</li> <li>Expend Bank/Retail</li> <li>150 Room Hotel</li> </ul>	Yes – VHB (2021)	Assume 100% built out of Phase 1 – specific generator
Aura Chapel Hill	Approved, Not Constructed	<ul style="list-style-type: none"> <li>58 Townhomes</li> <li>361 Mid-Rise Apartments</li> <li>11,500 SF Office/Retail</li> </ul>	Yes – VHB (2020)	Assume 100% built out – specific generator

Appendix C displays individual background traffic generator peak hour volumes estimates projected across the project study area. Traffic assignment from the four specific generator developments was estimated based on information already compiled in the 2020 *Aura Chapel Hill TIS* documentation and supplemented with traffic assignment estimates for the Aura site from that study. Background traffic assignment in the project study area that was beyond any of the original Transportation Impact Analysis areas was determined by using current turning movement peak hour volumes and engineering judgment.

Figure 10 shows the total projected 2025 peak hour traffic volumes without proposed site traffic included. These volumes are the aggregation of the 2025 ambient area-wide growth projections and the specific background generator volumes.

**C. Proposed Project Traffic**

**i. Trip Generation**

Projected trips for the proposed residential development were generated based on the *ITE Trip Generation Manual* (Institute of Transportation Engineers, 10<sup>th</sup> Edition, 2018). Trip generation methodologies for estimated trips utilize the number of units as a generating variable and equation-based estimation criteria (per NCDOT recommendations). Table 6 shows the number of vehicular trips that may be generated by 710 N. Estes Townhomes during the weekday daily, AM, noon, and PM peak hours of adjacent streets, based on the generation methodologies described above. A peak hour truck percentage of two percent was estimated for all site-generated traffic. Additional assumptions were necessary to estimate noon peak hour trip generation, as ITE methodologies do not include this time period in comparable data sets.



**Table 6. Weekday Vehicle Trip Generation Summary**

Land Use	ITE LUC	Units	Daily			AM Peak Hour			Noon Peak Hour*			PM Peak Hour		
			Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Multi-family Low-Rise	220	92	328	328	656	10	34	44	17	21	38	35	20	55
Transit/Ped/Bike (10% Reduction)			-33	-33	-66	-1	-3	-4	-2	-2	-4	-4	-2	-6
Net Vehicle Trips			295	295	590	9	31	40	15	19	34	31	18	49
<b>TOTALS</b>			<b>295</b>	<b>295</b>	<b>590</b>	<b>9</b>	<b>31</b>	<b>40</b>	<b>15</b>	<b>19</b>	<b>34</b>	<b>31</b>	<b>18</b>	<b>49</b>

\* Noon Peak - Uses 75% of Average of AM/PM Peak Hours

**ii.) Adjustments to Trip Generation Rates**

Raw ITE trip generation estimates for daily and peak hour trips are typically adjusted for the following factors to reduce raw trip generation estimates to actual estimated vehicular trips produced by the 710 N. Estes Townhomes development.

a.) Internal Capture

The residential land use proposed for the 710 N. Estes Townhomes project would not exhibit the potential for internally captured peak period trips. No additional modifications or reductions were made to trip generation results to account for internal capture.

b.) Modal Split

The study area is served by seven CHT fixed bus routes with frequent existing service and bus stops along NC 86 (Martin Luther King, Jr. Blvd) and E. Franklin Street with connectivity to trip attractions in downtown Chapel Hill. Immediate bus service/bus stops are present along Estes Drive adjacent to the site. By the 2025 analysis year, additional pedestrian and bicycle infrastructure will exist in the project study area and will connect to the site. A reduction of 10 percent of overall raw vehicular trips was applied to raw trip generation data to account for the likelihood of residents using transit, pedestrian, or bicycle modes for local or regional trips.

c.) Pass-by Trips

The residential land use proposed for the 710 N. Estes Townhomes project would not exhibit the potential for pass-by type peak period trips. No additional modifications or reductions were made to trip generation results to account for the pass-by trip type.

d.) Trip Generation Budget

Current plans for 710 N. Estes Townhomes are for the project to be built in a single phase over the next several years. This report considers the full build-out of the entire development, so no trip generation budget is necessary for future scenarios if the redevelopment is built to the size and intensity as indicated on the site concept plans.



### iii.) Trip Distribution

Trip distribution for site-related traffic was based existing daily and peak hour traffic patterns to determine the directional peak hour characteristics of traffic to and from the site from the major study area thoroughfares. No percentages of local trips to/from lower volume collector and residential streets were estimated, though the possibility exists for small portions of trip-making to occur to/from these local streets to/from the proposed development. Basic distribution estimates for site traffic flow utilized existing peak hour turning movement counts and overall comparison to local and regional trip attractors. Distribution estimates for the two site driveways were based on assumptions of utilization of the closest driveway, proposed access limitations, and internal driveway circulation throughout the site parcel. **Figure 11** presents the projected trip distribution traffic percentages for new site trips for the proposed site in 2025. **Appendix C** contains the spreadsheet calculations for all peak hour traffic volume development analyzed in this study.

### iv.) Trip Assignment

**Figure 12** shows the corresponding 710 N. Estes Townhomes site traffic volumes distributed on the 2025 study area networks for all peak hour site trips. Total volumes into and out of the site correspond to total external vehicular trips generated, based on the trip generation methodology developed previously.

## D. Future Traffic Forecasts with the Proposed Development

**Figure 13** displays the 2025 Build-out+1 year projected study area traffic volumes with site traffic added that includes the impacts of new site trips and pass-by site trips. These traffic volumes represent the aggregate traffic growth over existing traffic volumes for a) ambient traffic growth, b) specific background development traffic generation from those developments affecting the project study area, and c) estimated site traffic assignment from the 710 N. Estes Townhomes. **Appendix C** contains all the peak hour scenario volume development spreadsheets used in the estimation of 2025 traffic volumes for all scenarios analyzed in this study.

## III. IMPACT ANALYSES

### A. Peak Hour Intersection Level of Service Analysis

#### i.) Methodology

Evaluation of traffic operations on suburban arterial, collector, and local roadway facilities is most effective through the determination of level of service (LOS) criteria. The concept of level of service correlates qualitative aspects of traffic flow to quantitative terms. This enables transportation professionals to take the qualitative issues, such as congestion and substandard geometrics, and translate them into measurable quantities, such as operating speeds and vehicular delays. The 2016 *Highway Capacity Manual Version 6* characterizes level of service by letter designations A through F. Level of service A represents ideal low-volume traffic operations, and level of service F represents over-saturated high-volume traffic operations. Level of service is measured differently for various roadway facilities, but in general, level of service letter designations are described in **Table 7**.



**Table 7. Level of Service (LOS) Characteristics**

Level of Service Description	Per Vehicle Delay at Signal	Per Vehicle Delay at Stop Sign
<b>LOS A</b> > Free flow > Freedom to select desired speed and to maneuver is extremely high > General level of comfort and convenience for motorists is excellent	<b>&lt; 10.0 sec</b>	<b>&lt; 10.0 sec</b>
<b>LOS B</b> > Stable flow > Other vehicles in the traffic stream become noticeable > Reduction in freedom to maneuver from LOS A	<b>10.0 – 20.0 sec</b>	<b>10.0 – 15.0 sec</b>
<b>LOS C</b> > Stable flow > Maneuverability and operating speed are significantly affected by other vehicles > General level of comfort and convenience declines noticeably	<b>20.0 – 35.0 sec</b>	<b>15.0 – 25.0 sec</b>
<b>LOS D</b> > High density but stable flow > Speed/freedom to maneuver are very restricted > General level of comfort / convenience is poor > Small increases in traffic will generally cause operational problems	<b>35.0 – 55.0 sec</b>	<b>25.0 – 35.0 sec</b>
<b>LOS E</b> > Unstable flow > Speed reduced to lower but relatively uniform value > Volumes at or near capacity level > Comfort and convenience are extremely poor > Small flow increases or minor traffic stream disturbances will cause breakdowns	<b>55.0 – 80.0 sec</b>	<b>35.0 – 50.0 sec</b>
<b>LOS F</b> > Forced or breakdown flow > Volumes exceed roadway capacity > Formation of unstable queues > Stoppages for long periods of time because of traffic congestion	<b>&gt; 80.0 sec</b>	<b>&gt; 50.0 sec</b>

The Caliper *TransModeler Version 5.0* transportation microsimulation analysis software was used to analyze peak hour conditions at signalized and unsignalized intersections. Traffic microsimulation software programs report vehicular delay values as an aggregate from individual vehicle movements and performance as they travel through a model network. This differs from HCM methodologies, which are based on numerical calculations developed through research data. Thus, LOS values developed from simulation programs do not necessarily directly equate with comparable HCM results. To differentiate this, the term “simulation Level-of-Service” or “LOS<sub>s</sub>” is used in this report.

The TransModeler models developed for this TIA also require the use of multiple model runs with random numbered seeding values to develop variable traffic flows throughout the model run duration. For this study 10 runs with random seeds were completed. All models featured a 10 minute warm-up period to load traffic onto the network, a one hour analysis period with 0.90 peak-hour factor (PHF) emulation to vary traffic volumes in 15 minute bins within the peak hour and use existing and future predicted traffic volumes in the development of origin-destination matrices for traffic within the network. Other model default values were adjusted to NCDOT TransModeler guidelines, as appropriate.





The minimum acceptable peak hour intersection level of service established for this project is LOS<sub>s</sub> D for signalized intersections or LOS<sub>s</sub> E for critical movements at unsignalized intersections, or no increase in delay for signalized intersections operating below LOS<sub>s</sub> D or unsignalized intersection critical movements operating below LOS<sub>s</sub> E without the inclusion of site traffic. The following four conditions were evaluated:

**Condition 1** - Existing Traffic

**Condition 2** - 2025 Traffic without Site Traffic

**Condition 3** - 2025 Traffic with Site Traffic Volumes Added

**Condition 4** - 2025 Traffic with Site Traffic Volumes and Necessary Mitigation Improvements

The results of this analysis are based on the procedures presented in the *HCM 6<sup>th</sup> Edition* and performed with the corresponding capacity analysis software described previously. The methodology of evaluating each condition for signalized intersections is presented below:

- **Condition 1 Existing Traffic** – Use current Town of Chapel Hill data for the cycle length, splits and offsets of individual signalized intersections and report LOS<sub>s</sub>, delay, and maximum queue values from TransModeler.
- **2025 Without Site and With Site Conditions** – Reoptimize the cycle lengths and splits of individual intersections in TransModeler, if existing timing data does not provide adequate overall intersection LOS<sub>s</sub> or if committed improvements recommended changes to an individual signal. Adjust cycle lengths, splits, and offsets, if necessary, if the signal is currently operating in a coordinated system. The optimized signal timing information will be held constant for both Without and With Site Conditions, to provide a means to compare effects of the proposed site traffic. No changes to free run traffic signal inputs were made for Conditions 2 - 3.
- **2025 With Site and Mitigation Improvements Condition** – Optimize coordinated traffic signals for effects of recommended mitigation strategies that change existing/committed changes to lane geometrics. Evaluate the potential for different signal phasing schemes (left-turn lag phases, for example). Retain existing split minimums and any pedestrian timing values. Recommendations, if warranted, will be made to obtain at least LOS<sub>s</sub> D for the overall intersection.

The net effect of this process is that direct comparisons, by movement, of delay and LOS<sub>s</sub> between each of the three conditions are impossible because splits and cycle lengths can and do change between conditions. The pertinent statistic of this analysis is the *overall intersection level of service and delay*. Improvements to deficient intersections in Condition 3 were made by first attempting to adjust signal operations via changes in cycle lengths, splits and/or with acceptable adjustments to signal phasing. If that did not produce satisfactory results for all intersections, geometric improvements to improve intersection capacity were considered for the deficient intersections. **Appendix D** contains the TransModeler intersection performance output for all four conditions (where applicable). **Appendix E** contains the corresponding TransModeler queuing analysis for all study area intersections.

The existing unsignalized study area intersections and the future unsignalized site driveway intersections were analyzed using the HCM 6 unsignalized intersection methodologies using the TransModeler intersection performance output. Unsignalized intersection results were evaluated on a per-movement basis, since HCM methodologies do not produce an overall intersection level of service for unsignalized intersections. Thus, potentially deficient (LOS<sub>s</sub> F) movements in Condition



3 would need to be evaluated for improvements in Condition 4. This methodology differs from signalized intersections, where one or more movements at an intersection may be deficient in Condition 3, but as long as the overall intersection level of service does not fall below LOS<sub>s</sub> D, no intersection improvements are deemed necessary.

### **ii.) 2022 Existing Conditions Results**

**Table 8** presents the results for the existing year traffic conditions as compiled from field data. The table lists LOS<sub>s</sub> and delay values for those movements that are in existence at this time. Currently, all study area signalized intersections operate at an overall acceptable level of service for all of the analyzed 2022 peak hours. The intersection of NC 86 and Estes Drive is near capacity in the PM peak hour and has several movements that experience queue spillback issues, particularly the westbound Estes Drive approach. The unsignalized intersection of Estes Drive and Somerset Drive operates acceptably.

### **iii.) 2025 No-Build Scenario (Condition 2) Results**

**Table 9** presents the results for the 2025 Build-out+1 analysis year estimated traffic conditions without the impacts of site-related traffic. This analysis includes ambient area-wide growth over the next three years, specific background generator traffic growth, and assumes multiple roadway geometric and signal timing improvements to the 2022 transportation network that are expected through the construction of the Town Estes Drive Improvements project and the Aura Chapel Hill development.

During Condition 2 - 2025 Without Site Traffic, delays increase for most study area intersections that are not included in Town of developer-related improvement projects. All existing or future unsignalized intersections operate acceptably. The NC 86 and Estes Drive intersection, even with all proposed improvements, operates at a LOS<sub>s</sub> E in the PM peak hour, as does the Estes Drive and E. Franklin Street intersection.

### **iv.) 2025 Build Scenario (Condition 3) Results**

**Table 10** presents results for 2025 Build-out+1 year estimated traffic conditions, including impacts of site-related traffic with the current site concept plan. In general, the addition of site-related traffic will marginally increase delays at existing intersections and is not expected to cause additional intersections or critical intersection stop-controlled movements to drop to deficient levels in the 2025 analysis year.



**Table 8. Capacity Analysis Results for Study Area Intersections**  
**Condition 1 – 2022 Existing Traffic**

Intersections / Movements	LOS <sub>s</sub>			Average Vehicular Delay (sec/veh)			Maximum Queue Length (Ft)			Existing Storage (Ft)
	AM	Noon	PM	AM	Noon	PM	AM	Noon	PM	
<b>NC 86 (Martin Luther King, Jr. Blvd) and Estes Drive</b>	C	C	D	33.9	33.9	51.5				
EB LT	D	<i>E</i>	<i>F</i>	36.3	<b>55.9</b>	<b>85.0</b>	225	200	<b>375</b>	225
EB THRU	D	<i>E</i>	<i>E</i>	45.6	<b>61.0</b>	<b>65.7</b>	300	225	350	
EB RT	C	D	D	29.8	45.0	47.0	75	75	100	350
WB LT	D	D	<i>F</i>	38.7	51.1	<b>99.1</b>	<b>175</b>	<b>175</b>	<b>425</b>	150
WB THRU	D	<i>E</i>	<i>F</i>	46.8	<b>65.9</b>	<b>98.0</b>	175	325	800	
WB RT	B	C	D	19.0	31.4	52.8	175	200	<b>425</b>	200
NB LT	<i>E</i>	C	<i>E</i>	<b>61.4</b>	26.4	<b>64.3</b>	75	50	75	150
NB THRU-RT	C	C	D	30.6	22.8	41.0	200	200	450	
SB LT	D	C	<i>E</i>	37.2	23.9	<b>72.1</b>	<b>250</b>	175	<b>300</b>	225
SB THRU-RT	C	C	C	32.5	20.8	27.5	450	225	325	
<b>Estes Drive and Somerset Drive</b>	N/A	N/A	N/A	N/A	N/A	N/A				
EB LT	A	A	A	0.3	0.2	0.1	25	25	50	
SB LT-RT	B	A	C	10.7	8.6	16.3	50	25	50	
<b>Estes Drive and Caswell Road</b>	B	B	B	13.8	10.8	17.2				
EB LT	A	A	B	6.8	5.2	11.0	100	50	100	250
EB THRU-RT	A	A	A	5.0	3.5	5.4	150	150	175	
WB LT	C	B	C	21.9	18.3	20.8	25	25	25	125
WB THRU-RT	B	A	B	14.5	8.6	18.6	325	275	450	
NB LT-THRU-RT	<i>E</i>	D	<i>E</i>	<b>55.8</b>	54.8	<b>58.5</b>	75	50	50	
SB LT	D	D	D	47.1	54.1	44.9	75	75	75	100
SB THRU-RT	D	D	D	47.4	50.5	47.0	150	125	175	
<b>Estes Drive and E. Franklin Street</b>	C	C	D	30.1	30.1	41.8				
EB LT	D	D	<i>E</i>	42.2	43.5	<b>62.4</b>	300	275	425	550
EB THRU-RT	C	C	D	30.5	31.9	43.4	300	250	350	
WB LT	C	C	D	24.8	25.8	39.4	100	125	175	250
WB THRU	D	D	<i>E</i>	38.4	39.0	<b>56.1</b>	175	225	350	
WB RT	C	C	D	25.1	23.7	38.2	100	125	225	DROP
NB LT	D	D	<i>F</i>	52.7	49.8	<b>84.3</b>	100	100	125	150
NB THRU-RT	C	C	D	25.0	26.2	36.2	150	175	325	
SB LT	D	D	<i>E</i>	43.7	44.5	<b>63.3</b>	100	125	125	300
SB THRU-RT	C	C	D	24.7	22.5	35.2	250	225	375	

N/A - Not Applicable, i.e. movement is non-existent or overall intersection values are not reported for unsignalized intersections

**BOLD/ITALICS** – Movement or overall intersection is over Town TIS Guidelines threshold capacity

**PURPLE** – Maximum Queue May Exceed Storage Bay Distance



**Table 9. Capacity Analysis Results for Study Area Intersections**  
**Condition 2 – 2025 Traffic Without Site**

Intersections / Movements	LOS <sub>s</sub>			Average Vehicular Delay (sec/veh)			Maximum Queue Length (Ft)			Future Storage (Ft)
	AM	Noon	PM	AM	Noon	PM	AM	Noon	PM	
<b>NC 86 (Martin Luther King, Jr. Blvd) and Estes Drive</b>	D	C	<i>E</i>	36.6	26.5	<b>67.7</b>				
EB LT	<i>E</i>	D	<i>F</i>	<b>61.6</b>	40.2	<b>83.9</b>	350	150	375	225
EB THRU	D	D	D	47.7	35.2	54.6	325	175	375	
EB RT	C	C	<i>F</i>	32.0	21.0	<b>117.0</b>	100	25	100	350
<b>WB LT</b>	<i>E</i>	D	<i>F</i>	<b>64.1</b>	43.3	<b>81.3</b>	125	100	175	<b>400 D</b>
WB THRU	D	D	<i>E</i>	48.6	37.2	<b>56.4</b>	200	250	350	
<b>WB RT</b>	C	C	D	27.0	21.0	40.2	250	200	400	<b>650</b>
NB LT	C	B	<i>F</i>	31.5	18.2	<b>117.0</b>	50	50	75	150
NB THRU	D	C	<i>F</i>	37.8	28.4	<b>105.7</b>	200	175	1000	
<b>NB RT</b>	C	B	<i>F</i>	24.9	16.5	<b>83.5</b>	125	125	100	<b>200</b>
SB LT	C	C	<i>E</i>	32.3	20.3	<b>65.2</b>	<b>325</b>	175	<b>400</b>	<b>275</b>
SB THRU	C	C	C	29.3	21.0	32.6	450	150	350	
<b>SB RT</b>	B	B	B	15.1	10.2	17.7	75	75	100	<b>150</b>
<b>NC 86 (Martin Luther King, Jr. Blvd) and Aura Right-Turn In/Right-Turn Out Dr</b>	N/A	N/A	N/A	N/A	N/A	N/A				
<b>WB RT</b>	A	A	C	7.0	6.4	15.7	25	25	50	
<b>Estes Drive and Aura Main Driveway</b>	N/A	N/A	N/A	N/A	N/A	N/A				
<b>EB LT</b>	A	A	B	4.4	5.4	11.7	25	25	50	<b>150</b>
<b>SB LT</b>	C	B	D	16.2	13.7	30.3	75	50	75	
<b>SB RT</b>	A	A	A	6.4	6.6	9.5	50	25	50	<b>100</b>
<b>Estes Drive and Somerset Drive</b>	N/A	N/A	N/A	N/A	N/A	N/A				
<b>EB LT</b>	A	A	B	4.9	5.9	10.8	25	25	25	<b>75</b>
SB LT-RT	B	A	B	12.4	5.9	12.1	50	50	100	
<b>Estes Drive and Caswell Road</b>	B	A	B	12.4	8.7	14.4				
EB LT	A	A	B	8.3	5.0	12.5	75	50	100	250
EB THRU-RT	A	A	A	5.7	3.3	7.2	150	225	275	
WB LT	C	A	B	27.4	9.9	18.7	25	25	25	125
WB THRU-RT	B	A	B	13.7	8.5	13.9	350	250	300	
NB LT-THRU-RT	<i>E</i>	D	<i>F</i>	<b>55.6</b>	41.5	<b>118.6</b>	75	50	75	
SB LT	C	D	C	34.7	36.1	31.9	75	50	75	100
SB THRU-RT	C	D	D	34.9	37.8	38.1	150	100	150	
<b>Estes Drive and E. Franklin Street</b>	D	D	<i>E</i>	40.6	38.8	<b>55.5</b>				
EB LT	<i>E</i>	<i>E</i>	<i>E</i>	<b>68.4</b>	<b>57.8</b>	<b>79.6</b>	<b>625</b>	375	525	550
EB THRU-RT	D	D	<i>E</i>	40.5	42.2	<b>62.0</b>	400	375	550	
WB LT	D	D	<i>E</i>	36.9	35.8	<b>65.2</b>	100	150	250	250
WB THRU	<i>E</i>	D	<i>E</i>	<b>56.6</b>	50.2	<b>72.2</b>	250	325	550	
WB RT	C	C	D	34.9	29.7	46.3	125	150	250	DROP
NB LT	<i>E</i>	<i>E</i>	<i>F</i>	<b>66.2</b>	<b>63.3</b>	<b>123.0</b>	125	125	<b>175</b>	150
NB THRU-RT	C	C	D	27.7	30.2	45.9	175	225	425	
SB LT	D	<i>E</i>	<i>F</i>	53.5	<b>56.3</b>	<b>82.2</b>	125	150	175	300
SB THRU-RT	C	C	D	29.4	28.2	44.2	300	275	500	

N/A - Not Applicable, i.e. movement is non-existent or overall intersection values are not reported for unsignalized intersections

**BOLD/ITALICS** – Movement or overall intersection is over Town TIS Guidelines threshold capacity D – Dual Turn Lanes

**PURPLE** – Maximum Queue May Exceed Storage Bay Distance

**GREEN** – Committed Improvements Completed by Town/Developer



**Table 10. Capacity Analysis Results for Study Area Intersections**  
**Condition 3 – 2025 Traffic With Site**

Intersections / Movements	LOS <sub>s</sub>			Average Vehicular Delay (sec/veh)			Maximum Queue Length (Ft)			Future Storage (Ft)
	AM	Noon	PM	AM	Noon	PM	AM	Noon	PM	
<b>NC 86 (Martin Luther King, Jr. Blvd) and Estes Drive</b>	D	C	<i>E</i>	36.6	26.9	<b>71.0</b>				
EB LT	<i>E</i>	D	<i>F</i>	<b>60.3</b>	41.4	<b>82.7</b>	<b>300</b>	150	<b>400</b>	225
EB THRU	D	D	D	46.5	34.3	53.2	300	175	325	
EB RT	C	C	<i>F</i>	33.3	23.0	40.6	100	50	100	350
WB LT	<i>E</i>	D	<i>F</i>	<b>62.2</b>	43.0	<b>79.0</b>	150	100	175	400 D
WB THRU	D	D	<i>E</i>	46.5	38.4	<b>55.5</b>	200	225	375	
WB RT	C	C	D	26.6	21.1	40.2	225	200	425	650
NB LT	C	B	<i>F</i>	32.6	20.4	<b>130.2</b>	50	50	125	150
NB THRU	D	C	<i>F</i>	39.0	28.5	<b>115.8</b>	200	175	1025	
NB RT	C	B	<i>F</i>	24.4	16.4	<b>92.9</b>	125	100	100	200
SB LT	C	C	<i>E</i>	33.5	21.0	<b>69.1</b>	<b>350</b>	175	<b>400</b>	275
SB THRU	C	C	C	29.6	21.5	32.7	425	150	425	
SB RT	B	B	B	14.8	10.8	17.5	75	75	100	150
<b>NC 86 (Martin Luther King, Jr. Blvd) and Aura Right-Turn In/Right-Turn Out Dr</b>	N/A	N/A	N/A	N/A	N/A	N/A				
WB RT	A	A	C	7.1	6.0	16.9	50	25	50	
<b>Estes Drive and Aura Main Driveway</b>	N/A	N/A	N/A	N/A	N/A	N/A				
EB LT	A	A	B	4.5	4.9	12.9	25	50	75	150
SB LT	C	B	D	17.5	14.1	28.9	75	75	75	
SB RT	A	A	B	6.0	6.6	10.0	50	25	50	100
<b>Estes Drive and Somerset Drive</b>	N/A	N/A	N/A	N/A	N/A	N/A				
EB LT	A	A	B	5.3	5.0	10.6	25	50	50	75
SB LT-RT	B	B	C	12.7	10.5	16.2	75	50	75	
<b>Somerset Drive and Site Driveway</b>	N/A	N/A	N/A	N/A	N/A	N/A				
EB LT-RT	A	A	A	4.3	4.3	4.3	25	25	25	
NB LT	A	A	A	0.0	0.0	0.0	0	0	0	
<b>Estes Drive and Caswell Road</b>	B	A	B	12.5	8.8	14.4				
EB LT	A	A	B	9.0	5.1	13.5	75	50	100	250
EB THRU-RT	A	A	A	6.1	3.3	6.8	150	175	275	
WB LT	B	A	B	17.8	8.4	19.0	25	25	25	125
WB THRU-RT	B	A	B	12.7	8.3	14.1	300	250	325	
NB LT-THRU-RT	<i>E</i>	D	<i>F</i>	<b>65.0</b>	51.0	<b>135.3</b>	100	50	50	
SB LT	D	D	C	35.0	39.2	32.2	100	75	75	100
SB THRU-RT	D	D	D	35.8	39.3	36.5	150	100	150	
<b>Estes Drive and E. Franklin Street</b>	D	D	<i>E</i>	39.7	38.4	<b>56.2</b>				
EB LT	<i>E</i>	<i>E</i>	<i>E</i>	<b>64.1</b>	<b>55.8</b>	<b>81.1</b>	500	350	550	550
EB THRU-RT	D	D	<i>E</i>	38.4	42.3	<b>62.2</b>	425	400	550	
WB LT	D	D	<i>E</i>	36.6	35.0	<b>67.6</b>	125	150	250	250
WB THRU	<i>E</i>	D	<i>E</i>	<b>56.4</b>	49.7	<b>74.6</b>	275	325	600	
WB RT	C	C	D	34.2	30.4	44.7	125	150	275	DROP
NB LT	<i>E</i>	<i>E</i>	<i>F</i>	<b>64.8</b>	<b>63.4</b>	<b>119.0</b>	125	125	<b>175</b>	150
NB THRU-RT	C	C	D	27.7	30.0	46.4	175	200	425	
SB LT	D	<i>E</i>	<i>F</i>	54.2	<b>57.8</b>	<b>82.7</b>	125	150	200	300
SB THRU-RT	C	C	D	29.8	27.8	44.7	300	275	425	

N/A - Not Applicable, i.e. movement is non-existent or overall intersection values are not reported for unsignalized intersections  
**BOLD/ITALICS** – Movement or overall intersection is over Town TIS Guidelines threshold capacity D – Dual Turn Lanes  
**BLUE** - New or Modified Movements Committed in Build Scenario **PURPLE** – Maximum Queue May Exceed Storage Bay Distance



**v.) 2025 Build Scenario With Mitigation (Condition 4) Results**

**Table 11** presents results for 2025 Build-out+1 year estimated traffic conditions, including impacts of site-related traffic with revisions to existing or committed laneage at two study area intersections to increase signalized intersection capacity. A southbound right-turn lane with 350 feet of vehicular storage was analyzed at the Estes Drive / E. Franklin Street intersection, along with signal phasing updates that allow this lane to overlap with the eastbound left-turn lane on Estes Drive. Also, an additional eastbound left-turn lane with identical storage (225 feet) as the existing left-turn lane was added to that approach at the Estes Drive / NC 86 (Martin Luther King, Jr. Blvd) intersection. Signal timings at this intersection were adjusted to reflect the added capacity of this geometric improvement and reallocate green time to other critical intersection movements. Both proposed mitigation improvements have minor beneficial effects on overall intersection operations, allowing the overall LOS<sub>s</sub> for each intersection to drop from LOS<sub>s</sub> E to LOS<sub>s</sub> D and reduce the maximum anticipated queues at several approaches to each intersection compared with Condition 3.

**Table 11. Capacity Analysis Results for Study Area Intersections  
 Condition 4 – 2025 Traffic With Site and Mitigation**

Intersections / Movements	LOS <sub>s</sub>			Average Vehicular Delay (sec/veh)			Maximum Queue Length (Ft)			Future & Proposed Storage (Ft)
	AM	Noon	PM	AM	Noon	PM	AM	Noon	PM	
<b>NC 86 (Martin Luther King, Jr. Blvd) and Estes Drive</b>	C	C	D	33.7	26.2	46.9				
<b>EB LT</b>	<b>E</b>	D	<b>F</b>	<b>60.9</b>	43.1	<b>83.6</b>	150	100	175	<b>225 D</b>
EB THRU	D	D	<b>E</b>	54.5	38.4	<b>64.3</b>	325	175	375	
EB RT	D	C	D	37.6	23.7	49.0	100	50	75	350
WB LT	<b>E</b>	D	<b>E</b>	<b>61.2</b>	42.3	<b>62.7</b>	150	125	150	400 D
WB THRU	D	D	<b>E</b>	52.7	42.2	<b>59.1</b>	200	225	425	
WB RT	C	C	D	24.4	22.1	38.8	225	200	500	650
NB LT	C	B	D	25.2	17.4	50.8	50	50	75	150
NB THRU	C	C	D	31.5	25.4	48.9	200	150	600	
NB RT	C	B	D	20.3	15.2	37.0	125	100	125	200
SB LT	C	B	<b>E</b>	24.6	18.4	<b>59.1</b>	275	150	<b>375</b>	275
SB THRU	C	B	C	24.3	18.8	24.7	325	125	450	
SB RT	B	B	B	14.6	10.9	12.3	100	75	125	150
<b>Estes Drive and E. Franklin Street</b>	D	C	D	35.7	29.4	50.7				
EB LT	D	D	<b>F</b>	47.4	47.7	<b>81.3</b>	425	275	<b>700</b>	550
EB THRU-RT	D	C	D	40.9	32.9	54.2	425	300	475	
WB LT	D	C	<b>E</b>	35.7	26.7	<b>58.5</b>	125	125	250	250
WB THRU	<b>E</b>	D	<b>E</b>	<b>57.9</b>	36.7	<b>70.1</b>	300	225	525	
WB RT	C	C	D	32.4	20.1	46.6	125	125	275	DROP
NB LT	<b>E</b>	D	D	<b>65.0</b>	49.2	44.0	125	125	<b>225</b>	150
NB THRU-RT	C	C	D	29.4	27.0	48.6	175	175	475	
SB LT	D	D	<b>F</b>	51.6	40.0	<b>81.8</b>	125	125	200	300
SB THRU	C	C	C	27.1	22.4	34.4	200	125	225	
<b>SB RT</b>	A	B	B	9.8	11.3	16.4	125	150	275	<b>350</b>

N/A - Not Applicable, i.e. movement is non-existent or overall intersection values are not reported for unsignalized intersections

**BOLD/ITALICS** – Movement or overall intersection is over Town TIS Guidelines threshold capacity D – Dual Turn Lanes

**RED** - New or Modified Movements Recommended

**PURPLE** – Maximum Queue May Exceed Storage Bay Distance

**B. Access Analysis**

Vehicular site access is to be accommodated at two proposed access driveways. One full access driveway connection is located along Somerset Drive, the other will form an internal connection to the





internal driveway network for the proposed adjacent Aura project to the west of the site, which will allow right-turn in/out access to NC 86 (Martin Luther King, Jr. Blvd). The Somerset Drive driveway connection would have a throat length of approximately 100 feet and the Aura RIRO driveway would have a throat length of 50 feet prior to internal parking lot connections. Throat lengths are acceptable, based on 50 foot minimum throat length standards found on Page 69 of the 2017 *Town of Chapel Hill Public Works Design Manual*. 2003 NCDOT *Policy on Street and Driveway Access to North Carolina Highways* throat length recommendations are 100 feet, which is not provided for the Aura RIRO driveway, but projected queue lengths from the capacity analysis results do not indicate any issues with the throat length.

The distance between the proposed driveway connections and adjacent intersections is approximately 375 feet for the Somerset Drive connection and 400 feet for the Aura development RIRO connection. Driveway connection separations from an intersection are acceptable, based on recommendations of 100 foot minimum corner clearance as set forth in the 2003 NCDOT *Policy on Street and Driveway Access to North Carolina Highways* and the recommended 150 foot spacing between a driveway and an intersection along arterial roadways found in Table 3.2 – Street Standards in the Town Design Manual.

Access for pedestrians and bicycles is currently lacking connectivity in the project study area. Sidewalk is present along the NC 86 (Martin Luther King, Jr. Blvd) and Estes Drive corridors, but not continuously along both sides of the road. Bicycle sharrows are present along the segment of NC 86 (Martin Luther King, Jr. Blvd) in the project study area south of Estes Drive and a paved shoulder exists along the southbound lanes north of Estes Drive, but no other bicycle facilities exist in the project study area.

### **C. Signal Warrant Analysis**

Based on projected 2025 peak hour traffic volumes and proposed access plans, no unsignalized study area intersection in the project study area would warrant the installation of a traffic signal, based on the methodology found in the 2009 *Manual on Uniform Traffic Control Devices (MUTCD)* regarding Peak Hour Warrant thresholds. The intersection of Somerset Drive and Estes Drive was evaluated using the Highway Capacity Software (HCS) 2010 Version 6.60 Signal Warrant module for anticipated 2025 With Site peak hour traffic volumes. The results indicate that the intersection would not meet any Peak Hour signal warrant thresholds for any of the three peak hours analyzed. Based on existing daily traffic data along Estes Drive, 2025 peak hour traffic volumes were extrapolated for the intersection for other periods of a typical weekday as a check for more robust 4-Hour and 8-Hour Warrants. As shown in **Appendix F**, results indicate that the intersection is not expected to meet warrants in the future scenario, even with site-related traffic added.

### **D. Sight Distance Analysis**

In general, sight distance issues entering/exiting the proposed 710 N. Estes Townhomes driveway connection with Somerset Drive would be minimal, Somerset Drive has only slight horizontal curvature in the vicinity of the proposed driveway and the driveway location is near the high point of a slight crest vertical curve along Somerset Drive, giving exiting traffic adequate sight distance in both directions. Entering northbound left-turn traffic would have slightly less sight distance with the vertical curvature, but low posted speeds along Somerset Drive (25 mph) should not cause unsafe conditions. Existing sight distance issues at the intersection of Somerset Drive and Estes Drive caused by excessive tree limbs/foliage will be mitigated by roadway and on-site improvements to remove brush and overgrowth and provide adequate site development set-backs near the intersection approach along Somerset Drive.

### **E. Crash Analysis**

Corridor and intersection crash analyses were conducted for the Aura Development TIA in 2020 and information summarized below was taken from pages 15-17 and Appendix C of that documentation. Data



from the NCDOT Traffic Safety Unit was extracted from the TEAAS crash database software for the five year period 2/1/2015 to 1/31/2020 for the Aura project study area. This information included crash segment data along NC 86 (Martin Luther King, Jr.) Boulevard from Estes Drive to Piney Mountain Road/Municipal Drive, along with the segment of Estes Drive from NC 86 to Caswell Road.

NC 86 (Martin Luther King, Jr. Boulevard) Corridor

**Table 12** presents a comparison between the NC 86 (Martin Luther King, Jr.) Boulevard corridor study area crash rates and the latest North Carolina statewide rates for the period 2016-2020 (compiled by NCDOT Traffic Safety Unit). Overall, the crash rate along NC 86 (Martin Luther King, Jr.) Boulevard in the project study area between Estes Drive and Piney Mountain Road was consistently higher than statewide averages for comparable facilities for the crash characteristic categories shown. Rear-end crashes were the most common crash type – with 41 of the 70 crashes reported as rear-end collisions along the segment. The rear-end collisions are indicative of a corridor with high traffic volumes throughout the day. Remaining notable crash types were left-turn crashes (14) and angle rashes (6). One pedestrian crash was recorded. Spatial distribution of crashes along the corridor is concentrated at the signalized intersection and upstream pedestrian crossing (primarily rear-end vehicle crashes), with remaining crashes fairly evenly distributed at lower volume intersections with minor streets or commercial access driveways along the corridor.

**Table 12. Study Area Crash Rate Comparison  
 NC 86 (Martin Luther King, Jr. Boulevard) Corridor**

Statistic	Crashes Per 100 Million Vehicle Miles	
	NC 86 (Martin Luther King, Jr.) Boulevard  Estes Drive to Piney Mountain Road	NC Statewide Averages*  Four-Lane Undivided with Center Left-Turn Lane
Total Crash Rate	439.70	266.67
Fatal Crash Rate	0.00	1.20
Non-Fatal (Injury) Crash Rate	144.47	71.18
Night Crash Rate	81.66	52.64
Wet Pavement Crash Rate	94.22	39.64

\* - 2016-2020 Data for Urban North Carolina Routes

Estes Drive Corridor

**Table 13** presents a comparison between the Estes Drive corridor study area crash rates and the latest North Carolina statewide rates for the period 2016-2020 (compiled by NCDOT Traffic Safety Unit). Overall, the crash rate along Estes Drive in the Aura/710 N. Estes Townhomes project study area between NC 86 and Caswell Road was consistently higher than statewide averages for comparable facilities for the crash characteristic categories shown. Rear-end crashes were the most common crash type – with 23 of the 55 crashes reported as rear-end collisions along the 0.49 mile segment. The rear-end collisions are indicative of a corridor with high traffic volumes throughout the day. Remaining notable crash types were left-turn crashes (10) and ran-off-road (6). One bicyclist crash was recorded. Spatial distribution of crashes along the corridor is concentrated at the NC 86 signalized intersection, with remaining crashes fairly evenly distributed at lower volume intersections with minor streets or commercial access driveways along the corridor. Three crashes were reported in the vicinity of Somerset Drive.



**Table 13. Study Area Crash Rate Comparison  
 Estes Drive Corridor**

Statistic	Crashes Per 100 Million Vehicle Miles	
	Estes Drive NC 86 (Martin Luther King, Jr.) Boulevard to Caswell Road	NC Statewide Averages* Two-Lane Undivided Urban Secondary Road
Total Crash Rate	378.01	256.07
Fatal Crash Rate	0.00	1.13
Non-Fatal (Injury) Crash Rate	151.20	72.92
Night Crash Rate	116.84	66.78
Wet Pavement Crash Rate	61.86	41.16

\* - 2016-2020 Data for Urban Secondary Routes

**Study Area Intersections**

In addition to the crash comparison for the NC 86 (Martin Luther King, Jr.) Boulevard corridor segment, individual intersection crash data in the vicinity of the proposed Aura and 710 N. Estes Drive Townhomes sites for the same five year period was compiled from the segment data and results are shown in **Table 14**. The crash data reveals that the majority of crashes are clustered at the NC 86/Estes Drive signalized intersection.

**Table 14. Study Area Intersection Crash Summary**

Intersection	Number of Total Crashes
NC 86 (Martin Luther King, Jr.) Boulevard & Piney Mountain Rd / Municipal Dr	7
NC 86 (Martin Luther King, Jr.) Boulevard & Pedestrian Crossing	16
NC 86 (Martin Luther King, Jr.) Boulevard & Shadowood Drive	2
NC 86 (Martin Luther King, Jr.) Boulevard & Estes Drive	77**
Estes Drive at Methodist Church Driveway	6
Estes Drive at Somerset Drive	5
Estes Drive at School Driveway	2
Estes Drive at Caswell Road	5

\*\* - Aggregated Data from Corridor Analyses, some crashes may be double-counted

**F. Other Transportation-Related Analyses**

Other transportation-related analyses relevant to the 2001 Town of Chapel Hill Guidelines for the preparation of Traffic Impact Studies were completed as appropriate. The following topics listed in **Table 15** are germane to the scope of this study.

**Table 15. Other Transportation-Related Analyses**

Analysis	Comment
Turn Lane Storage Requirements	Storage bay lengths at study area intersections were analyzed using TransModeler maximum queue length estimates for all analyzed scenarios. At the intersection of NC 86 (Martin Luther King, Jr. Blvd) and Estes Drive, even with proposed improvements from the Town Estes Drive project and Aura project, queues may exceed turn bay storage for the eastbound left-turn and southbound left-turn. Additional laneage improvements for these



Analysis	Comment
	movements are recommended. At the Estes Drive and E. Franklin Street intersection, additional laneage improvements and signal re-optimization is necessary to prevent queue spillbacks for the Estes Drive approaches.
Appropriateness of Acceleration / Deceleration Lanes	The site concept plan shows no specific related to new acceleration/deceleration lanes along Estes Drive or Somerset Drive. Somerset Drive is a low volume, low speed neighborhood street that would not require auxiliary lanes. The Town's Estes Drive Improvements project and the adjacent Aura project will add new auxiliary turn lanes or extend existing turn lanes. No other specific acceleration or deceleration lane issues were analyzed in the project study area.
Pedestrian and Bicycle Analysis	Existing pedestrian access and connectivity is currently provided along the NC 86 and Estes Drive corridors but will be substantially enhanced with the Town Estes Drive Improvements project and Aura project. Bicycle facilities will be included in the Town project but are limited beyond the project improvements area. A marked pedestrian crossing with rectangular rapid flashing beacons (RRFB) will be included at the Somerset Drive and Estes Drive intersection.
Public Transportation Analysis	Public transportation service to the study area, and to the proposed site is excellent, with bus stops directly serving the site parcel and multiple local CHT T bus routes along NC 86 (Martin Luther King, Jr. Blvd) in both directions proximate to the site that will be accessible through pedestrian connections within the Aura development.

**G. Special Analysis / Issues Related to Project**

Based on discussions with Town of Chapel Hill staff, there are no special issues or analyses beyond the ones already discussed for this proposed site.

**IV. MITIGATION MEASURES / RECOMMENDATIONS**

**A. Planned Improvements**

There are no planned transportation improvement projects by NCDOT expected to be complete between 2022 and 2025 in the immediate project study area. The Town has two projects planned in the project study area, as described below:

- Estes Drive Bicycle and Pedestrian Improvements**  
 This project will enhance pedestrian and bicycle connectivity along the Estes Drive corridor on both sides of the facility with sidewalks, bike lanes and additional pedestrian crossings. It will also provide improvements to auxiliary turn lanes at the NC 86 and Estes Drive intersection. It is expected to be complete prior to the 2025 analysis year.
- North-South Bus Rapid Transit Project (N-S BRT)**  
 The Town is currently moving forward on planning for bus rapid transit (BRT) service along the NC 86 corridor but no specific changes or improvements to the facility were analyzed for this study, as the proposed completion date is after the 2025 analysis year.

**B. Background Committed Improvements**

There are several specific transportation network improvements to study area roadway intersections related to the Aura Chapel Hill private development project that are expected to be completed between 2022 and 2025. These are shown in combination with the Town's Estes Drive Improvement project on **Figure 14**.



- The Aura site plans include a limited access driveway connection to NC 86 north of Estes Drive with stop-control. This access point includes a northbound deceleration lane along NC 86 and concrete islands to prevent both left-turn out of the site and into it. The 701 N. Estes Townhomes site has a proposed street connection with internal Aura roadways that will provide access to the NC 86 driveway, as well as the full access Aura Driveway along Estes Drive.
- Along the Aura site frontage on Estes Drive, improvements to westbound Estes Drive auxiliary lanes and pedestrian/bicycle facilities are planned. A primary, full access driveway will be created with stop-control for the southbound approach.

### **C. Applicant Committed Improvements**

Based on the preliminary site plans and supporting development information provided, the Applicant is proposing to provide two access connections – one to Somerset Drive and one to tie into the Aura development internal roadway plans. The two proposed site driveways and initial laneage assumptions are schematically shown in **Figure 14**, based on the preliminary concept plans shown in **Figure 2**. The site will also provide sidewalk connection to the Town's Estes Drive Improvement Project and a sidewalk along the frontage with Estes Drive to tie into sidewalk improvements for the Aura project.

### **D. Necessary Improvements**

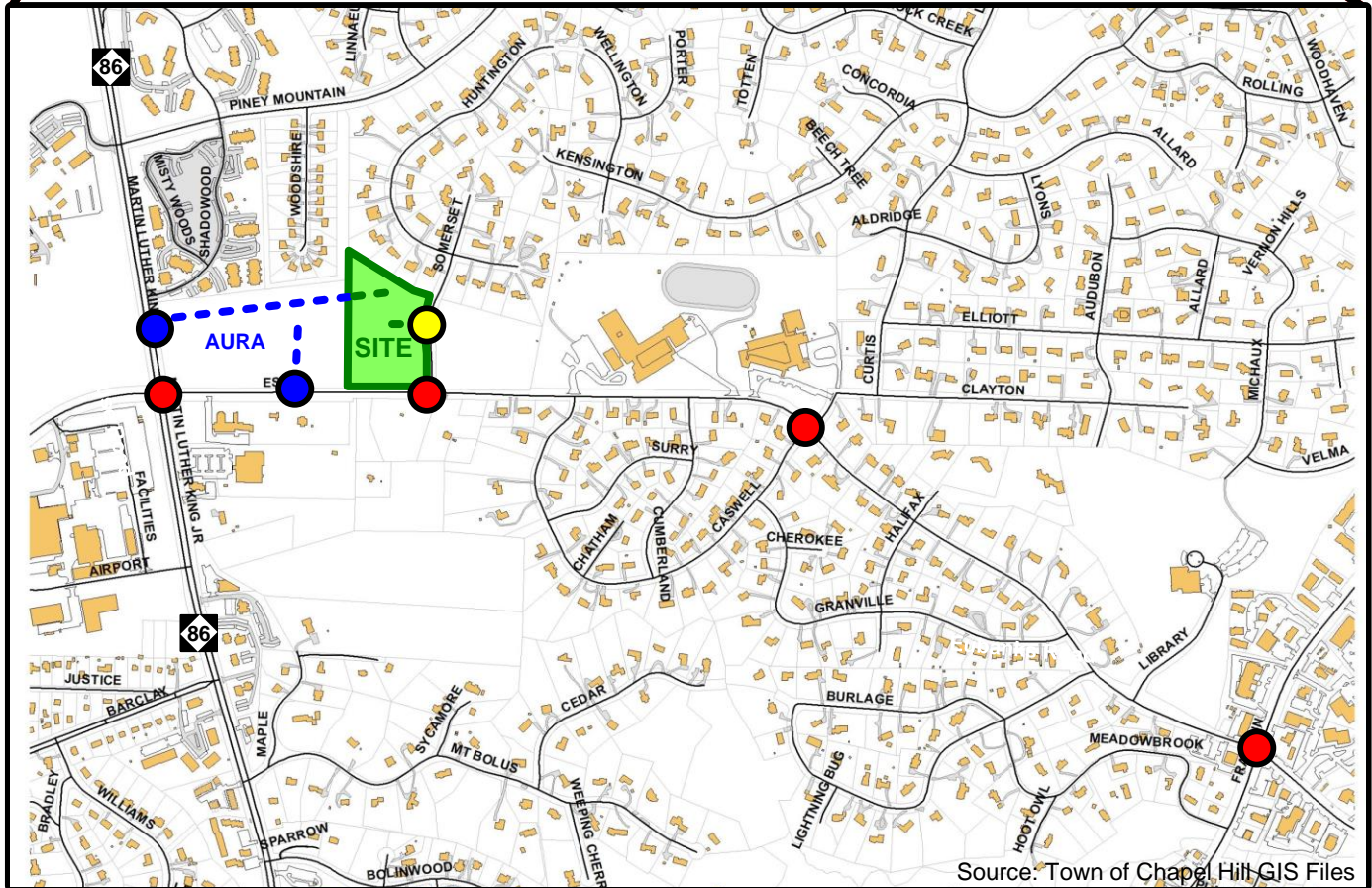
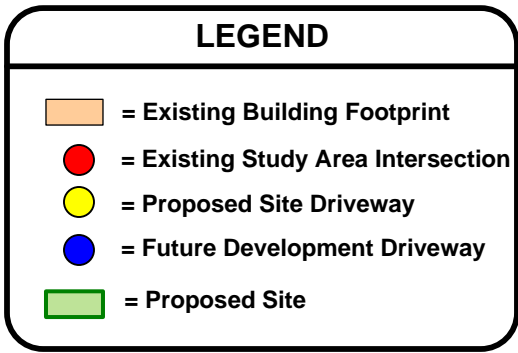
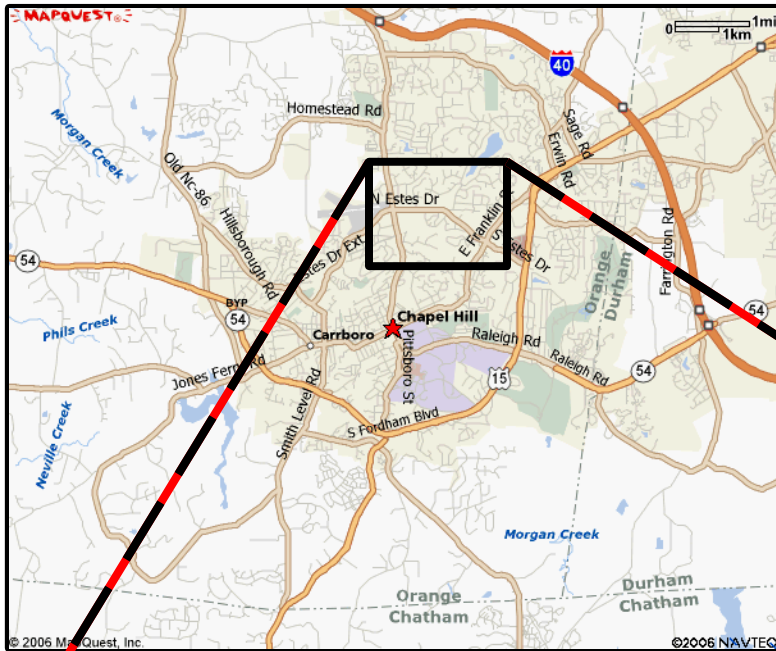
Based on traffic capacity analyses for the 2025 design year, and analyses of existing study area turning bay storage lengths and site access, the following improvements are recommended as being necessary for adequate transportation network operations (see **Figure 14**).

- 1) To provide adequate traffic operations and reduce projected vehicle queuing, the future improvements at NC 86 and Estes Drive should be augmented with an additional eastbound left-turn lane to provide dual left-turn lanes with at least 225 feet of storage each. The signal should be retimed for all peak periods to maximize efficiency of both corridors and feature protected-only left-turn phasing for both eastbound and westbound approaches. These improvements are recommended whether or not the 710 N. Estes Townhomes project is constructed.
- 2) Maximum projected queue results indicate that the southbound approach at the NC 86 and Estes Drive intersection may spillback into through travel lanes if the proposed median island constructed for the proposed Aura development RIRO driveway connection is extended beyond the proposed driveway location. It is recommended that the design of the median island allow as much southbound left-turn storage downstream as possible downstream of the driveway location. This improvement is recommended whether or not the 710 N. Estes Townhomes project is constructed.
- 3) The intersection of Estes Drive and E. Franklin Street, even with proposed signal re-optimization is expected to operate at or over capacity in the 2025 PM peak hour with or without site-related traffic from the 710 N. Estes Townhomes project. To address high volume existing and future traffic demands for the southbound E. Franklin Street right-turn movement, it is recommended to construct a right-turn auxiliary lane with at least 350 feet of storage at this approach. This lane can feature a right-turn overlap signal phase which will help with overall signal efficiency and reduce queues for other movements. This improvement is recommended whether or not the 710 N. Estes Townhomes project is constructed.
- 4) To maintain consistency in through travel lane alignment along Estes Drive between the Aura project frontage eastern limit and Somerset Drive, it is recommended that a three-lane undivided cross-section be considered in this area with a continuous left-turn lane. This improvement is recommended for the 710 N. Estes Townhomes project.



## **Appendix A – Figures**





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**HNTB**



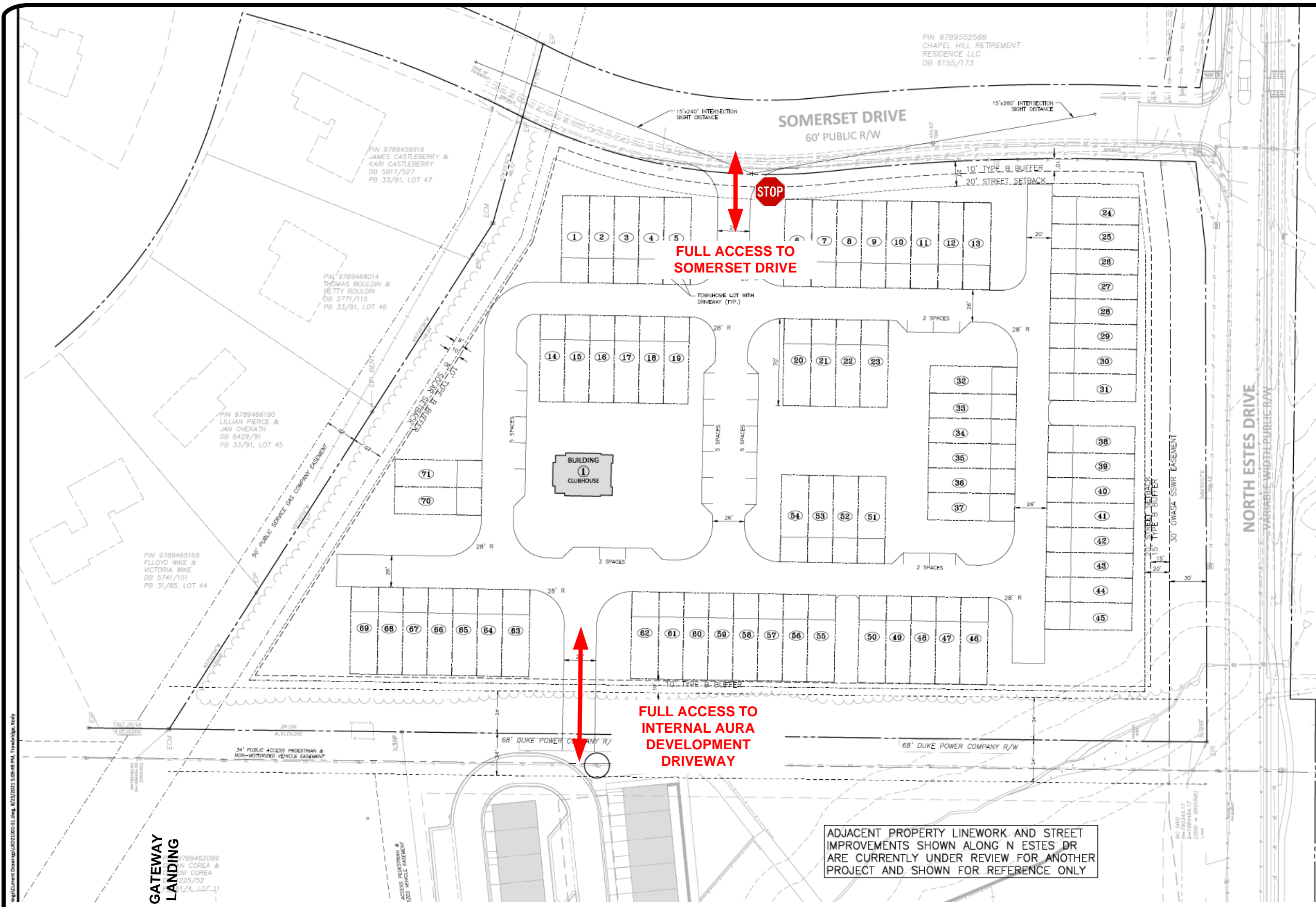
## 710 N Estes Townhomes Transportation Impact Analysis

DATE: March 2022

PROJECT STUDY AREA

FIGURE 1

DRAFT



- LEGEND**
- SIGNAGE
  - YARD LIGHTS
  - LIGHT POLE
  - POWER POLE
  - TRAFFIC DIRECTIONAL ARROW
  - ACCESSIBLE PARKING STALL
  - VAN ACCESSIBLE PARKING STALL
  - PARKING SPACE COUNT
  - ACCESSIBLE RAMPS
  - ACCESSIBLE ROUTE
  - PHASE LINE
  - PROPERTY LINE
  - RIGHT-OF-WAY LINE
  - LOT LINE
  - EASEMENT LINE
  - CENTERLINE
  - HEAVY DUTY ASPHALT PAVEMENT

**LEGEND**

= PROPOSED SITE ACCESS

ADJACENT PROPERTY LINEWORK AND STREET IMPROVEMENTS SHOWN ALONG N ESTES DR ARE CURRENTLY UNDER REVIEW FOR ANOTHER PROJECT AND SHOWN FOR REFERENCE ONLY

**HNTB**

TOWN OF CHAPEL HILL

NOT TO SCALE

**710 N Estes Townhomes**  
 Transportation Impact Analysis

PRELIMINARY SITE PLAN

DATE: March 2022

**FIGURE 2**

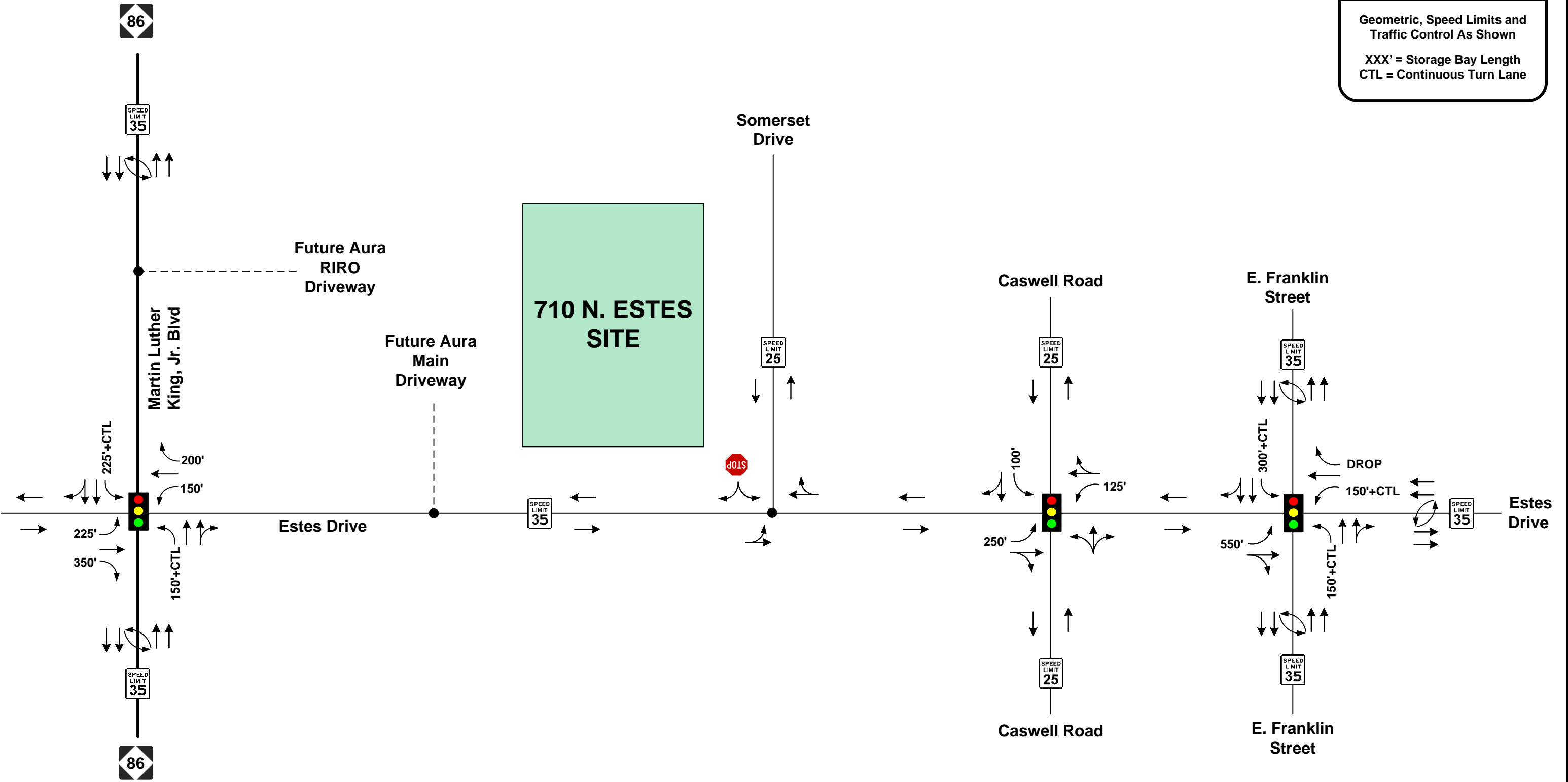


DRAFT

**LEGEND**

Geometric, Speed Limits and Traffic Control As Shown

XXX' = Storage Bay Length  
CTL = Continuous Turn Lane



NOT TO SCALE

710 N Estes Townhomes  
Transportation Impact Analysis

EXISTING LANEAGE AND GEOMETRICS

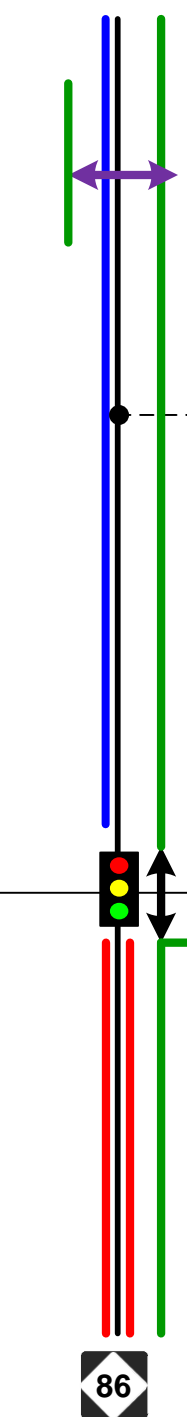
DATE: March 2022

FIGURE 3

DRAFT



Martin Luther King, Jr. Blvd



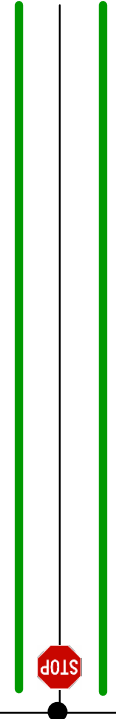
Future Aura RIRO Driveway

Future Aura Main Driveway

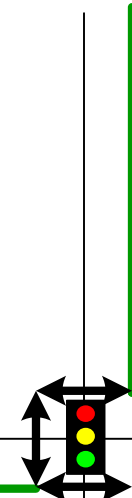


710 N. ESTES SITE

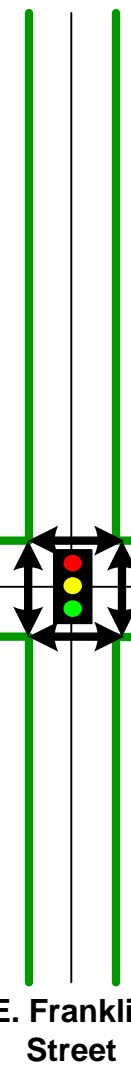
Somerset Drive



Caswell Road



E. Franklin Street

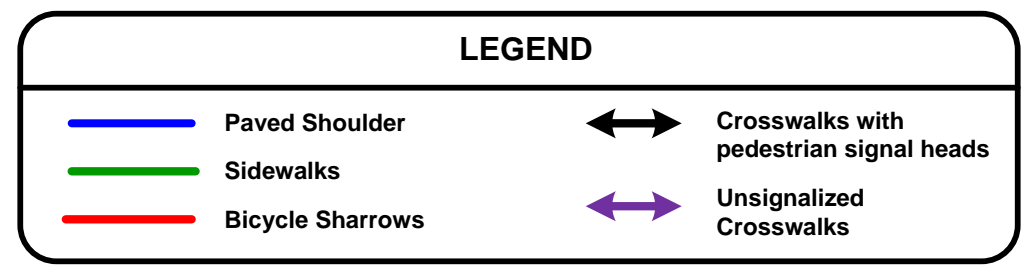


Estes Drive

Estes Drive

Caswell Road

E. Franklin Street



NOT TO SCALE

710 N Estes Townhomes  
Transportation Impact Analysis

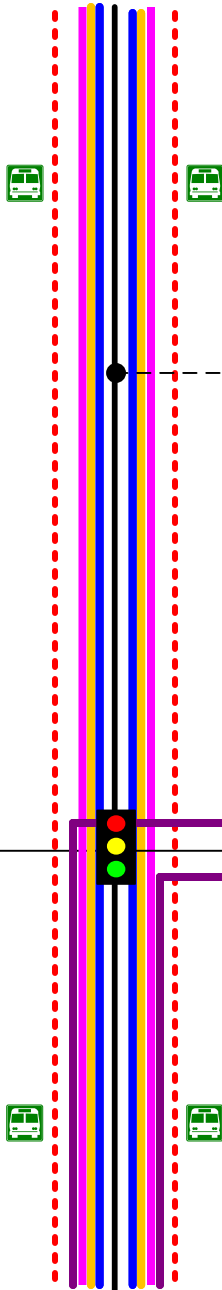
STUDY AREA PEDESTRIAN AND BICYCLE FACILITIES

DATE: March 2022

FIGURE 4

DRAFT

86  
Martin Luther  
King, Jr. Blvd



Future Aura  
RIRO  
Driveway

Future Aura  
Main  
Driveway



Somerset  
Drive



Caswell Road



Caswell Road

E. Franklin  
Street



E. Franklin  
Street

Estes Drive



### LEGEND



= BUS STOP



= NS ROUTE



= T ROUTE



= G ROUTE



= HS ROUTE



= D ROUTE



= CL ROUTE



= F ROUTE

- - - = GoTriangle CRX Express

- - - = GoTriangle 420



NOT TO  
SCALE

### 710 N Estes Townhomes Transportation Impact Analysis

### STUDY AREA TRANSIT ROUTES AND BUS STOPS

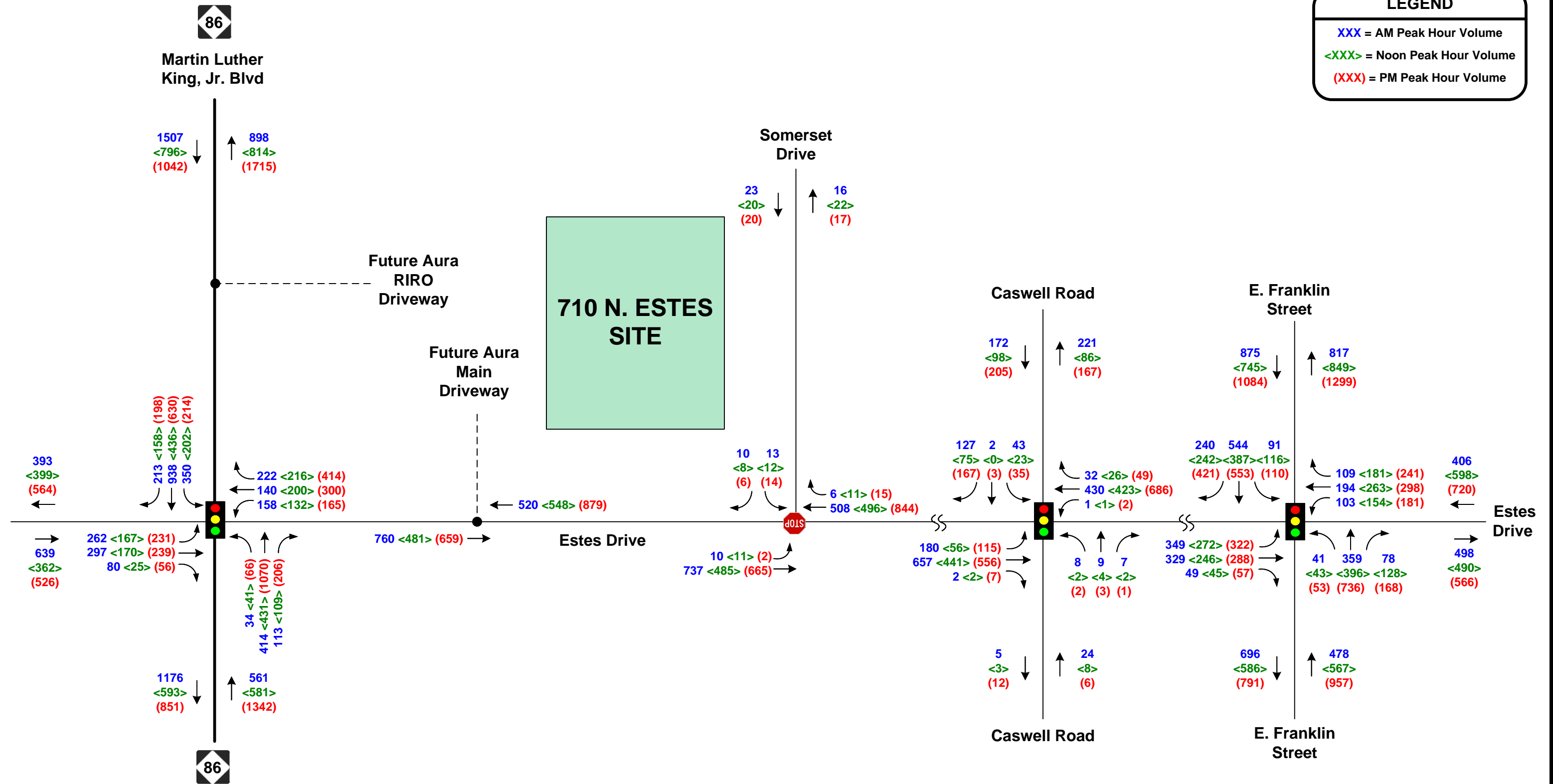
DATE: March 2022

FIGURE 5

DRAFT

LEGEND

XXX = AM Peak Hour Volume  
 <XXX> = Noon Peak Hour Volume  
 (XXX) = PM Peak Hour Volume



NOT TO SCALE

710 N Estes Townhomes  
Transportation Impact Analysis

2022 EXISTING PEAK HOUR TRAFFIC VOLUMES

DATE: March 2022

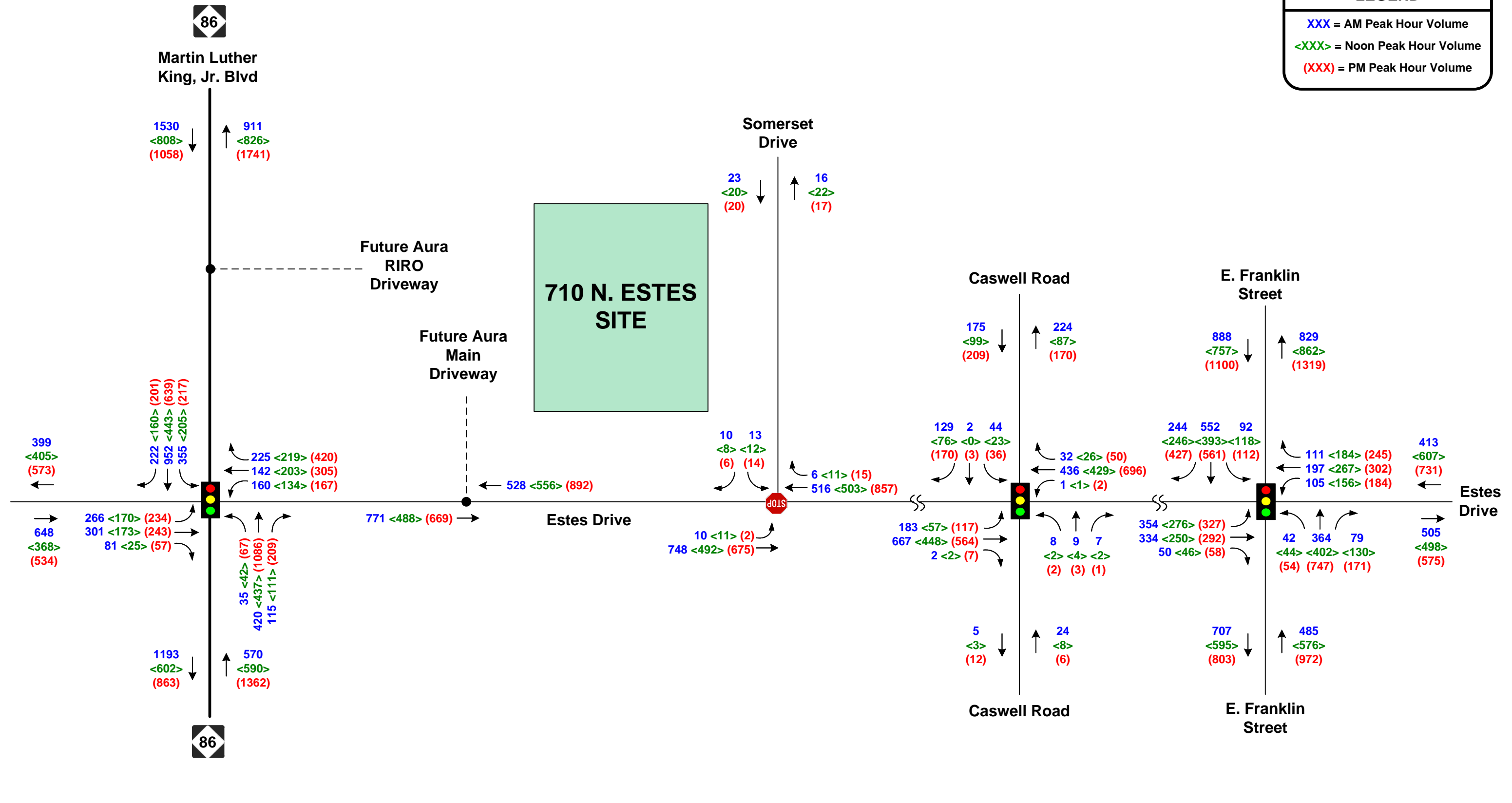
FIGURE 6



DRAFT

LEGEND

- XXX = AM Peak Hour Volume
- <XXX> = Noon Peak Hour Volume
- (XXX) = PM Peak Hour Volume



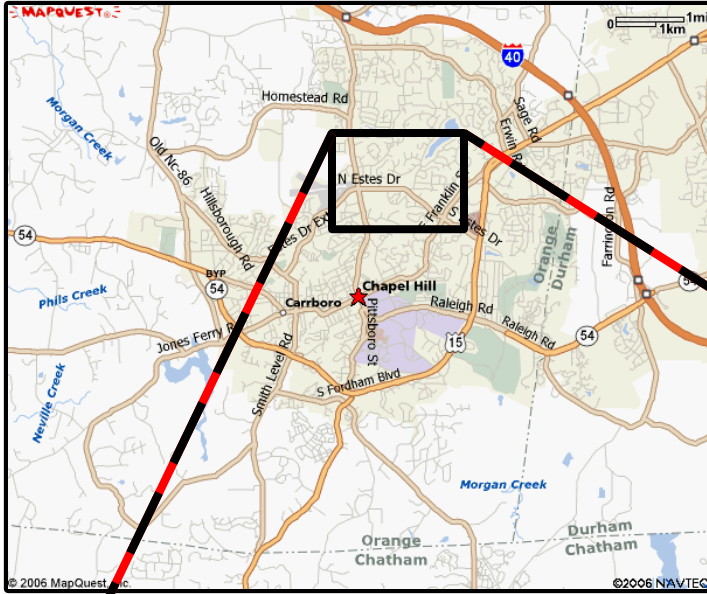
NOT TO SCALE

710 N Estes Townhomes  
Transportation Impact Analysis

2025 AMBIENT GROWTH PEAK HOUR TRAFFIC VOLUMES

DATE: March 2022

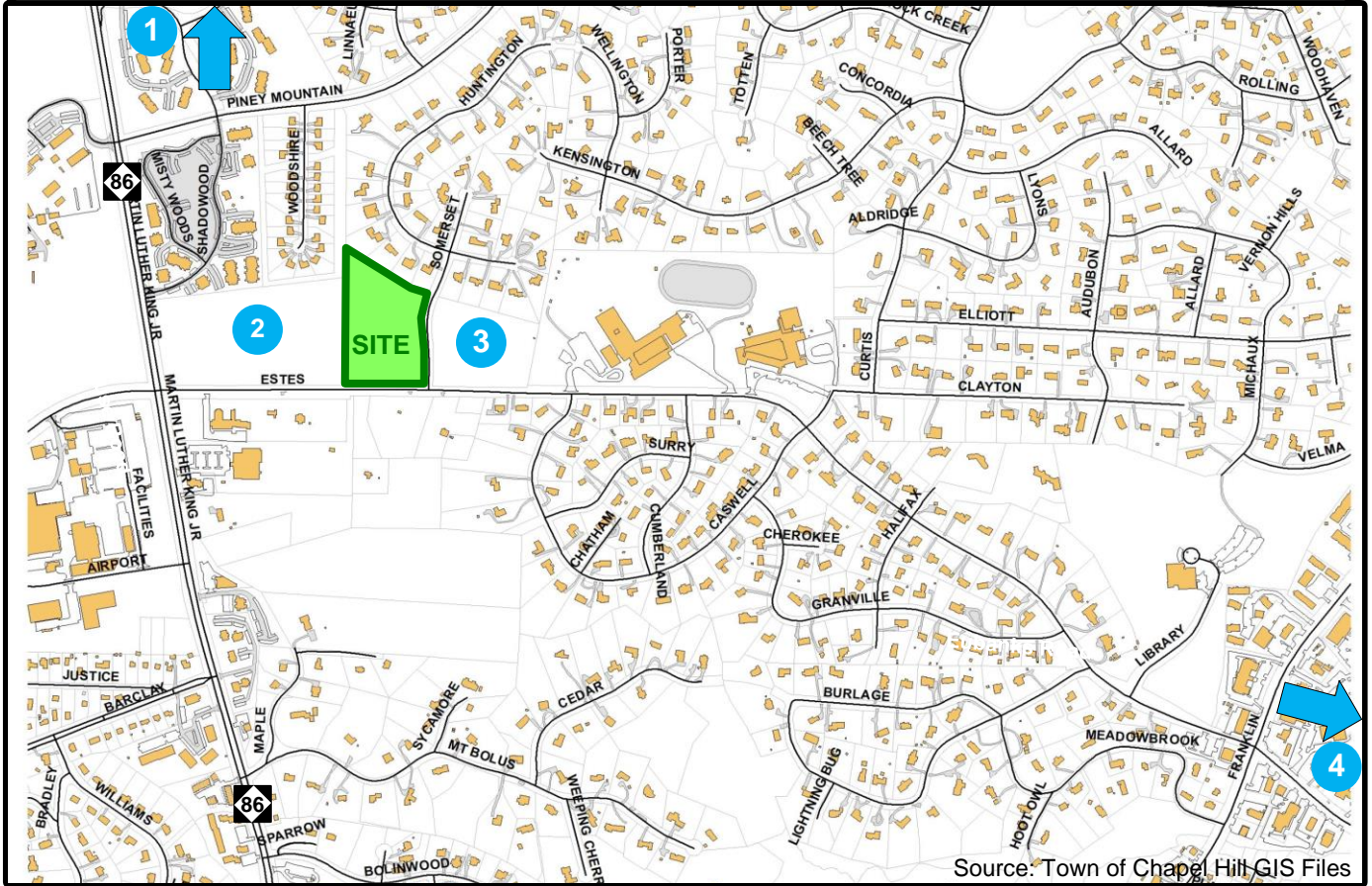
FIGURE 7



**LEGEND**

- 1 1200 MLK Redevelopment
- 2 Aura
- 3 Azalea Estates
- 4 University Place Redevelopment

 **NOT TO SCALE**



Source: Town of Chapel Hill GIS Files

**DRAFT**



**710 N Estes Townhomes  
Transportation Impact Analysis**

DATE: March 2022

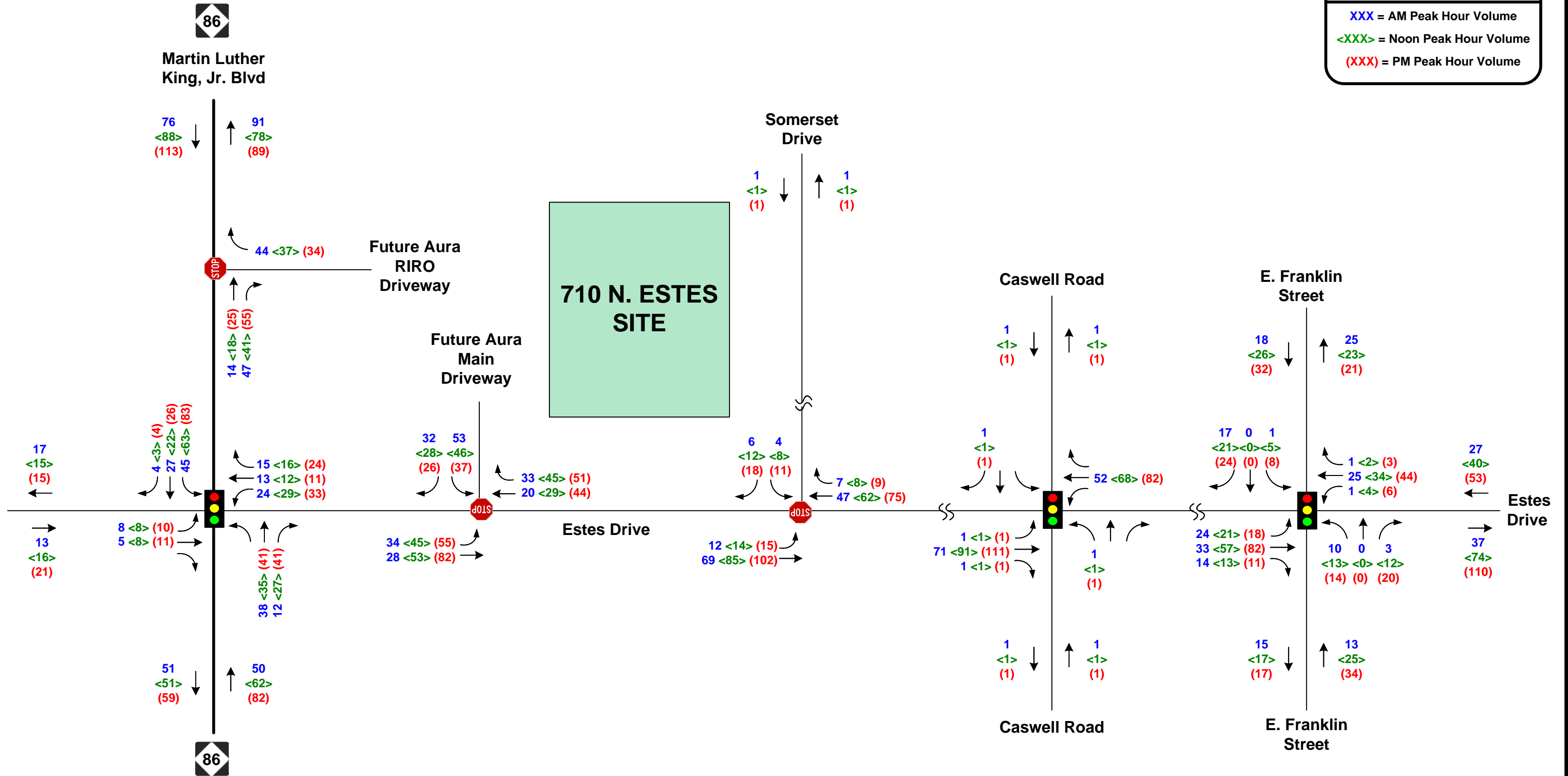
**BACKGROUND DEVELOPMENT LOCATIONS**

**FIGURE 8**

DRAFT

LEGEND

- XXX = AM Peak Hour Volume
- <XXX> = Noon Peak Hour Volume
- (XXX) = PM Peak Hour Volume



NOT TO SCALE

710 N Estes Townhomes  
Transportation Impact Analysis

DATE: March 2022

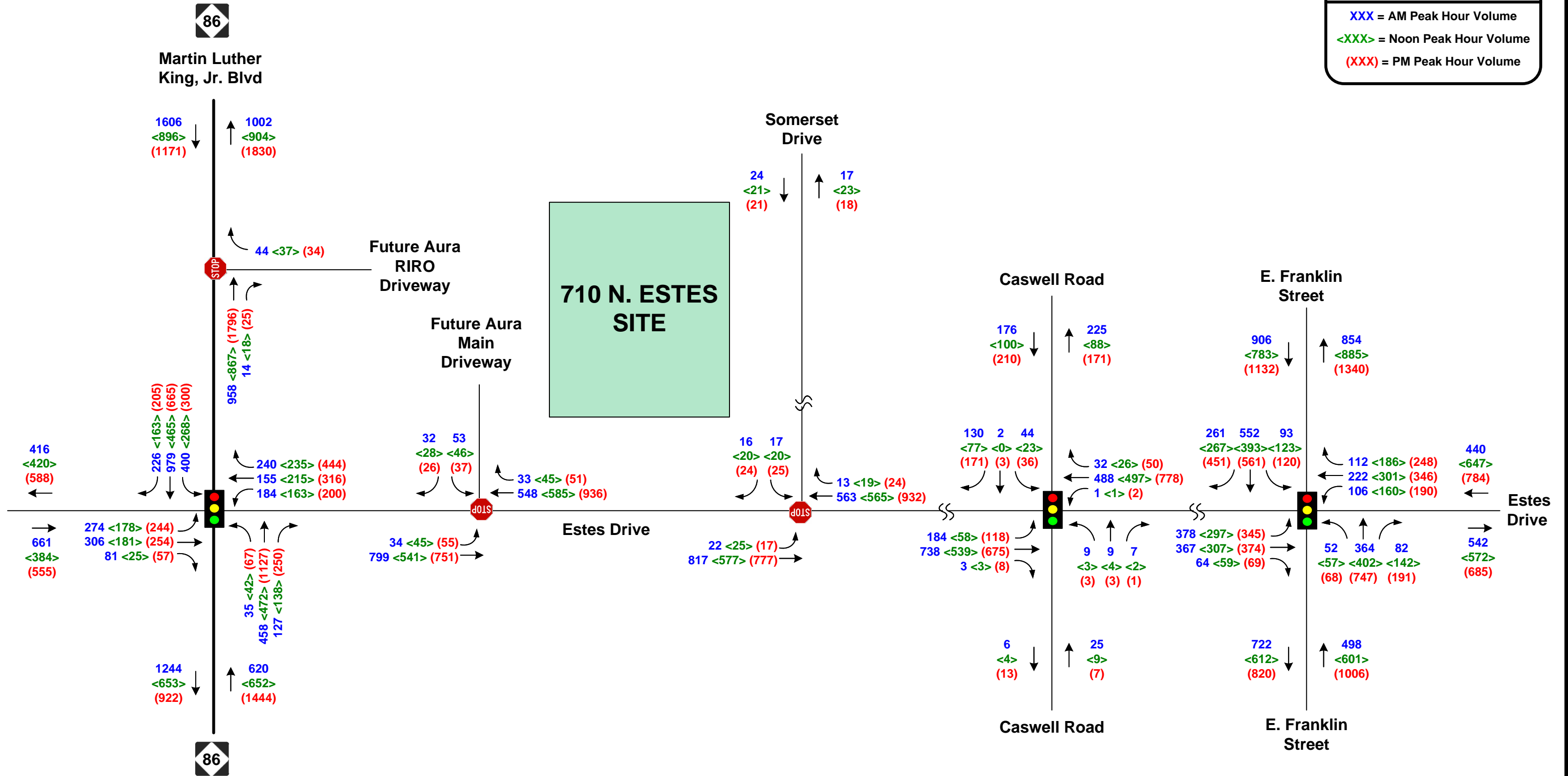
2025 TOTAL BACKGROUND GENERATORS - PEAK HOUR TRAFFIC VOLUMES

FIGURE 9

DRAFT

LEGEND

- XXX = AM Peak Hour Volume
- <XXX> = Noon Peak Hour Volume
- (XXX) = PM Peak Hour Volume



NOT TO SCALE

710 N Estes Townhomes  
Transportation Impact Analysis

2025 PEAK HOUR TRAFFIC VOLUMES – WITHOUT SITE

DATE: March 2022

FIGURE 10





DRAFT

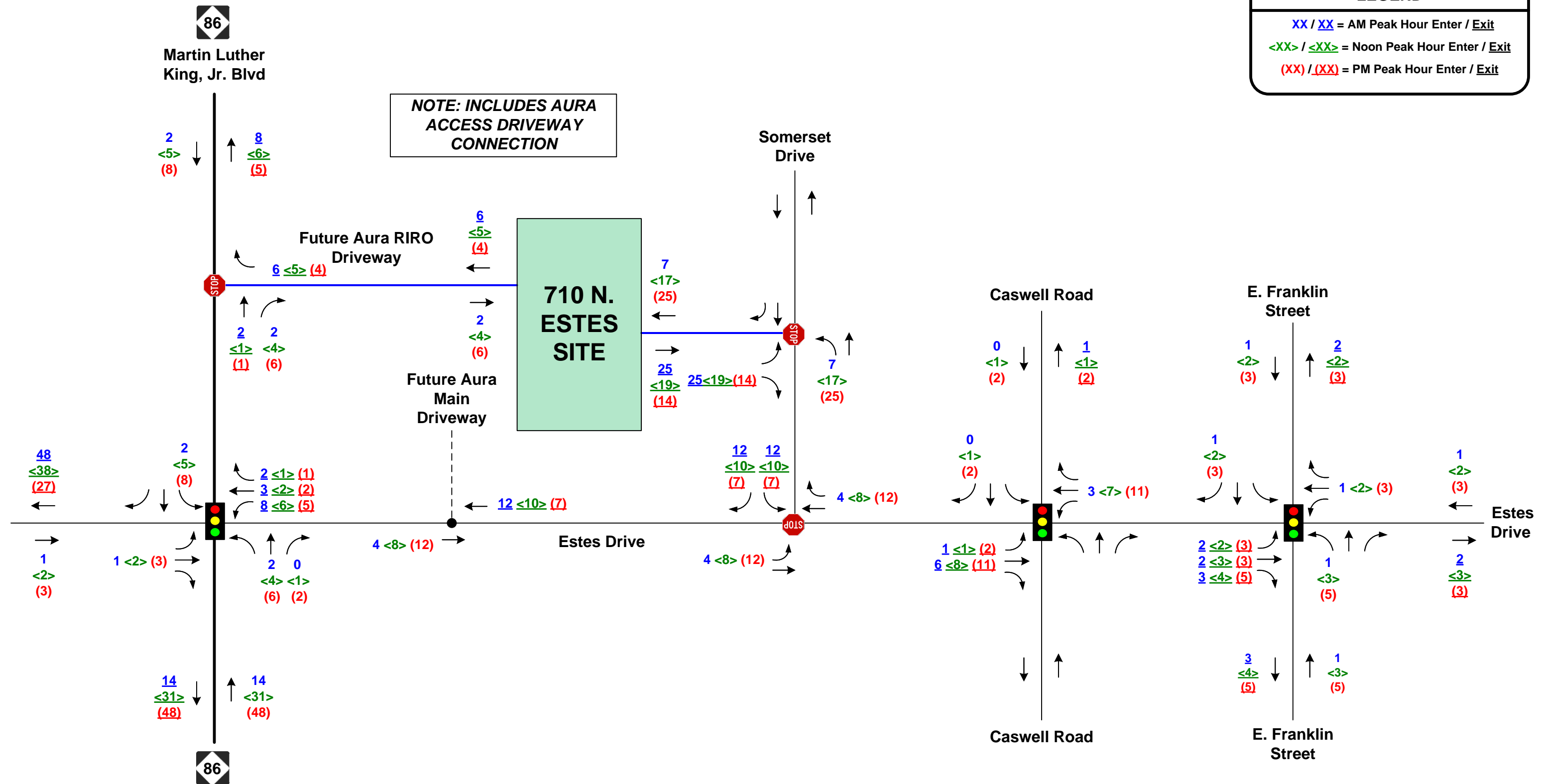
LEGEND

XX / XX = AM Peak Hour Enter / Exit

<XX> / <XX> = Noon Peak Hour Enter / Exit

(XX) / (XX) = PM Peak Hour Enter / Exit

NOTE: INCLUDES AURA ACCESS DRIVEWAY CONNECTION



NOT TO SCALE

710 N Estes Townhomes  
Transportation Impact Analysis

2025 PEAK HOUR SITE TRAFFIC ASSIGNMENT

DATE: March 2022

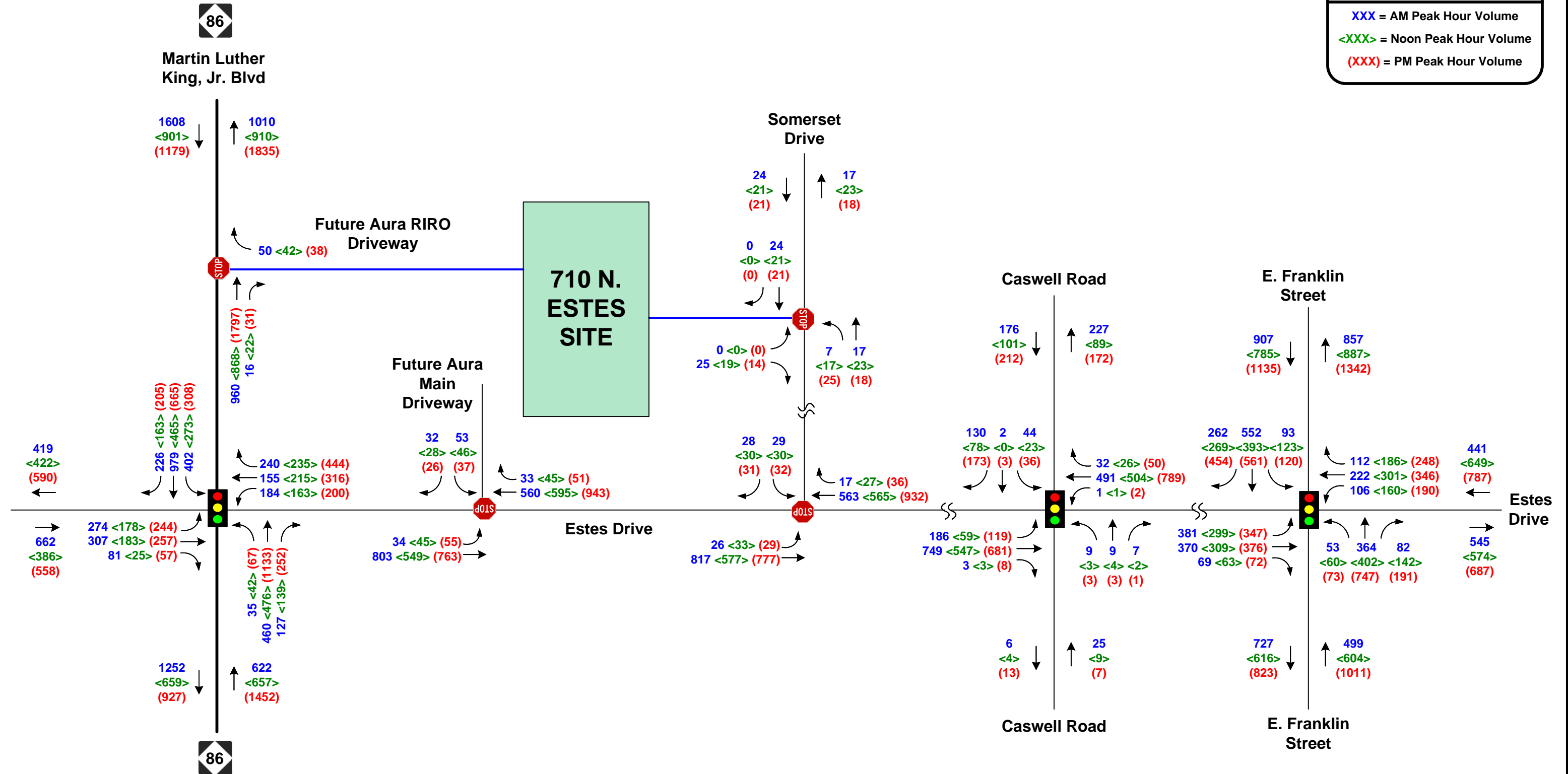
FIGURE 12



DRAFT

LEGEND

XXX = AM Peak Hour Volume  
 <XXX> = Noon Peak Hour Volume  
 (XXX) = PM Peak Hour Volume



NOT TO SCALE

710 N Estes Townhomes  
Transportation Impact Analysis

2025 PEAK HOUR TRAFFIC VOLUMES – WITH SITE

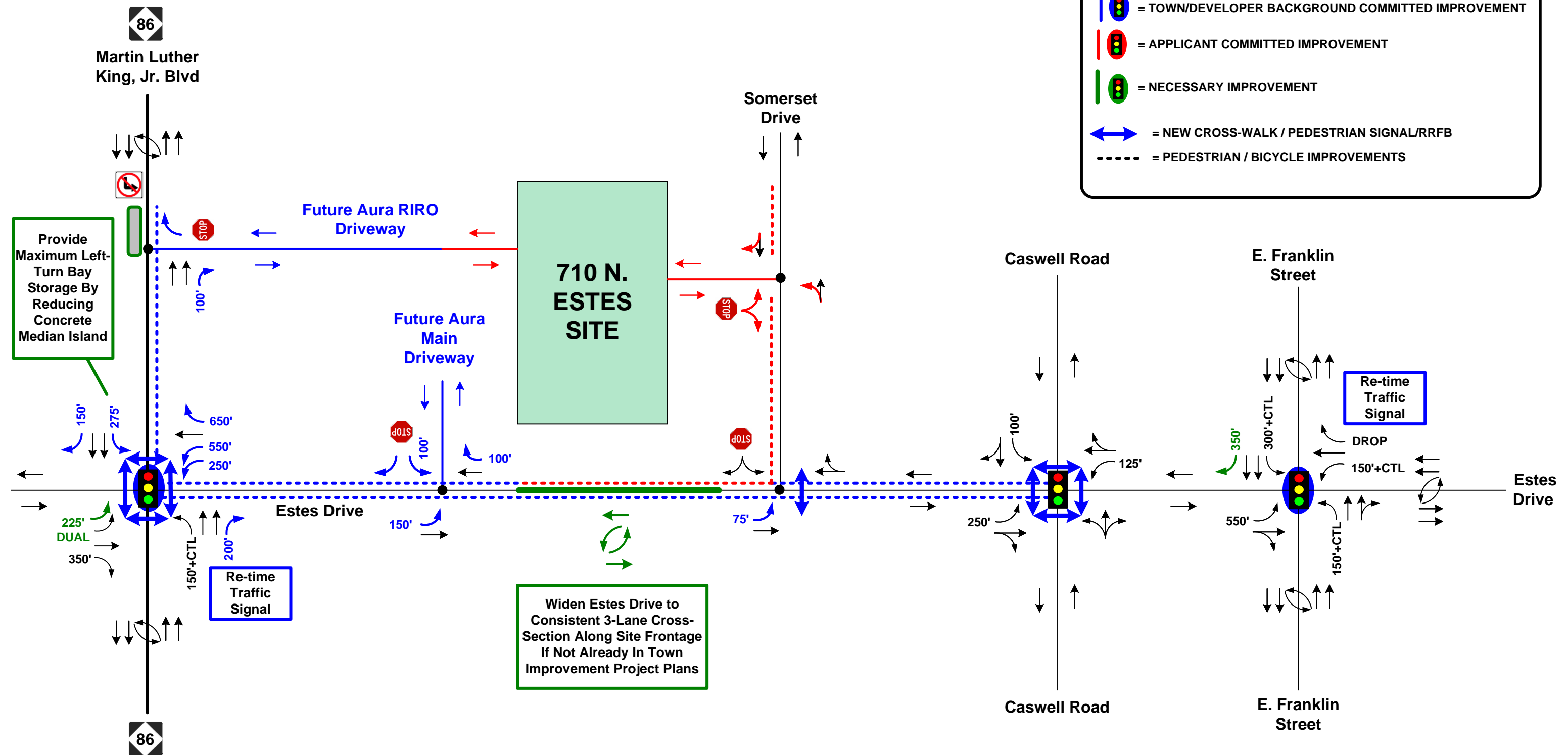
DATE: March 2022

FIGURE 13

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LEGEND

- = TOWN/DEVELOPER BACKGROUND COMMITTED IMPROVEMENT
- = APPLICANT COMMITTED IMPROVEMENT
- = NECESSARY IMPROVEMENT
- = NEW CROSS-WALK / PEDESTRIAN SIGNAL/RRFB
- = PEDESTRIAN / BICYCLE IMPROVEMENTS



NOT TO SCALE

710 N Estes Townhomes  
Transportation Impact Analysis

COMMITTED AND RECOMMENDED IMPROVEMENTS

DATE: March 2022

FIGURE 14



## **Appendix B – Traffic Count Data**

Type of report: Tube Count - Speed Data

LOCATION: N Estes Dr east of M.L.K. Jr Blvd														QC JOB #: 15689101			
SPECIFIC LOCATION:														DIRECTION: EB, WB			
CITY/STATE: Chapel Hill, NC														DATE: Feb 8 2022			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	5	18	13	3	3	0	0	0	0	0	0	42	31-40	31
01:00 AM	0	0	0	2	5	12	2	0	0	0	0	0	0	0	21	31-40	17
02:00 AM	0	0	1	2	5	4	6	2	1	0	0	0	0	0	21	36-45	10
03:00 AM	0	1	1	0	7	7	1	1	1	0	0	0	0	0	19	31-40	14
04:00 AM	0	0	0	1	8	13	5	1	0	0	0	0	0	0	28	31-40	21
05:00 AM	3	0	0	4	23	41	20	2	1	0	0	0	0	0	94	31-40	64
06:00 AM	2	0	0	7	67	127	30	4	0	0	0	0	0	0	237	31-40	194
07:00 AM	36	1	5	55	367	233	49	4	0	0	0	0	0	0	750	31-40	600
08:00 AM	47	2	13	166	459	280	55	4	0	0	0	0	0	0	1026	31-40	739
09:00 AM	46	6	16	76	347	263	72	6	0	0	1	0	0	0	833	31-40	610
10:00 AM	34	4	16	149	369	220	42	3	0	0	0	0	0	0	837	31-40	589
11:00 AM	53	2	17	107	375	272	42	7	0	0	0	0	0	0	875	31-40	647
12:00 PM	47	2	5	114	434	300	41	3	0	1	1	0	0	1	949	31-40	734
01:00 PM	52	6	18	146	393	265	50	3	0	0	0	0	0	0	933	31-40	658
02:00 PM	73	2	33	162	430	245	42	5	0	0	0	0	0	0	992	31-40	675
03:00 PM	61	2	55	233	470	205	28	1	0	0	0	0	0	0	1055	26-35	703
04:00 PM	80	10	38	176	450	302	56	1	0	0	0	0	0	0	1113	31-40	752
05:00 PM	149	81	171	203	331	164	22	3	0	0	0	0	0	0	1124	26-35	534
06:00 PM	64	1	20	225	424	230	34	0	0	0	0	0	0	0	998	31-40	654
07:00 PM	26	1	4	85	298	257	53	9	0	0	0	0	0	0	733	31-40	555
08:00 PM	10	0	0	34	188	199	38	12	0	0	0	0	0	0	481	31-40	387
09:00 PM	4	0	0	24	126	136	35	2	0	0	0	0	0	0	327	31-40	262
10:00 PM	5	0	0	14	68	83	25	8	2	0	0	1	0	0	206	31-40	151
11:00 PM	2	0	1	5	24	45	14	5	1	0	0	0	0	0	97	31-40	69
<b>Day Total</b>	794	121	414	1995	5686	3916	765	89	6	1	2	1	0	1	13791	31-40	9602
<b>Percent</b>	5.8%	0.9%	3%	14.5%	41.2%	28.4%	5.5%	0.6%	0%	0%	0%	0%	0%	0%			
<b>AM Peak Volume</b>	11:00 AM	9:00 AM	11:00 AM	8:00 AM	8:00 AM	8:00 AM	9:00 AM	11:00 AM	2:00 AM	12:00 AM	9:00 AM	12:00 AM	12:00 AM	12:00 AM	8:00 AM		
	53	6	17	166	459	280	72	7	1	0	1	0	0	0	1026		
<b>PM Peak Volume</b>	5:00 PM	5:00 PM	5:00 PM	3:00 PM	3:00 PM	4:00 PM	4:00 PM	8:00 PM	10:00 PM	12:00 PM	12:00 PM	10:00 PM	12:00 PM	12:00 PM	5:00 PM		
	149	81	171	233	470	302	56	12	2	1	1	1	0	1	1124		

Report generated on 2/16/2022 11:26 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: N Estes Dr east of M.L.K. Jr Blvd														QC JOB #: 15689101			
SPECIFIC LOCATION:														DIRECTION: EB, WB			
CITY/STATE: Chapel Hill, NC														DATE: Feb 9 2022			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	3	4	17	20	15	2	1	0	0	0	0	0	62	31-40	37
01:00 AM	0	0	0	3	8	13	6	2	0	0	0	0	0	0	32	31-40	21
02:00 AM	0	0	0	1	8	11	2	0	0	0	0	0	0	0	22	31-40	19
03:00 AM	0	0	0	0	3	8	4	1	0	0	0	0	0	0	16	36-45	12
04:00 AM	0	0	0	3	5	10	5	0	0	0	0	0	0	0	23	31-40	15
05:00 AM	0	0	1	6	21	59	10	3	0	0	1	0	0	0	101	31-40	80
06:00 AM	1	0	0	6	71	95	44	8	2	1	0	0	0	0	228	31-40	166
07:00 AM	34	3	24	90	342	237	66	7	1	0	0	0	0	0	804	31-40	579
08:00 AM	60	4	24	103	405	313	59	8	0	0	0	0	0	1	977	31-40	718
09:00 AM	37	1	3	77	365	302	59	8	0	0	0	0	0	0	852	31-40	667
10:00 AM	30	2	12	76	301	312	63	9	0	0	0	0	0	0	805	31-40	613
11:00 AM	40	6	17	81	365	319	68	2	2	0	0	0	0	0	900	31-40	684
12:00 PM	56	8	12	85	411	362	63	4	1	0	0	0	0	0	1002	31-40	773
01:00 PM	48	7	21	86	343	347	68	11	0	0	0	0	1	1	933	31-40	690
02:00 PM	69	4	13	84	405	311	63	4	0	1	0	0	0	0	954	31-40	716
03:00 PM	76	19	40	177	394	240	43	2	1	0	0	0	0	0	992	31-40	634
04:00 PM	77	11	33	161	537	312	54	3	1	0	0	0	0	0	1189	31-40	849
05:00 PM	174	74	132	192	344	131	24	1	0	0	0	0	0	0	1072	26-35	536
06:00 PM	61	3	16	137	445	275	37	4	0	0	1	0	0	1	980	31-40	720
07:00 PM	26	14	23	109	349	193	32	1	0	0	0	0	0	0	747	31-40	542
08:00 PM	20	3	5	39	199	151	41	4	1	0	0	0	0	0	463	31-40	350
09:00 PM	3	11	8	38	114	121	35	1	0	0	0	0	0	0	331	31-40	235
10:00 PM	4	0	0	3	73	90	32	4	0	0	0	0	0	0	206	31-40	163
11:00 PM	0	0	1	1	32	42	13	3	1	0	0	0	0	0	93	31-40	74
<b>Day Total</b>	816	170	388	1562	5557	4274	906	92	11	2	2	0	1	3	13784	31-40	9831
<b>Percent</b>	5.9%	1.2%	2.8%	11.3%	40.3%	31%	6.6%	0.7%	0.1%	0%	0%	0%	0%	0%			
<b>AM Peak Volume</b>	8:00 AM	11:00 AM	7:00 AM	8:00 AM	8:00 AM	11:00 AM	11:00 AM	10:00 AM	6:00 AM	6:00 AM	5:00 AM	12:00 AM	12:00 AM	8:00 AM	8:00 AM		
	60	6	24	103	405	319	68	9	2	1	1	0	0	1	977		
<b>PM Peak Volume</b>	5:00 PM	5:00 PM	5:00 PM	5:00 PM	4:00 PM	12:00 PM	1:00 PM	1:00 PM	12:00 PM	2:00 PM	6:00 PM	12:00 PM	1:00 PM	1:00 PM	4:00 PM		
	174	74	132	192	537	362	68	11	1	1	1	0	1	1	1189		
<i>Comments:</i>																	

Report generated on 2/16/2022 11:26 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

**SUMMARY - Tube Count - Speed Data**

<b>LOCATION:</b> N Estes Dr east of M.L.K. Jr Blvd														<b>QC JOB #:</b> 15689101			
<b>SPECIFIC LOCATION:</b>														<b>DIRECTION:</b> EB, WB			
<b>CITY/STATE:</b> Chapel Hill, NC														<b>DATE:</b> Feb 8 2022 - Feb 9 2022			
Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
<b>Grand Total</b>	1610	291	802	3557	11243	8190	1671	181	17	3	4	1	1	4	27575	31-40	19433
<b>Percent</b>	5.8%	1.1%	2.9%	12.9%	40.8%	29.7%	6.1%	0.7%	0.1%	0%	0%	0%	0%	0%			
<b>Cumulative Percent</b>	5.8%	6.9%	9.8%	22.7%	63.5%	93.2%	99.2%	99.9%	100%	100%	100%	100%	100%	100%			
<b>ADT</b> 13787															<b>85th Percentile:</b> 39 MPH <b>Mean Speed(Average):</b> 33 MPH <b>Median:</b> 34 MPH <b>Mode:</b> 33 MPH		
<i>Comments:</i>																	

Report generated on 2/16/2022 11:26 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)





Type of report: Tube Count - Vehicle Classification Data

**LOCATION:** N Estes Dr east of M.L.K. Jr Blvd  
**SPECIFIC LOCATION:**  
**CITY/STATE:** Chapel Hill, NC

**QC JOB #:** 15689101  
**DIRECTION:** EB, WB  
**DATE:** Feb 8 2022

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	40	0	1	1	0	0	0	0	0	0	0	0	0	42
01:00 AM	0	17	4	0	0	0	0	0	0	0	0	0	0	0	21
02:00 AM	0	18	2	1	0	0	0	0	0	0	0	0	0	0	21
03:00 AM	0	18	1	0	0	0	0	0	0	0	0	0	0	0	19
04:00 AM	0	22	5	0	1	0	0	0	0	0	0	0	0	0	28
05:00 AM	1	75	15	0	1	0	0	0	0	0	0	0	0	2	94
06:00 AM	1	183	33	7	9	1	0	1	0	0	0	0	0	2	237
07:00 AM	3	588	95	4	22	2	0	0	0	0	0	0	0	36	750
08:00 AM	5	765	157	14	35	2	0	2	1	0	0	0	0	45	1026
09:00 AM	3	618	133	7	28	1	0	2	0	0	0	0	0	41	833
10:00 AM	0	644	119	4	32	0	0	3	1	0	0	0	0	34	837
11:00 AM	2	655	129	2	27	1	0	6	1	0	0	0	0	52	875
12:00 PM	3	743	111	4	37	1	0	4	0	0	0	0	0	46	949
01:00 PM	3	726	121	9	22	0	0	4	0	0	0	0	0	48	933
02:00 PM	5	772	120	9	15	0	0	2	0	0	0	0	0	69	992
03:00 PM	7	826	130	8	20	2	0	5	0	0	0	0	0	57	1055
04:00 PM	7	858	137	12	21	2	1	1	0	0	0	0	0	74	1113
05:00 PM	11	896	101	2	14	1	1	2	0	0	0	0	0	96	1124
06:00 PM	8	813	104	2	8	1	0	1	0	0	0	0	0	61	998
07:00 PM	0	637	61	0	7	0	0	2	0	0	0	0	0	26	733
08:00 PM	2	417	46	1	3	2	0	0	0	0	0	0	0	10	481
09:00 PM	1	288	31	0	3	0	0	0	0	0	0	0	0	4	327
10:00 PM	0	181	19	0	1	0	0	0	0	0	0	0	0	5	206
11:00 PM	0	85	10	0	0	0	0	0	0	0	0	0	0	2	97
<b>Day Total</b>	62	10885	1684	87	307	16	2	35	3	0	0	0	0	710	13791
<b>Percent</b>	0.4%	78.9%	12.2%	0.6%	2.2%	0.1%	0%	0.3%	0%	0%	0%	0%	0%	5.1%	
<b>ADT</b> 13791															
<b>AM Peak</b> Volume	8:00 AM 5	8:00 AM 765	8:00 AM 157	8:00 AM 14	8:00 AM 35	7:00 AM 2	12:00 AM 0	11:00 AM 6	8:00 AM 1	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	11:00 AM 52	8:00 AM 1026
<b>PM Peak</b> Volume	5:00 PM 11	5:00 PM 896	4:00 PM 137	4:00 PM 12	12:00 PM 37	3:00 PM 2	4:00 PM 1	3:00 PM 5	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	5:00 PM 96	5:00 PM 1124

Comments:

Type of report: Tube Count - Vehicle Classification Data

**LOCATION:** N Estes Dr east of M.L.K. Jr Blvd  
**SPECIFIC LOCATION:**  
**CITY/STATE:** Chapel Hill, NC

**QC JOB #:** 15689101  
**DIRECTION:** EB, WB  
**DATE:** Feb 9 2022

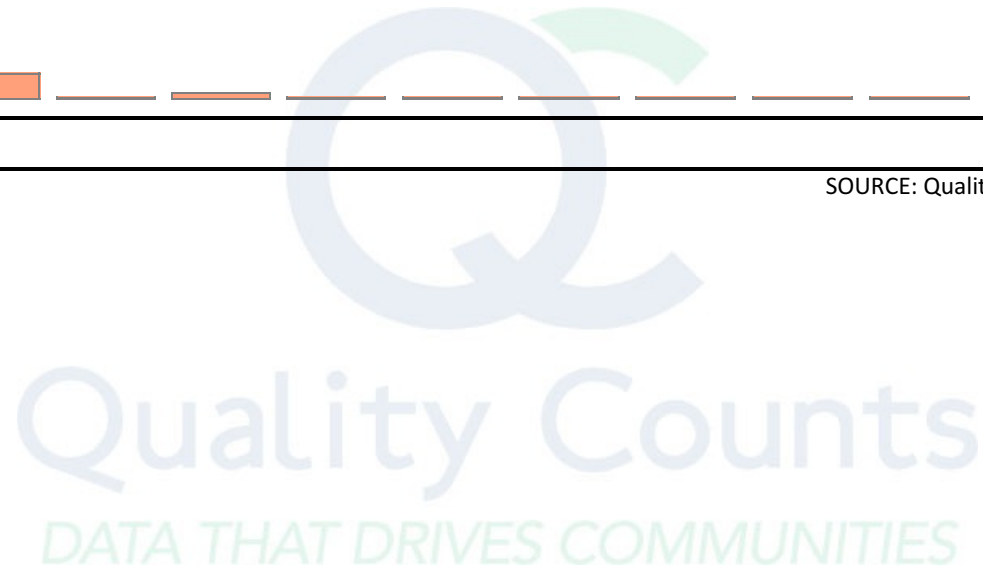
Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	57	4	0	1	0	0	0	0	0	0	0	0	0	62
01:00 AM	0	29	3	0	0	0	0	0	0	0	0	0	0	0	32
02:00 AM	0	20	1	0	0	1	0	0	0	0	0	0	0	0	22
03:00 AM	1	13	0	0	1	0	0	0	0	0	0	0	0	0	16
04:00 AM	0	20	2	0	1	0	0	0	0	0	0	0	0	0	23
05:00 AM	0	85	6	0	7	2	0	1	0	0	0	0	0	0	101
06:00 AM	1	188	23	7	7	0	0	1	0	0	0	0	0	1	228
07:00 AM	4	619	117	6	23	2	0	1	0	0	0	0	0	32	804
08:00 AM	5	711	158	11	30	0	0	2	1	0	0	0	0	59	977
09:00 AM	1	645	124	6	35	1	0	2	1	0	0	0	0	37	852
10:00 AM	0	625	109	4	32	1	0	3	1	0	0	0	0	30	805
11:00 AM	1	711	112	5	28	0	0	4	0	0	0	0	0	39	900
12:00 PM	2	782	135	4	19	0	0	4	1	0	0	0	0	55	1002
01:00 PM	2	727	113	2	35	2	0	4	0	0	0	0	0	48	933
02:00 PM	5	734	112	7	29	0	0	1	0	0	0	0	0	66	954
03:00 PM	4	755	122	7	32	2	0	3	0	0	0	0	0	67	992
04:00 PM	2	942	142	7	25	0	0	0	0	0	0	0	0	71	1189
05:00 PM	10	810	101	2	20	5	0	1	0	0	0	0	0	123	1072
06:00 PM	4	797	102	2	14	1	0	0	0	0	0	0	0	60	980
07:00 PM	0	645	69	0	12	0	0	0	0	0	0	0	0	21	747
08:00 PM	0	388	46	1	7	1	0	0	0	0	0	0	0	20	463
09:00 PM	1	288	35	0	4	0	0	1	0	0	0	0	0	2	331
10:00 PM	0	186	15	0	1	0	0	0	0	0	0	0	0	4	206
11:00 PM	0	85	6	0	2	0	0	0	0	0	0	0	0	0	93
<b>Day Total</b>	43	10862	1657	71	365	19	0	28	4	0	0	0	0	735	13784
<b>Percent</b>	0.3%	78.8%	12%	0.5%	2.6%	0.1%	0%	0.2%	0%	0%	0%	0%	0%	5.3%	
<b>ADT</b> 13784															
<b>AM Peak</b>	8:00 AM	8:00 AM	8:00 AM	8:00 AM	9:00 AM	5:00 AM	12:00 AM	11:00 AM	8:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	8:00 AM	8:00 AM
<b>Volume</b>	5	711	158	11	35	2	0	4	1	0	0	0	0	59	977
<b>PM Peak</b>	5:00 PM	4:00 PM	4:00 PM	2:00 PM	1:00 PM	5:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	5:00 PM	4:00 PM
<b>Volume</b>	10	942	142	7	35	5	0	4	1	0	0	0	0	123	1189

Comments:

**LOCATION:** N Estes Dr east of M.L.K. Jr Blvd **QC JOB #:** 15689101  
**SPECIFIC LOCATION:** **DIRECTION:** EB, WB  
**CITY/STATE:** Chapel Hill, NC **DATE:** Feb 8 2022 - Feb 9 2022

	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
<b>Grand Total</b>	105	21747	3341	158	672	35	2	63	7	0	0	0	0	1445	27575
<b>Percent</b>	0.4%	78.9%	12.1%	0.6%	2.4%	0.1%	0%	0.2%	0%	0%	0%	0%	0%	5.2%	
<b>ADT</b> 13787															

*Comments:*



Type of report: Tube Count - Volume Data

<b>LOCATION:</b> N Estes Dr east of M.L.K. Jr Blvd <b>SPECIFIC LOCATION:</b> <b>CITY/STATE:</b> Chapel Hill, NC							<b>QC JOB #:</b> 15689101 <b>DIRECTION:</b> EB, WB <b>DATE:</b> Feb 8 2022 - Feb 9 2022			
Start Time	Mon 8 Feb 22	Tue 9 Feb 22	Wed 9 Feb 22	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		42	62			52			52	
01:00 AM		21	32			27			27	
02:00 AM		21	22			22			22	
03:00 AM		19	16			18			18	
04:00 AM		28	23			26			26	
05:00 AM		94	101			98			98	
06:00 AM		237	228			233			233	
07:00 AM		750	804			777			777	
08:00 AM		<b>1026</b>	<b>977</b>			<b>1002</b>			<b>1002</b>	
09:00 AM		833	852			843			843	
10:00 AM		837	805			821			821	
11:00 AM		875	900			888			888	
12:00 PM		949	1002			976			976	
01:00 PM		933	933			933			933	
02:00 PM		992	954			973			973	
03:00 PM		1055	992			1024			1024	
04:00 PM		1113	<b>1189</b>			<b>1151</b>			<b>1151</b>	
05:00 PM		<b>1124</b>	1072			1098			1098	
06:00 PM		998	980			989			989	
07:00 PM		733	747			740			740	
08:00 PM		481	463			472			472	
09:00 PM		327	331			329			329	
10:00 PM		206	206			206			206	
11:00 PM		97	93			95			95	
<b>Day Total</b>		13791	13784			13793			13793	
% Weekday Average		100%	99.9%							
% Week Average		100%	99.9%			100%				
AM Peak Volume		8:00 AM 1026	8:00 AM 977			8:00 AM 1002			8:00 AM 1002	
PM Peak Volume		5:00 PM 1124	4:00 PM 1189			4:00 PM 1151			4:00 PM 1151	

Comments:

Report generated on 2/16/2022 11:26 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: N Estes Dr east of M.L.K. Jr Blvd														QC JOB #: 15689101			
SPECIFIC LOCATION:														DIRECTION: EB			
CITY/STATE: Chapel Hill, NC														DATE: Feb 8 2022			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	2	4	8	2	2	0	0	0	0	0	0	18	31-40	12
01:00 AM	0	0	0	2	2	5	0	0	0	0	0	0	0	0	9	31-40	7
02:00 AM	0	0	0	1	1	1	1	1	0	0	0	0	0	0	5	26-35	2
03:00 AM	0	0	1	0	4	5	1	1	0	0	0	0	0	0	12	31-40	9
04:00 AM	0	0	0	1	5	8	4	0	0	0	0	0	0	0	18	31-40	13
05:00 AM	1	0	0	0	19	31	16	2	0	0	0	0	0	0	69	31-40	50
06:00 AM	1	0	0	2	39	72	21	3	0	0	0	0	0	0	138	31-40	111
07:00 AM	14	1	3	41	211	158	36	3	0	0	0	0	0	0	467	31-40	369
08:00 AM	18	0	6	73	259	192	40	2	0	0	0	0	0	0	590	31-40	451
09:00 AM	19	2	8	41	167	166	48	5	0	0	0	0	0	0	456	31-40	333
10:00 AM	13	1	6	59	206	125	27	2	0	0	0	0	0	0	439	31-40	331
11:00 AM	19	1	10	46	183	153	28	5	0	0	0	0	0	0	445	31-40	336
12:00 PM	19	2	1	27	196	161	24	2	0	1	0	0	0	1	434	31-40	357
01:00 PM	21	3	8	39	157	169	33	3	0	0	0	0	0	0	433	31-40	326
02:00 PM	34	0	5	61	191	154	30	3	0	0	0	0	0	0	478	31-40	345
03:00 PM	27	0	7	63	221	129	22	1	0	0	0	0	0	0	470	31-40	350
04:00 PM	34	0	3	42	192	203	41	0	0	0	0	0	0	0	515	31-40	395
05:00 PM	39	0	19	81	200	132	21	3	0	0	0	0	0	0	495	31-40	332
06:00 PM	27	1	3	33	172	154	28	0	0	0	0	0	0	0	418	31-40	326
07:00 PM	13	0	0	15	85	111	37	7	0	0	0	0	0	0	268	31-40	196
08:00 PM	8	0	0	5	59	94	24	11	0	0	0	0	0	0	201	31-40	153
09:00 PM	1	0	0	5	20	53	21	2	0	0	0	0	0	0	102	36-45	74
10:00 PM	4	0	0	3	11	32	14	5	2	0	0	0	0	0	71	36-45	46
11:00 PM	1	0	0	2	5	22	10	3	0	0	0	0	0	0	43	36-45	32
<b>Day Total</b>	313	11	80	644	2609	2338	529	66	2	1	0	0	0	1	6594	31-40	4947
<b>Percent</b>	4.7%	0.2%	1.2%	9.8%	39.6%	35.5%	8%	1%	0%	0%	0%	0%	0%	0%			
<b>AM Peak Volume</b>	9:00 AM 19	9:00 AM 2	11:00 AM 10	8:00 AM 73	8:00 AM 259	8:00 AM 192	9:00 AM 48	9:00 AM 5	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	8:00 AM 590		
<b>PM Peak Volume</b>	5:00 PM 39	1:00 PM 3	5:00 PM 19	5:00 PM 81	3:00 PM 221	4:00 PM 203	4:00 PM 41	8:00 PM 11	10:00 PM 2	12:00 PM 1	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 1	4:00 PM 515		
<i>Comments:</i>																	

Report generated on 2/16/2022 11:26 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

**LOCATION:** N Estes Dr east of M.L.K. Jr Blvd **QC JOB #:** 15689101  
**SPECIFIC LOCATION:** **DIRECTION:** EB  
**CITY/STATE:** Chapel Hill, NC **DATE:** Feb 9 2022

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	1	0	7	7	6	2	0	0	0	0	0	0	23	31-40	14
01:00 AM	0	0	0	0	2	7	2	1	0	0	0	0	0	0	12	32-41	9
02:00 AM	0	0	0	0	3	3	1	0	0	0	0	0	0	0	7	31-40	6
03:00 AM	0	0	0	0	0	3	3	1	0	0	0	0	0	0	7	36-45	6
04:00 AM	0	0	0	3	5	8	3	0	0	0	0	0	0	0	19	31-40	13
05:00 AM	0	0	0	3	12	47	7	2	0	0	0	0	0	0	71	31-40	59
06:00 AM	0	0	0	2	44	55	29	5	2	0	0	0	0	0	137	31-40	99
07:00 AM	13	1	13	47	220	153	48	5	1	0	0	0	0	0	501	31-40	373
08:00 AM	24	3	17	73	251	187	29	4	0	0	0	0	0	1	589	31-40	438
09:00 AM	24	0	3	35	213	159	35	3	0	0	0	0	0	0	472	31-40	372
10:00 AM	12	0	1	16	150	191	41	4	0	0	0	0	0	0	415	31-40	341
11:00 AM	14	0	3	23	154	190	46	1	2	0	0	0	0	0	433	31-40	344
12:00 PM	19	0	6	30	152	191	45	3	1	0	0	0	0	0	447	31-40	343
01:00 PM	17	3	7	20	143	186	43	10	0	0	0	0	1	1	431	31-40	329
02:00 PM	33	0	1	20	166	179	45	3	0	1	0	0	0	0	448	31-40	345
03:00 PM	28	2	20	66	175	128	33	2	0	0	0	0	0	0	454	31-40	303
04:00 PM	26	0	1	40	237	172	40	2	1	0	0	0	0	0	519	31-40	409
05:00 PM	38	0	3	58	185	102	18	1	0	0	0	0	0	0	405	31-40	287
06:00 PM	25	0	7	28	160	173	34	3	0	0	1	0	0	1	432	31-40	333
07:00 PM	8	0	0	24	114	108	20	0	0	0	0	0	0	0	274	31-40	222
08:00 PM	11	0	1	8	37	72	31	3	1	0	0	0	0	0	164	31-40	109
09:00 PM	0	0	0	7	22	62	20	0	0	0	0	0	0	0	111	31-40	84
10:00 PM	2	0	0	0	21	30	14	4	0	0	0	0	0	0	71	31-40	51
11:00 PM	0	0	1	0	10	8	5	3	1	0	0	0	0	0	28	31-40	18
<b>Day Total</b>	294	9	85	503	2483	2421	598	62	9	1	1	0	1	3	6470	31-40	4904
<b>Percent</b>	4.5%	0.1%	1.3%	7.8%	38.4%	37.4%	9.2%	1%	0.1%	0%	0%	0%	0%	0%			
<b>AM Peak Volume</b>	8:00 AM	8:00 AM	8:00 AM	8:00 AM	8:00 AM	10:00 AM	7:00 AM	6:00 AM	6:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	8:00 AM	8:00 AM		
	24	3	17	73	251	191	48	5	2	0	0	0	0	1	589		
<b>PM Peak Volume</b>	5:00 PM	1:00 PM	3:00 PM	3:00 PM	4:00 PM	12:00 PM	12:00 PM	1:00 PM	12:00 PM	2:00 PM	6:00 PM	12:00 PM	1:00 PM	1:00 PM	4:00 PM		
	38	3	20	66	237	191	45	10	1	1	1	0	1	1	519		

Comments:



Type of report: Tube Count - Speed Data

**SUMMARY - Tube Count - Speed Data**

<b>LOCATION:</b> N Estes Dr east of M.L.K. Jr Blvd														<b>QC JOB #:</b> 15689101			
<b>SPECIFIC LOCATION:</b>														<b>DIRECTION:</b> EB			
<b>CITY/STATE:</b> Chapel Hill, NC														<b>DATE:</b> Feb 8 2022 - Feb 9 2022			
Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
<b>Grand Total</b>	607	20	165	1147	5092	4759	1127	128	11	2	1	0	1	4	13064	31-40	9851
<b>Percent</b>	4.6%	0.2%	1.3%	8.8%	39%	36.4%	8.6%	1%	0.1%	0%	0%	0%	0%	0%			
<b>Cumulative Percent</b>	4.6%	4.8%	6.1%	14.8%	53.8%	90.2%	98.9%	99.9%	99.9%	100%	100%	100%	100%	100%			
<b>ADT</b> 6532															<b>85th Percentile:</b> 40 MPH <b>Mean Speed(Average):</b> 34 MPH <b>Median:</b> 35 MPH <b>Mode:</b> 33 MPH		
<i>Comments:</i>																	

Report generated on 2/16/2022 11:26 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)



Type of report: Tube Count - Vehicle Classification Data

**LOCATION:** N Estes Dr east of M.L.K. Jr Blvd

**QC JOB #:** 15689101

**SPECIFIC LOCATION:**

**DIRECTION:** EB

**CITY/STATE:** Chapel Hill, NC

**DATE:** Feb 8 2022

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	17	0	0	1	0	0	0	0	0	0	0	0	0	18
01:00 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
02:00 AM	0	3	1	1	0	0	0	0	0	0	0	0	0	0	5
03:00 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12
04:00 AM	0	14	3	0	1	0	0	0	0	0	0	0	0	0	18
05:00 AM	0	56	11	0	1	0	0	0	0	0	0	0	0	1	69
06:00 AM	1	106	18	7	3	1	0	1	0	0	0	0	0	1	138
07:00 AM	3	374	63	2	10	1	0	0	0	0	0	0	0	14	467
08:00 AM	3	452	88	7	23	1	0	0	0	0	0	0	0	16	590
09:00 AM	2	344	75	5	14	0	0	0	0	0	0	0	0	16	456
10:00 AM	0	360	50	2	13	0	0	0	1	0	0	0	0	13	439
11:00 AM	2	339	68	0	14	1	0	3	0	0	0	0	0	18	445
12:00 PM	3	338	50	3	18	1	0	3	0	0	0	0	0	18	434
01:00 PM	2	343	51	6	8	0	0	2	0	0	0	0	0	21	433
02:00 PM	3	363	61	5	12	0	0	2	0	0	0	0	0	32	478
03:00 PM	4	375	51	5	9	1	0	1	0	0	0	0	0	24	470
04:00 PM	2	392	70	5	12	1	0	1	0	0	0	0	0	32	515
05:00 PM	8	401	49	0	4	1	0	1	0	0	0	0	0	31	495
06:00 PM	5	343	42	0	3	1	0	0	0	0	0	0	0	24	418
07:00 PM	0	233	19	0	2	0	0	1	0	0	0	0	0	13	268
08:00 PM	0	169	20	1	2	1	0	0	0	0	0	0	0	8	201
09:00 PM	0	94	6	0	1	0	0	0	0	0	0	0	0	1	102
10:00 PM	0	58	9	0	0	0	0	0	0	0	0	0	0	4	71
11:00 PM	0	36	6	0	0	0	0	0	0	0	0	0	0	1	43
<b>Day Total</b>	38	5230	812	49	151	10	0	15	1	0	0	0	0	288	6594
<b>Percent</b>	0.6%	79.3%	12.3%	0.7%	2.3%	0.2%	0%	0.2%	0%	0%	0%	0%	0%	4.4%	
<b>ADT</b> 6594															
<b>AM Peak</b> Volume	7:00 AM 3	8:00 AM 452	8:00 AM 88	6:00 AM 7	8:00 AM 23	6:00 AM 1	12:00 AM 0	11:00 AM 3	10:00 AM 1	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	11:00 AM 18	8:00 AM 590
<b>PM Peak</b> Volume	5:00 PM 8	5:00 PM 401	4:00 PM 70	1:00 PM 6	12:00 PM 18	12:00 PM 1	12:00 PM 0	12:00 PM 3	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	2:00 PM 32	4:00 PM 515

**Comments:**

Type of report: Tube Count - Vehicle Classification Data

**LOCATION:** N Estes Dr east of M.L.K. Jr Blvd **QC JOB #:** 15689101  
**SPECIFIC LOCATION:** **DIRECTION:** EB  
**CITY/STATE:** Chapel Hill, NC **DATE:** Feb 9 2022

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	21	1	0	1	0	0	0	0	0	0	0	0	0	23
01:00 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12
02:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
03:00 AM	0	6	0	0	1	0	0	0	0	0	0	0	0	0	7
04:00 AM	0	16	2	0	1	0	0	0	0	0	0	0	0	0	19
05:00 AM	0	58	5	0	6	1	0	1	0	0	0	0	0	0	71
06:00 AM	1	113	10	7	5	0	0	1	0	0	0	0	0	0	137
07:00 AM	3	397	66	4	17	2	0	1	0	0	0	0	0	11	501
08:00 AM	5	446	87	8	18	0	0	2	0	0	0	0	0	23	589
09:00 AM	0	353	69	1	22	1	0	1	1	0	0	0	0	24	472
10:00 AM	0	326	56	3	15	1	0	2	0	0	0	0	0	12	415
11:00 AM	1	360	44	2	11	0	0	1	0	0	0	0	0	14	433
12:00 PM	1	343	72	2	6	0	0	4	1	0	0	0	0	18	447
01:00 PM	2	346	42	2	17	2	0	3	0	0	0	0	0	17	431
02:00 PM	3	351	48	5	11	0	0	0	0	0	0	0	0	30	448
03:00 PM	2	348	57	6	14	1	0	1	0	0	0	0	0	25	454
04:00 PM	0	418	63	4	9	0	0	0	0	0	0	0	0	25	519
05:00 PM	5	322	34	0	7	1	0	0	0	0	0	0	0	36	405
06:00 PM	3	345	51	1	8	0	0	0	0	0	0	0	0	24	432
07:00 PM	0	248	15	0	3	0	0	0	0	0	0	0	0	8	274
08:00 PM	0	135	14	0	4	0	0	0	0	0	0	0	0	11	164
09:00 PM	1	98	10	0	2	0	0	0	0	0	0	0	0	0	111
10:00 PM	0	60	9	0	0	0	0	0	0	0	0	0	0	2	71
11:00 PM	0	26	0	0	2	0	0	0	0	0	0	0	0	0	28
<b>Day Total</b>	27	5154	756	45	180	9	0	17	2	0	0	0	0	280	6470
<b>Percent</b>	0.4%	79.7%	11.7%	0.7%	2.8%	0.1%	0%	0.3%	0%	0%	0%	0%	0%	4.3%	
<b>ADT</b> 6470															
<b>AM Peak</b> Volume	8:00 AM 5	8:00 AM 446	8:00 AM 87	8:00 AM 8	9:00 AM 22	7:00 AM 2	12:00 AM 0	8:00 AM 2	9:00 AM 1	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	9:00 AM 24	8:00 AM 589
<b>PM Peak</b> Volume	5:00 PM 5	4:00 PM 418	12:00 PM 72	3:00 PM 6	1:00 PM 17	1:00 PM 2	12:00 PM 0	12:00 PM 4	12:00 PM 1	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	5:00 PM 36	4:00 PM 519

Comments:

**LOCATION:** N Estes Dr east of M.L.K. Jr Blvd **QC JOB #:** 15689101  
**SPECIFIC LOCATION:** **DIRECTION:** EB  
**CITY/STATE:** Chapel Hill, NC **DATE:** Feb 8 2022 - Feb 9 2022

	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
<b>Grand Total</b>	65	10384	1568	94	331	19	0	32	3	0	0	0	0	568	13064
<b>Percent</b>	0.5%	79.5%	12%	0.7%	2.5%	0.1%	0%	0.2%	0%	0%	0%	0%	0%	4.3%	
<b>ADT</b> 6532															

*Comments:*



Type of report: Tube Count - Volume Data

<b>LOCATION:</b> N Estes Dr east of M.L.K. Jr Blvd <b>SPECIFIC LOCATION:</b> <b>CITY/STATE:</b> Chapel Hill, NC							<b>QC JOB #:</b> 15689101 <b>DIRECTION:</b> EB <b>DATE:</b> Feb 8 2022 - Feb 9 2022			
Start Time	Mon 8 Feb 22	Tue 9 Feb 22	Wed 9 Feb 22	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		18	23			21			21	
01:00 AM		9	12			11			11	
02:00 AM		5	7			6			6	
03:00 AM		12	7			10			10	
04:00 AM		18	19			19			19	
05:00 AM		69	71			70			70	
06:00 AM		138	137			138			138	
07:00 AM		467	501			484			484	
08:00 AM		590	589			590			590	
09:00 AM		456	472			464			464	
10:00 AM		439	415			427			427	
11:00 AM		445	433			439			439	
12:00 PM		434	447			441			441	
01:00 PM		433	431			432			432	
02:00 PM		478	448			463			463	
03:00 PM		470	454			462			462	
04:00 PM		515	519			517			517	
05:00 PM		495	405			450			450	
06:00 PM		418	432			425			425	
07:00 PM		268	274			271			271	
08:00 PM		201	164			183			183	
09:00 PM		102	111			107			107	
10:00 PM		71	71			71			71	
11:00 PM		43	28			36			36	
<b>Day Total</b>		6594	6470			6537			6537	
% Weekday Average		100.9%	99%							
% Week Average		100.9%	99%			100%				
AM Peak Volume		8:00 AM 590	8:00 AM 589			8:00 AM 590			8:00 AM 590	
PM Peak Volume		4:00 PM 515	4:00 PM 519			4:00 PM 517			4:00 PM 517	

Comments:

Report generated on 2/16/2022 11:26 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: N Estes Dr east of M.L.K. Jr Blvd														QC JOB #: 15689101			
SPECIFIC LOCATION:														DIRECTION: WB			
CITY/STATE: Chapel Hill, NC														DATE: Feb 8 2022			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	3	14	5	1	1	0	0	0	0	0	0	24	31-40	19
01:00 AM	0	0	0	0	3	7	2	0	0	0	0	0	0	0	12	31-40	10
02:00 AM	0	0	1	1	4	3	5	1	1	0	0	0	0	0	16	36-45	8
03:00 AM	0	1	0	0	3	2	0	0	1	0	0	0	0	0	7	31-40	5
04:00 AM	0	0	0	0	3	5	1	1	0	0	0	0	0	0	10	31-40	8
05:00 AM	2	0	0	4	4	10	4	0	1	0	0	0	0	0	25	35-44	14
06:00 AM	1	0	0	5	28	55	9	1	0	0	0	0	0	0	99	31-40	83
07:00 AM	22	0	2	14	156	75	13	1	0	0	0	0	0	0	283	31-40	231
08:00 AM	29	2	7	93	200	88	15	2	0	0	0	0	0	0	436	26-35	293
09:00 AM	27	4	8	35	180	97	24	1	0	0	1	0	0	0	377	31-40	277
10:00 AM	21	3	10	90	163	95	15	1	0	0	0	0	0	0	398	31-40	258
11:00 AM	34	1	7	61	192	119	14	2	0	0	0	0	0	0	430	31-40	311
12:00 PM	28	0	4	87	238	139	17	1	0	0	1	0	0	0	515	31-40	377
01:00 PM	31	3	10	107	236	96	17	0	0	0	0	0	0	0	500	26-35	343
02:00 PM	39	2	28	101	239	91	12	2	0	0	0	0	0	0	514	26-35	340
03:00 PM	34	2	48	170	249	76	6	0	0	0	0	0	0	0	585	26-35	419
04:00 PM	46	10	35	134	258	99	15	1	0	0	0	0	0	0	598	26-35	392
05:00 PM	110	81	152	122	131	32	1	0	0	0	0	0	0	0	629	21-30	274
06:00 PM	37	0	17	192	252	76	6	0	0	0	0	0	0	0	580	26-35	444
07:00 PM	13	1	4	70	213	146	16	2	0	0	0	0	0	0	465	31-40	359
08:00 PM	2	0	0	29	129	105	14	1	0	0	0	0	0	0	280	31-40	234
09:00 PM	3	0	0	19	106	83	14	0	0	0	0	0	0	0	225	31-40	189
10:00 PM	1	0	0	11	57	51	11	3	0	0	0	1	0	0	135	31-40	108
11:00 PM	1	0	1	3	19	23	4	2	1	0	0	0	0	0	54	31-40	42
<b>Day Total</b>	481	110	334	1351	3077	1578	236	23	4	0	2	1	0	0	7197	31-40	4655
<b>Percent</b>	6.7%	1.5%	4.6%	18.8%	42.8%	21.9%	3.3%	0.3%	0.1%	0%	0%	0%	0%	0%			
<b>AM Peak Volume</b>	11:00 AM	9:00 AM	10:00 AM	8:00 AM	8:00 AM	11:00 AM	9:00 AM	8:00 AM	2:00 AM	12:00 AM	9:00 AM	12:00 AM	12:00 AM	12:00 AM	8:00 AM		
	34	4	10	93	200	119	24	2	1	0	1	0	0	0	436		
<b>PM Peak Volume</b>	5:00 PM	5:00 PM	5:00 PM	6:00 PM	4:00 PM	7:00 PM	12:00 PM	10:00 PM	11:00 PM	12:00 PM	12:00 PM	10:00 PM	12:00 PM	12:00 PM	5:00 PM		
	110	81	152	192	258	146	17	3	1	0	1	1	0	0	629		
<i>Comments:</i>																	

Report generated on 2/16/2022 11:26 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)



Type of report: Tube Count - Speed Data

LOCATION: N Estes Dr east of M.L.K. Jr Blvd														QC JOB #: 15689101			
SPECIFIC LOCATION:														DIRECTION: WB			
CITY/STATE: Chapel Hill, NC														DATE: Feb 9 2022			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	2	4	10	13	9	0	1	0	0	0	0	0	39	31-40	23
01:00 AM	0	0	0	3	6	6	4	1	0	0	0	0	0	0	20	31-40	12
02:00 AM	0	0	0	1	5	8	1	0	0	0	0	0	0	0	15	31-40	13
03:00 AM	0	0	0	0	3	5	1	0	0	0	0	0	0	0	9	31-40	8
04:00 AM	0	0	0	0	0	2	2	0	0	0	0	0	0	0	4	36-45	4
05:00 AM	0	0	1	3	9	12	3	1	0	0	1	0	0	0	30	31-40	21
06:00 AM	1	0	0	4	27	40	15	3	0	1	0	0	0	0	91	31-40	67
07:00 AM	21	2	11	43	122	84	18	2	0	0	0	0	0	0	303	31-40	206
08:00 AM	36	1	7	30	154	126	30	4	0	0	0	0	0	0	388	31-40	280
09:00 AM	13	1	0	42	152	143	24	5	0	0	0	0	0	0	380	31-40	295
10:00 AM	18	2	11	60	151	121	22	5	0	0	0	0	0	0	390	31-40	272
11:00 AM	26	6	14	58	211	129	22	1	0	0	0	0	0	0	467	31-40	340
12:00 PM	37	8	6	55	259	171	18	1	0	0	0	0	0	0	555	31-40	430
01:00 PM	31	4	14	66	200	161	25	1	0	0	0	0	0	0	502	31-40	361
02:00 PM	36	4	12	64	239	132	18	1	0	0	0	0	0	0	506	31-40	371
03:00 PM	48	17	20	111	219	112	10	0	1	0	0	0	0	0	538	31-40	331
04:00 PM	51	11	32	121	300	140	14	1	0	0	0	0	0	0	670	31-40	440
05:00 PM	136	74	129	134	159	29	6	0	0	0	0	0	0	0	667	26-35	293
06:00 PM	36	3	9	109	285	102	3	1	0	0	0	0	0	0	548	26-35	394
07:00 PM	18	14	23	85	235	85	12	1	0	0	0	0	0	0	473	26-35	320
08:00 PM	9	3	4	31	162	79	10	1	0	0	0	0	0	0	299	31-40	241
09:00 PM	3	11	8	31	92	59	15	1	0	0	0	0	0	0	220	31-40	151
10:00 PM	2	0	0	3	52	60	18	0	0	0	0	0	0	0	135	31-40	112
11:00 PM	0	0	0	1	22	34	8	0	0	0	0	0	0	0	65	31-40	56
<b>Day Total</b>	522	161	303	1059	3074	1853	308	30	2	1	1	0	0	0	7314	31-40	4927
<b>Percent</b>	7.1%	2.2%	4.1%	14.5%	42%	25.3%	4.2%	0.4%	0%	0%	0%	0%	0%	0%			
<b>AM Peak Volume</b>	8:00 AM	11:00 AM	11:00 AM	10:00 AM	11:00 AM	9:00 AM	8:00 AM	9:00 AM	12:00 AM	6:00 AM	5:00 AM	12:00 AM	12:00 AM	12:00 AM	11:00 AM		
	36	6	14	60	211	143	30	5	1	1	1	0	0	0	467		
<b>PM Peak Volume</b>	5:00 PM	5:00 PM	5:00 PM	5:00 PM	4:00 PM	12:00 PM	1:00 PM	12:00 PM	3:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	4:00 PM		
	136	74	129	134	300	171	25	1	1	0	0	0	0	0	670		
<i>Comments:</i>																	

Report generated on 2/16/2022 11:26 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

**SUMMARY - Tube Count - Speed Data**

<b>LOCATION:</b> N Estes Dr east of M.L.K. Jr Blvd														<b>QC JOB #:</b> 15689101			
<b>SPECIFIC LOCATION:</b>														<b>DIRECTION:</b> WB			
<b>CITY/STATE:</b> Chapel Hill, NC														<b>DATE:</b> Feb 8 2022 - Feb 9 2022			
Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
<b>Grand Total</b>	1003	271	637	2410	6151	3431	544	53	6	1	3	1	0	0	14511	31-40	9582
<b>Percent</b>	6.9%	1.9%	4.4%	16.6%	42.4%	23.6%	3.7%	0.4%	0%	0%	0%	0%	0%	0%			
<b>Cumulative Percent</b>	6.9%	8.8%	13.2%	29.8%	72.2%	95.8%	99.6%	99.9%	100%	100%	100%	100%	100%	100%			
<b>ADT 7255</b>															<b>85th Percentile:</b> 38 MPH <b>Mean Speed(Average):</b> 32 MPH <b>Median:</b> 33 MPH <b>Mode:</b> 33 MPH		
<i>Comments:</i>																	

Report generated on 2/16/2022 11:26 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)



Type of report: Tube Count - Vehicle Classification Data

**LOCATION:** N Estes Dr east of M.L.K. Jr Blvd

**QC JOB #:** 15689101

**SPECIFIC LOCATION:**

**DIRECTION:** WB

**CITY/STATE:** Chapel Hill, NC

**DATE:** Feb 8 2022

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	23	0	1	0	0	0	0	0	0	0	0	0	0	24
01:00 AM	0	9	3	0	0	0	0	0	0	0	0	0	0	0	12
02:00 AM	0	15	1	0	0	0	0	0	0	0	0	0	0	0	16
03:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
04:00 AM	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
05:00 AM	1	19	4	0	0	0	0	0	0	0	0	0	0	1	25
06:00 AM	0	77	15	0	6	0	0	0	0	0	0	0	0	1	99
07:00 AM	0	214	32	2	12	1	0	0	0	0	0	0	0	22	283
08:00 AM	2	313	69	7	12	1	0	2	1	0	0	0	0	29	436
09:00 AM	1	274	58	2	14	1	0	2	0	0	0	0	0	25	377
10:00 AM	0	284	69	2	19	0	0	3	0	0	0	0	0	21	398
11:00 AM	0	316	61	2	13	0	0	3	1	0	0	0	0	34	430
12:00 PM	0	405	61	1	19	0	0	1	0	0	0	0	0	28	515
01:00 PM	1	383	70	3	14	0	0	2	0	0	0	0	0	27	500
02:00 PM	2	409	59	4	3	0	0	0	0	0	0	0	0	37	514
03:00 PM	3	451	79	3	11	1	0	4	0	0	0	0	0	33	585
04:00 PM	5	466	67	7	9	1	1	0	0	0	0	0	0	42	598
05:00 PM	3	495	52	2	10	0	1	1	0	0	0	0	0	65	629
06:00 PM	3	470	62	2	5	0	0	1	0	0	0	0	0	37	580
07:00 PM	0	404	42	0	5	0	0	1	0	0	0	0	0	13	465
08:00 PM	2	248	26	0	1	1	0	0	0	0	0	0	0	2	280
09:00 PM	1	194	25	0	2	0	0	0	0	0	0	0	0	3	225
10:00 PM	0	123	10	0	1	0	0	0	0	0	0	0	0	1	135
11:00 PM	0	49	4	0	0	0	0	0	0	0	0	0	0	1	54
<b>Day Total</b>	24	5655	872	38	156	6	2	20	2	0	0	0	0	422	7197
<b>Percent</b>	0.3%	78.6%	12.1%	0.5%	2.2%	0.1%	0%	0.3%	0%	0%	0%	0%	0%	5.9%	
<b>ADT</b> 7197															
<b>AM Peak</b> Volume	8:00 AM 2	11:00 AM 316	8:00 AM 69	8:00 AM 7	10:00 AM 19	7:00 AM 1	12:00 AM 0	10:00 AM 3	8:00 AM 1	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	11:00 AM 34	8:00 AM 436
<b>PM Peak</b> Volume	4:00 PM 5	5:00 PM 495	3:00 PM 79	4:00 PM 7	12:00 PM 19	3:00 PM 1	4:00 PM 1	3:00 PM 4	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	5:00 PM 65	5:00 PM 629

**Comments:**

**LOCATION:** N Estes Dr east of M.L.K. Jr Blvd  
**SPECIFIC LOCATION:**  
**CITY/STATE:** Chapel Hill, NC

**QC JOB #:** 15689101  
**DIRECTION:** WB  
**DATE:** Feb 9 2022

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	36	3	0	0	0	0	0	0	0	0	0	0	0	39
01:00 AM	0	17	3	0	0	0	0	0	0	0	0	0	0	0	20
02:00 AM	0	14	0	0	0	1	0	0	0	0	0	0	0	0	15
03:00 AM	1	7	0	0	0	1	0	0	0	0	0	0	0	0	9
04:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
05:00 AM	0	27	1	0	1	1	0	0	0	0	0	0	0	0	30
06:00 AM	0	75	13	0	2	0	0	0	0	0	0	0	0	1	91
07:00 AM	1	222	51	2	6	0	0	0	0	0	0	0	0	21	303
08:00 AM	0	265	71	3	12	0	0	0	1	0	0	0	0	36	388
09:00 AM	1	292	55	5	13	0	0	1	0	0	0	0	0	13	380
10:00 AM	0	299	53	1	17	0	0	1	1	0	0	0	0	18	390
11:00 AM	0	351	68	3	17	0	0	3	0	0	0	0	0	25	467
12:00 PM	1	439	63	2	13	0	0	0	0	0	0	0	0	37	555
01:00 PM	0	381	71	0	18	0	0	1	0	0	0	0	0	31	502
02:00 PM	2	383	64	2	18	0	0	1	0	0	0	0	0	36	506
03:00 PM	2	407	65	1	18	1	0	2	0	0	0	0	0	42	538
04:00 PM	2	524	79	3	16	0	0	0	0	0	0	0	0	46	670
05:00 PM	5	488	67	2	13	4	0	1	0	0	0	0	0	87	667
06:00 PM	1	452	51	1	6	1	0	0	0	0	0	0	0	36	548
07:00 PM	0	397	54	0	9	0	0	0	0	0	0	0	0	13	473
08:00 PM	0	253	32	1	3	1	0	0	0	0	0	0	0	9	299
09:00 PM	0	190	25	0	2	0	0	1	0	0	0	0	0	2	220
10:00 PM	0	126	6	0	1	0	0	0	0	0	0	0	0	2	135
11:00 PM	0	59	6	0	0	0	0	0	0	0	0	0	0	0	65
<b>Day Total</b>	16	5708	901	26	185	10	0	11	2	0	0	0	0	455	7314
<b>Percent</b>	0.2%	78%	12.3%	0.4%	2.5%	0.1%	0%	0.2%	0%	0%	0%	0%	0%	6.2%	
<b>ADT</b> 7314															
<b>AM Peak</b>	3:00 AM	11:00 AM	8:00 AM	9:00 AM	10:00 AM	2:00 AM	12:00 AM	11:00 AM	8:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	8:00 AM	11:00 AM
<b>Volume</b>	1	351	71	5	17	1	0	3	1	0	0	0	0	36	467
<b>PM Peak</b>	5:00 PM	4:00 PM	4:00 PM	4:00 PM	1:00 PM	5:00 PM	12:00 PM	3:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	5:00 PM	4:00 PM
<b>Volume</b>	5	524	79	3	18	4	0	2	0	0	0	0	0	87	670

Comments:

**LOCATION:** N Estes Dr east of M.L.K. Jr Blvd **QC JOB #:** 15689101  
**SPECIFIC LOCATION:** **DIRECTION:** WB  
**CITY/STATE:** Chapel Hill, NC **DATE:** Feb 8 2022 - Feb 9 2022

	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
<b>Grand Total</b>	40	11363	1773	64	341	16	2	31	4	0	0	0	0	877	14511
<b>Percent</b>	0.3%	78.3%	12.2%	0.4%	2.3%	0.1%	0%	0.2%	0%	0%	0%	0%	0%	6%	
<b>ADT 7255</b>															

*Comments:*



Type of report: Tube Count - Volume Data

<b>LOCATION:</b> N Estes Dr east of M.L.K. Jr Blvd <b>SPECIFIC LOCATION:</b> <b>CITY/STATE:</b> Chapel Hill, NC							<b>QC JOB #:</b> 15689101 <b>DIRECTION:</b> WB <b>DATE:</b> Feb 8 2022 - Feb 9 2022			
Start Time	Mon 8 Feb 22	Tue 9 Feb 22	Wed 9 Feb 22	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		24	39			32			32	
01:00 AM		12	20			16			16	
02:00 AM		16	15			16			16	
03:00 AM		7	9			8			8	
04:00 AM		10	4			7			7	
05:00 AM		25	30			28			28	
06:00 AM		99	91			95			95	
07:00 AM		283	303			293			293	
08:00 AM		436	388			412			412	
09:00 AM		377	380			379			379	
10:00 AM		398	390			394			394	
11:00 AM		430	467			449			449	
12:00 PM		515	555			535			535	
01:00 PM		500	502			501			501	
02:00 PM		514	506			510			510	
03:00 PM		585	538			562			562	
04:00 PM		598	670			634			634	
05:00 PM		629	667			648			648	
06:00 PM		580	548			564			564	
07:00 PM		465	473			469			469	
08:00 PM		280	299			290			290	
09:00 PM		225	220			223			223	
10:00 PM		135	135			135			135	
11:00 PM		54	65			60			60	
<b>Day Total</b>		7197	7314			7260			7260	
% Weekday Average		99.1%	100.7%							
% Week Average		99.1%	100.7%			100%				
AM Peak Volume		8:00 AM 436	11:00 AM 467			11:00 AM 449			11:00 AM 449	
PM Peak Volume		5:00 PM 629	4:00 PM 670			5:00 PM 648			5:00 PM 648	

Comments:

Report generated on 2/16/2022 11:26 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)



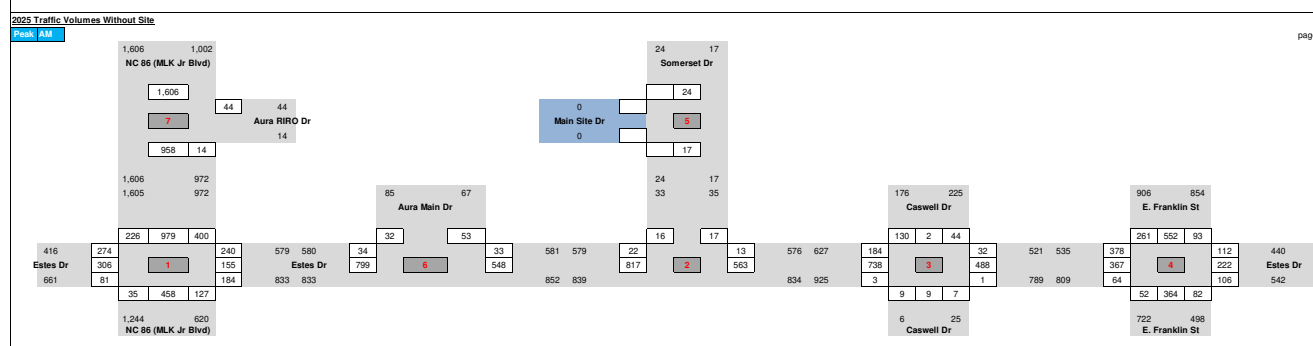
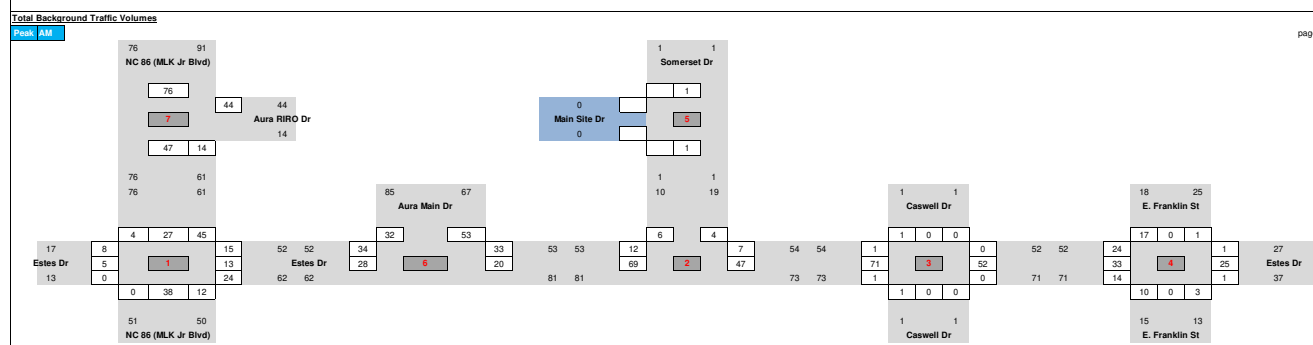
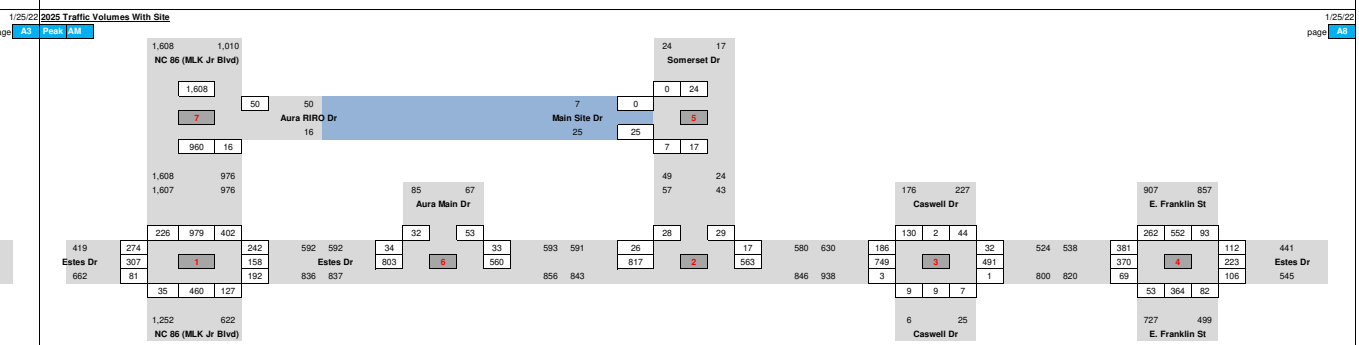
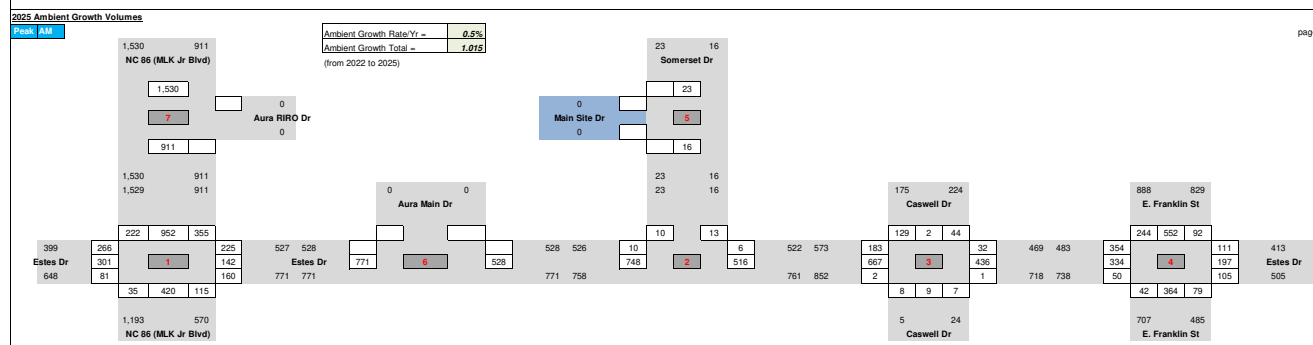
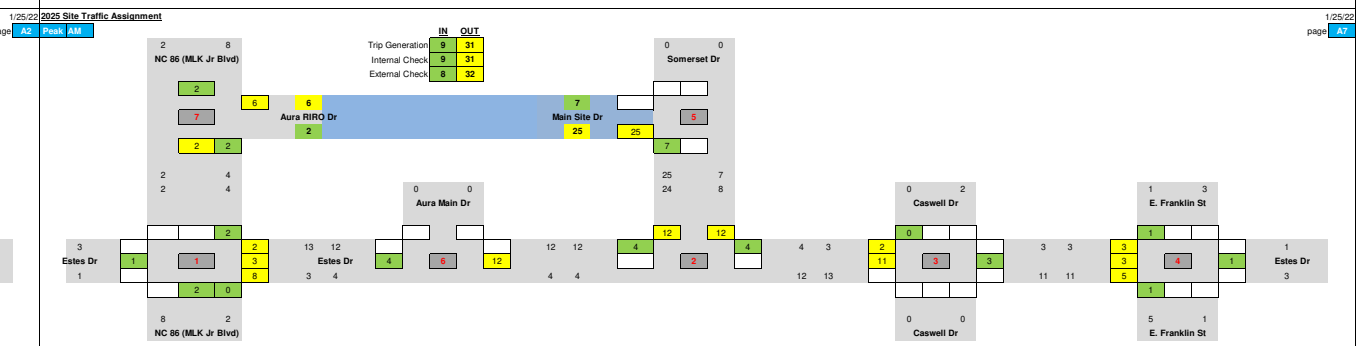
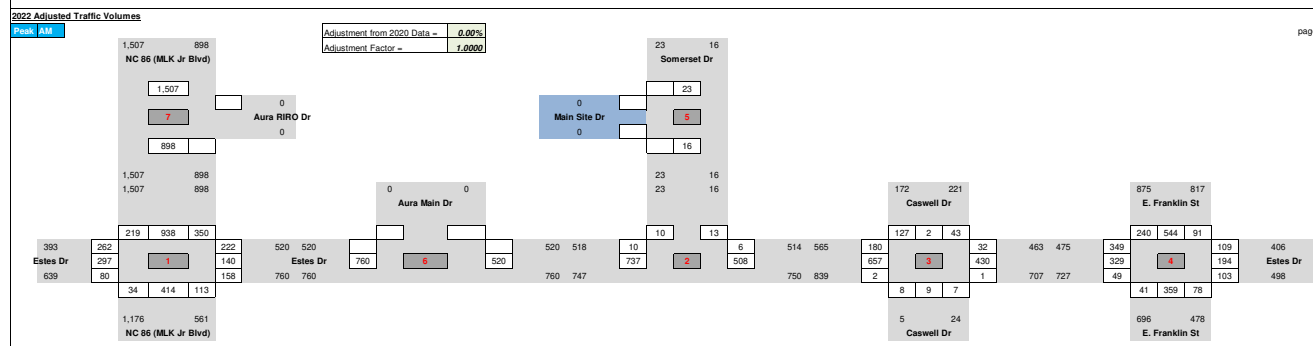
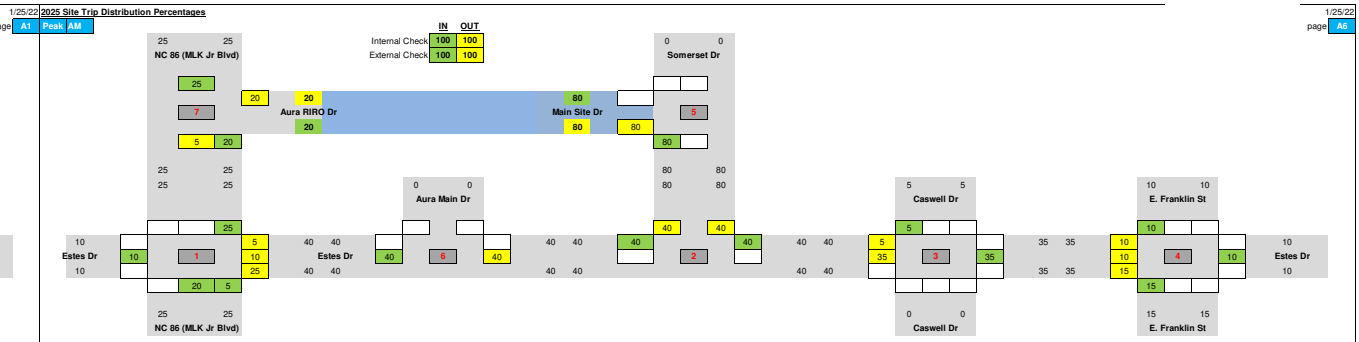
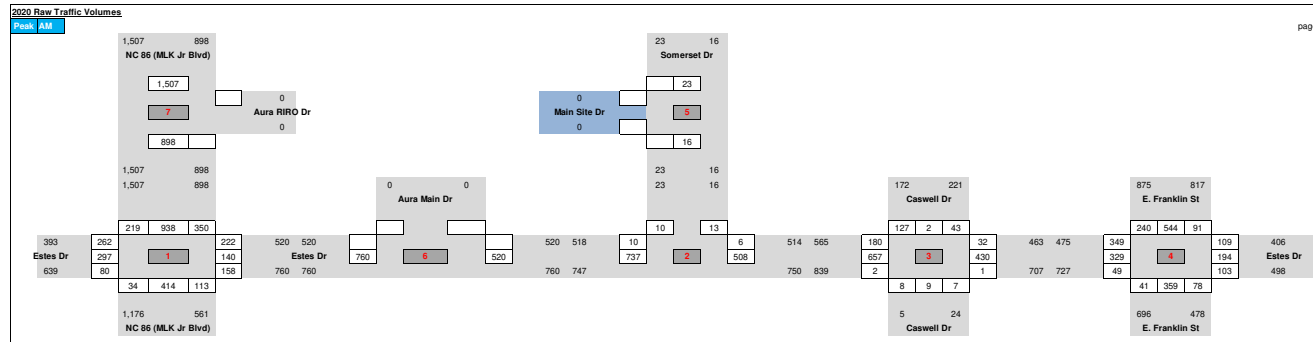


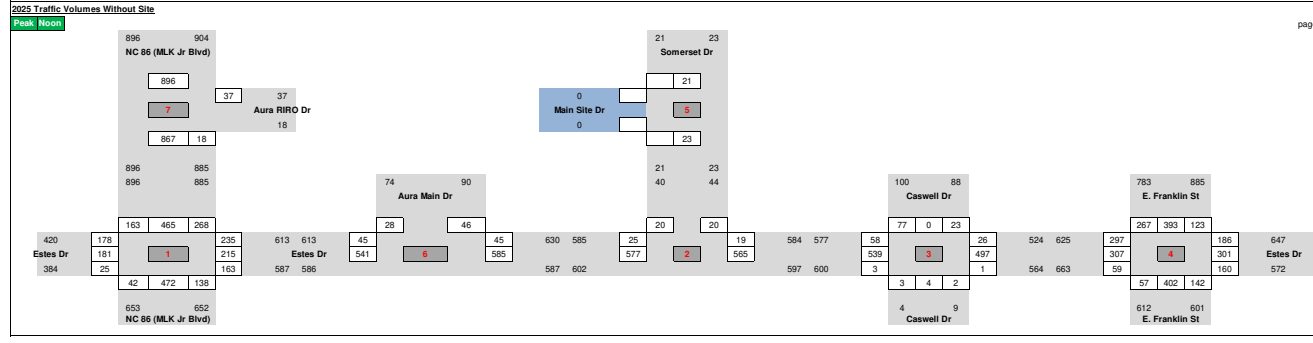
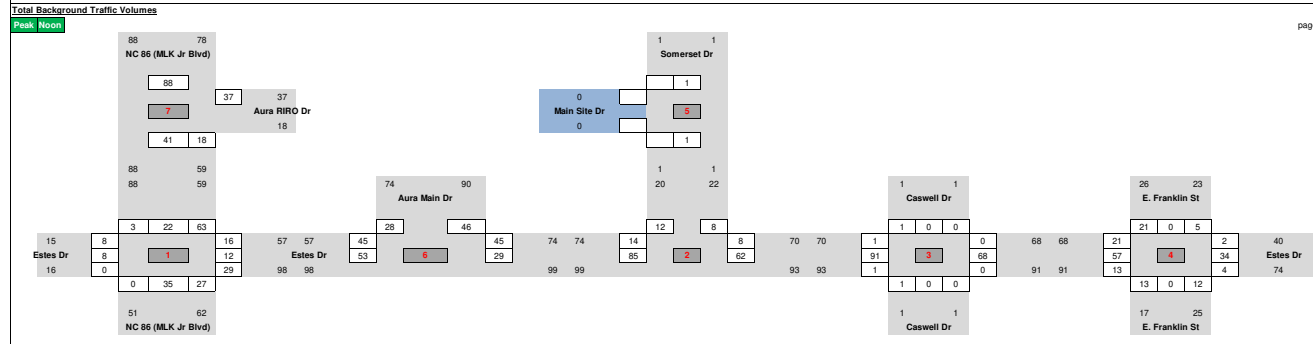
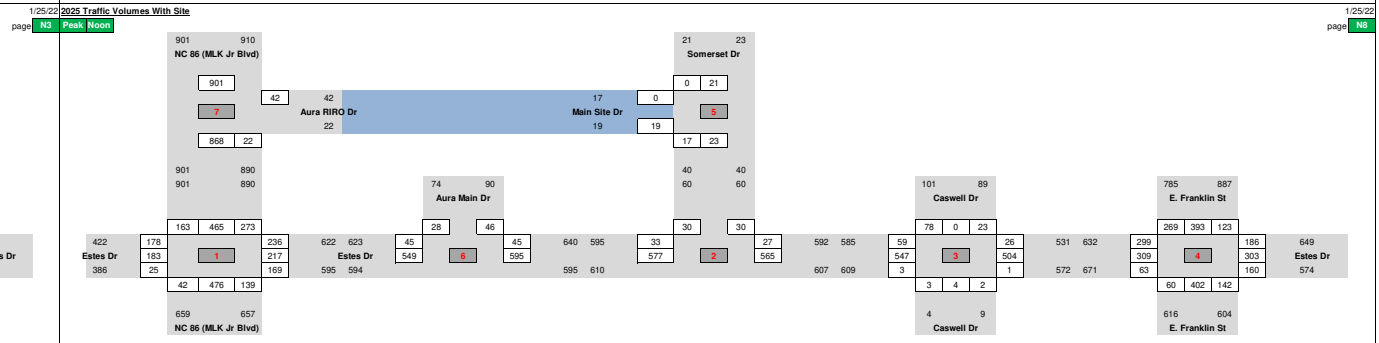
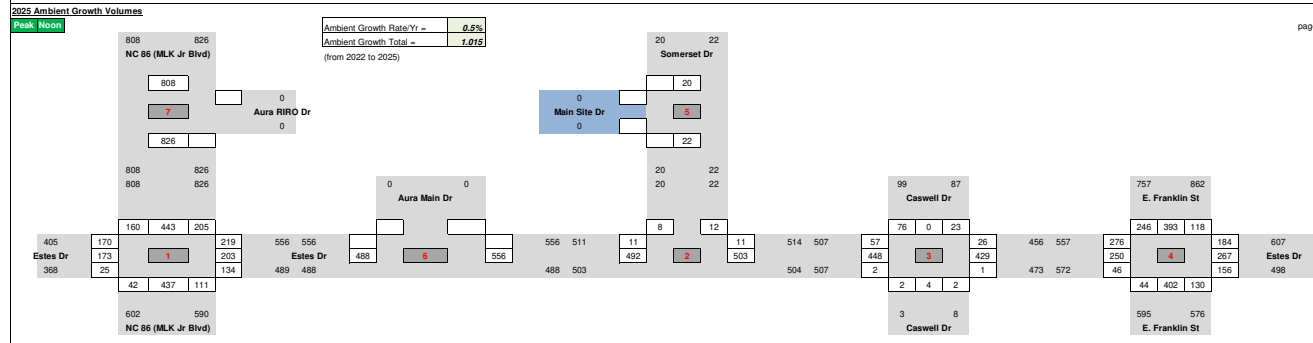
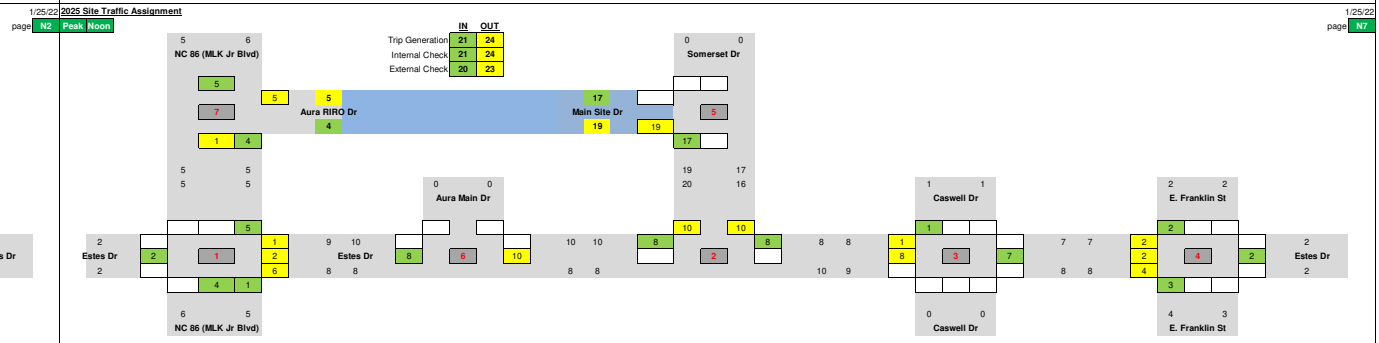
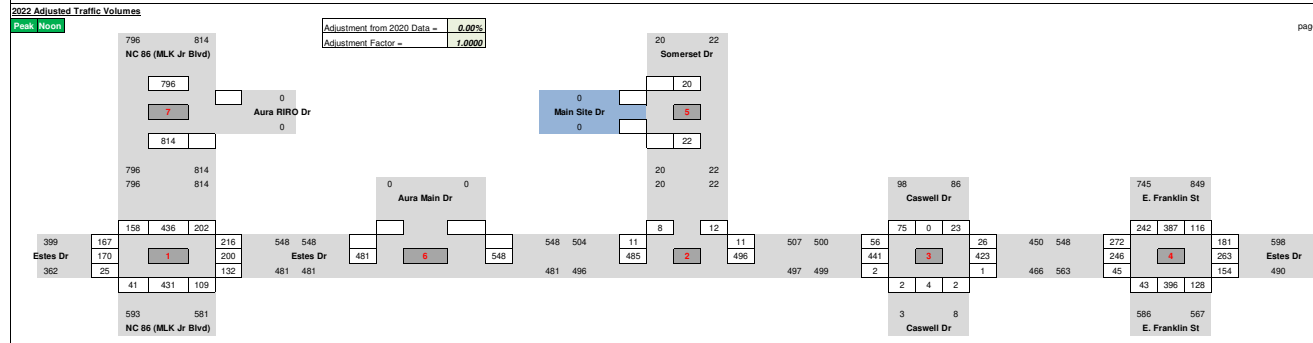
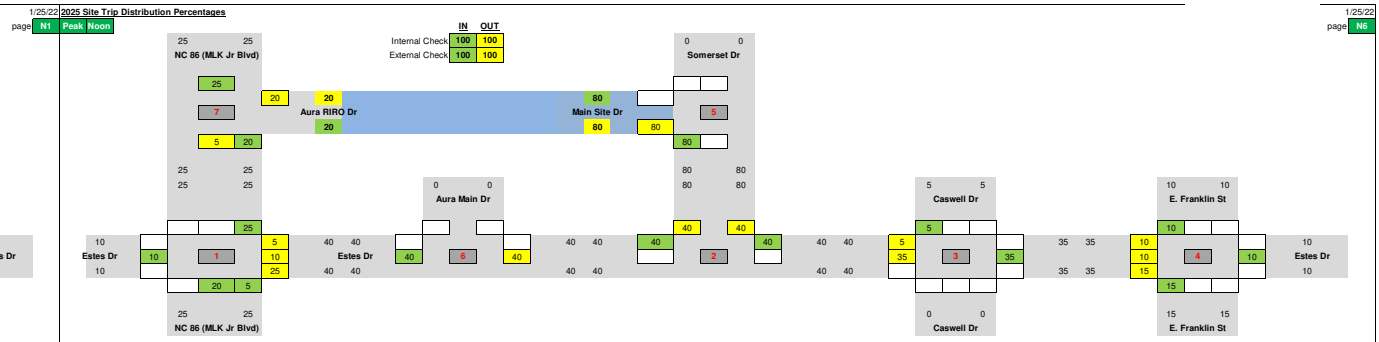
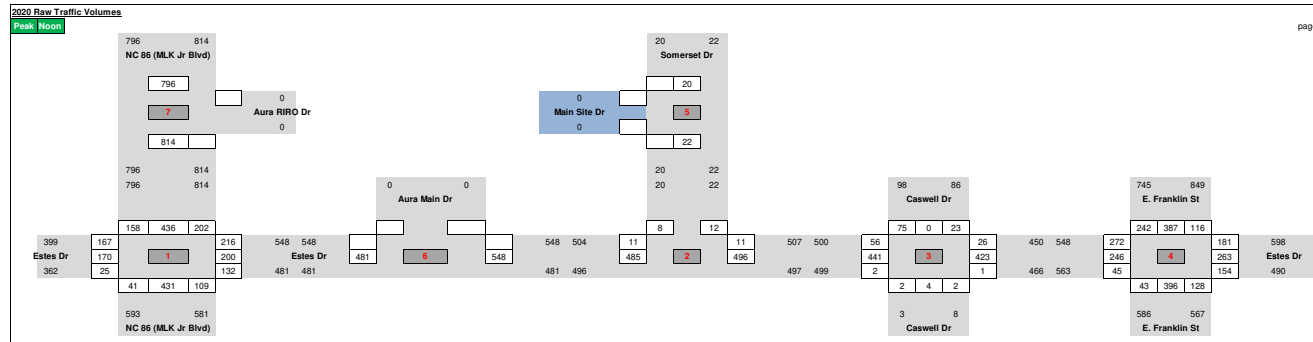
## **Appendix C - Traffic Volume Development Scenario** **Spreadsheets**

**710 N. Estes Townhomes - Weekday Trip Generation**

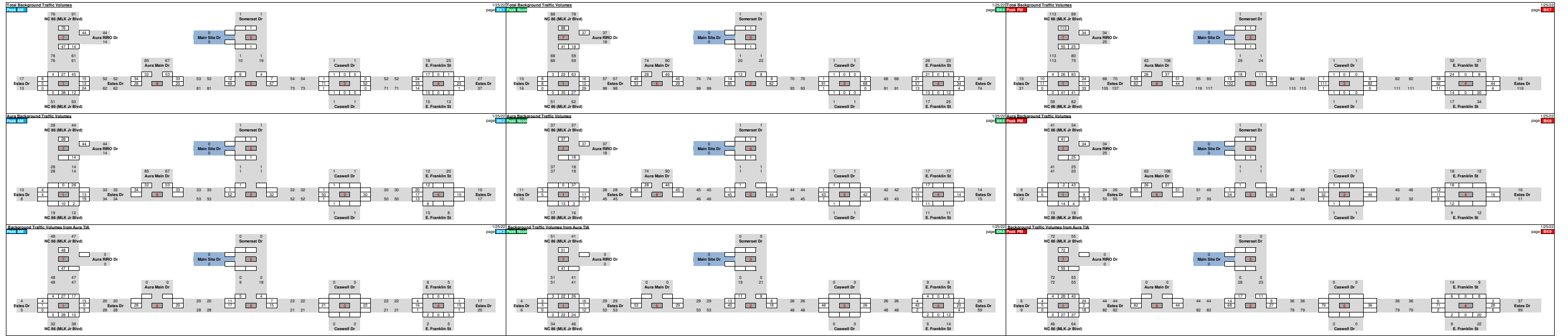
Land Use	ITE LUC	Units	Daily			AM Peak Hour			Noon Peak Hour			PM Peak Hour		
			Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Multi-family Low-Rise (Raw ITE)	220 - eqn	92	328	328	656	10	34	44	23	27	50	35	20	55
Transit/Ped/Bike 10% Reduction	-	-	33	33	66	1	3	4	2	3	5	4	2	6
Net Vehicle Trips	-	-	295	295	590	9	31	40	21	24	45	31	18	49
<b>TOTALS</b>			<b>295</b>	<b>295</b>	<b>590</b>	<b>9</b>	<b>31</b>	<b>40</b>	<b>21</b>	<b>24</b>	<b>45</b>	<b>31</b>	<b>18</b>	<b>49</b>

Noon Peak = Average of AM/PM Peak Hours













## **Appendix D – TransModeler Intersection Performance Analysis** **Output**

Project: Lock7 TIA 2022  
 Scenario: Lock7 2022 - AM  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 08:00:00 - 09:00:00  
 Interval: Summary  
 Selection: MOEs

# Intersection Level of Service - Overview

## ESTES DRIVE & CASWELL RD -- SIGNALIZED

NODE: 70219

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,512.0	5.71	13.6	B
2	1,515.0	6.07	14.4	B
3	1,512.0	5.96	14.2	B
4	1,516.0	5.81	13.8	B
5	1,506.0	5.78	13.8	B
6	1,516.0	5.55	13.2	B
7	1,506.0	5.60	13.4	B
8	1,523.0	5.81	13.7	B
9	1,515.0	5.80	13.8	B
10	1,506.0	5.89	14.1	B
<b>Average:</b>	<b>1,512.7</b>	<b>5.80</b>	<b>13.8</b>	<b>B</b>

## ESTES DRIVE & E. FRANKLIN STREET -- SIGNALIZED

NODE: 70527

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,458.0	19.87	29.1	C
2	2,466.0	21.16	30.9	C
3	2,475.0	21.45	31.2	C
4	2,452.0	21.00	30.8	C
5	2,449.0	20.77	30.5	C
6	2,458.0	20.36	29.8	C
7	2,459.0	20.28	29.7	C
8	2,466.0	20.68	30.2	C
9	2,438.0	20.15	29.8	C
10	2,446.0	19.71	29.0	C
<b>Average:</b>	<b>2,456.7</b>	<b>20.54</b>	<b>30.1</b>	<b>C</b>

## ESTES DRIVE & SOMERSET DRIVE -- UNSIGNALIZED

NODE: 8

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,304.0	0.12	0.3	A
2	1,299.0	0.12	0.3	A
3	1,296.0	0.13	0.4	A
4	1,311.0	0.17	0.5	A
5	1,300.0	0.11	0.3	A
6	1,302.0	0.15	0.4	A
7	1,294.0	0.20	0.6	A
8	1,304.0	0.10	0.3	A
9	1,307.0	0.15	0.4	A
10	1,296.0	0.11	0.3	A
<b>Average:</b>	<b>1,301.3</b>	<b>0.14</b>	<b>0.4</b>	<b>A</b>

Intersection Level of Service

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE -- SIGNALIZED**

**NODE: 70532**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	3,225.0	30.34	33.9	C
2	3,222.0	30.21	33.8	C
3	3,223.0	30.45	34.0	C
4	3,222.0	31.37	35.0	D
5	3,223.0	30.53	34.1	C
6	3,224.0	30.06	33.6	C
7	3,220.0	29.88	33.4	C
8	3,222.0	30.26	33.8	C
9	3,225.0	30.10	33.6	C
10	3,224.0	30.59	34.2	C
<b>Average:</b>	<b>3,223.0</b>	<b>30.38</b>	<b>33.9</b>	<b>C</b>

**SOMERSET DRIVE & LOCK7 MAIN ACCESS -- UNSIGNALIZED**

**NODE: 4**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	40.0	0.00	0.0	A
2	40.0	0.00	0.0	A
3	39.0	0.00	0.0	A
4	40.0	0.00	0.0	A
5	41.0	0.00	0.0	A
6	42.0	0.00	0.0	A
7	42.0	0.00	0.0	A
8	36.0	0.00	0.0	A
9	41.0	0.00	0.0	A
10	35.0	0.00	0.0	A
<b>Average:</b>	<b>39.6</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>

## Intersection Level of Service

Project: Lock7 TIA 2022  
Scenario: Lock7 2022 - AM  
Run(s): Batch (10 runs)  
Simulated: Various  
Time: 08:00:00 - 09:00:00  
Interval: Summary  
Selection: MOEs

## Intersection Level of Service - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
70219	Estes Drive & Caswell Rd	Actuated	5.8	0.2	5.6	6.1	10
70527	Estes Drive & E. Franklin Street	Actuated	20.5	0.6	19.7	21.5	10
8	Estes Drive & Somerset Drive	Stop	0.1	0.0	0.1	0.2	10
70532	Estes Drive Extension, NC 86 (MLK Jr. Blvd) & Estes Drive	Actuated	30.4	0.4	29.9	31.4	10
4	Somerset Drive & Lock7 Main Access	Stop	0.0	0.0	0.0	0.0	10

## Intersection Level of Service

Project: Lock7 TIA 2022  
Scenario: Lock7 2022 - AM  
Run(s): Batch (10 runs)  
Simulated: Various  
Time: 08:00:00 - 09:00:00  
Interval: Summary  
Selection: MOEs

# Intersection Level of Service - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
70219	Estes Drive & Caswell Rd	Actuated	13.8	0.4	13.2	14.4	10
70527	Estes Drive & E. Franklin Street	Actuated	30.1	0.7	29.0	31.2	10
8	Estes Drive & Somerset Drive	Stop	0.4	0.1	0.3	0.6	10
70532	Estes Drive Extension, NC 86 (MLK Jr. Blvd) & Estes Drive	Actuated	33.9	0.4	33.4	35.0	10
4	Somerset Drive & Lock7 Main Access	Stop	0.0	0.0	0.0	0.0	10

Project: Lock7 TIA 2022  
 Scenario: Lock7 2022 - AM  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 08:00:00 - 09:00:00  
 Interval: Summary  
 Selection: MOEs

# Intersection Level of Service by Lane Group - Overview

## ESTES DRIVE & CASWELL RD -- SIGNALIZED NODE: 70219

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>NEB LTR on Caswell Rd: Superlink ID 523</b>				
1	23.0	0.32	50.0	D
2	24.0	0.44	66.0	E
3	24.0	0.39	58.2	E
4	25.0	0.57	81.8	F
5	23.0	0.27	41.6	D
6	24.0	0.35	52.5	D
7	22.0	0.31	51.5	D
8	24.0	0.39	59.0	E
9	23.0	0.29	46.0	D
10	24.0	0.34	51.1	D
<b>Average:</b>	<b>23.0</b>	<b>0.37</b>	<b>55.8</b>	<b>E</b>

<b>NWB L on Estes Drive: Superlink ID 525</b>				
1	2.0	0.02	39.0	D
2	1.0	0.00	0.0	A
3	2.0	0.01	15.1	B
4	2.0	0.00	0.0	A
5	0.0	0.00	--	--
6	1.0	0.01	37.2	D
7	1.0	0.01	24.0	C
8	0.0	0.00	--	--
9	2.0	0.01	23.9	C
10	1.0	0.01	35.9	D
<b>Average:</b>	<b>1.0</b>	<b>0.01</b>	<b>21.9</b>	<b>C</b>

<b>NWB TR on Estes Drive: Superlink ID 525</b>				
1	468.0	1.77	13.6	B
2	468.0	1.90	14.6	B
3	470.0	1.78	13.6	B
4	467.0	1.77	13.7	B
5	466.0	2.03	15.6	B
6	476.0	1.82	13.7	B
7	464.0	1.79	13.9	B
8	477.0	2.04	15.4	B
9	468.0	1.91	14.7	B
10	468.0	2.11	16.2	B
<b>Average:</b>	<b>469.0</b>	<b>1.89</b>	<b>14.5</b>	<b>B</b>

SEB L on Estes Drive: Superlink ID 522

Intersection Level of Service by Lane Group

**ESTES DRIVE & CASWELL RD -- SIGNALIZED**

**NODE: 70219**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	182.0	0.38	7.4	A
2	182.0	0.36	7.1	A
3	180.0	0.36	7.1	A
4	184.0	0.39	7.6	A
5	182.0	0.30	6.0	A
6	181.0	0.30	6.0	A
7	182.0	0.40	7.8	A
8	182.0	0.29	5.8	A
9	182.0	0.33	6.4	A
10	183.0	0.36	7.2	A
<b>Average:</b>	<b>182.0</b>	<b>0.35</b>	<b>6.8</b>	<b>A</b>

**SEB TR on Estes Drive: Superlink ID 522**

1	667.0	0.95	5.1	A
2	667.0	1.13	6.1	A
3	665.0	1.07	5.8	A
4	664.0	0.85	4.6	A
5	663.0	0.81	4.4	A
6	662.0	0.74	4.0	A
7	664.0	1.03	5.6	A
8	669.0	0.92	4.9	A
9	668.0	0.97	5.2	A
10	661.0	0.84	4.6	A
<b>Average:</b>	<b>665.0</b>	<b>0.93</b>	<b>5.0</b>	<b>A</b>

**SWB L on Caswell Rd: Superlink ID 524**

1	42.0	0.66	56.4	E
2	43.0	0.47	39.1	D
3	42.0	0.60	51.2	D
4	43.0	0.51	42.5	D
5	44.0	0.54	44.5	D
6	43.0	0.53	44.8	D
7	43.0	0.47	39.0	D
8	43.0	0.58	48.3	D
9	44.0	0.74	60.9	E
10	42.0	0.51	44.1	D
<b>Average:</b>	<b>42.0</b>	<b>0.56</b>	<b>47.1</b>	<b>D</b>

**SWB TR on Caswell Rd: Superlink ID 524**

1	128.0	1.62	45.5	D
2	130.0	1.77	49.1	D
3	129.0	1.77	49.4	D
4	131.0	1.73	47.5	D
5	128.0	1.83	51.5	D
6	129.0	1.80	50.2	D
7	130.0	1.59	44.0	D



Intersection Level of Service by Lane Group

**ESTES DRIVE & CASWELL RD -- SIGNALIZED**

**NODE: 70219**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
8	128.0	1.59	44.7	D
9	128.0	1.55	43.6	D
10	127.0	1.71	48.5	D
<b>Average:</b>	<b>128.0</b>	<b>1.70</b>	<b>47.4</b>	<b>D</b>

**ESTES DRIVE & E. FRANKLIN STREET -- SIGNALIZED**

**NODE: 70527**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>EB L on Estes Drive: Superlink ID 525</b>				
1	332.0	3.66	39.6	D
2	342.0	4.03	42.4	D
3	347.0	4.46	46.2	D
4	346.0	4.48	46.7	D
5	335.0	3.82	41.1	D
6	344.0	4.07	42.6	D
7	341.0	4.15	43.8	D
8	335.0	3.76	40.4	D
9	332.0	3.69	40.1	D
10	342.0	3.70	39.0	D
<b>Average:</b>	<b>339.0</b>	<b>3.98</b>	<b>42.2</b>	<b>D</b>

**EB TR on Estes Drive: Superlink ID 525**

1	367.0	2.67	26.2	C
2	374.0	3.36	32.4	C
3	373.0	3.31	31.9	C
4	363.0	2.95	29.2	C
5	372.0	3.10	30.0	C
6	363.0	3.10	30.8	C
7	373.0	3.01	29.1	C
8	370.0	3.29	32.0	C
9	358.0	3.07	30.9	C
10	364.0	3.24	32.1	C
<b>Average:</b>	<b>367.0</b>	<b>3.11</b>	<b>30.5</b>	<b>C</b>

**NB L on E. Franklin Street: Superlink ID 533**

1	41.0	0.59	51.5	D
2	40.0	0.62	55.9	E
3	40.0	0.58	52.3	D
4	39.0	0.51	46.9	D
5	40.0	0.64	57.9	E
6	42.0	0.52	44.7	D
7	39.0	0.56	51.7	D
8	41.0	0.62	54.5	D
9	40.0	0.64	57.6	E
10	39.0	0.59	54.0	D
<b>Average:</b>	<b>40.0</b>	<b>0.59</b>	<b>52.7</b>	<b>D</b>

Intersection Level of Service by Lane Group

**ESTES DRIVE & E. FRANKLIN STREET -- SIGNALIZED**

**NODE: 70527**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>NB T on E. Franklin Street: Superlink ID 533</b>				
1	207.0	1.38	24.1	C
2	206.0	1.48	25.9	C
3	197.0	1.27	23.2	C
4	196.0	1.45	26.6	C
5	200.0	1.44	26.0	C
6	194.0	1.37	25.5	C
7	206.0	1.40	24.5	C
8	214.0	1.50	25.3	C
9	207.0	1.44	25.1	C
10	205.0	1.35	23.7	C
<b>Average:</b>	<b>203.0</b>	<b>1.41</b>	<b>25.0</b>	<b>C</b>

<b>NB TR on E. Franklin Street: Superlink ID 533</b>				
1	235.0	1.68	25.7	C
2	229.0	1.68	26.4	C
3	237.0	1.63	24.8	C
4	238.0	1.67	25.3	C
5	232.0	1.57	24.4	C
6	241.0	1.59	23.7	C
7	229.0	1.58	24.8	C
8	226.0	1.64	26.1	C
9	229.0	1.52	23.9	C
10	229.0	1.59	25.1	C
<b>Average:</b>	<b>232.0</b>	<b>1.62</b>	<b>25.0</b>	<b>C</b>

<b>NWB L on Estes Drive: Superlink ID 528</b>				
1	103.0	0.68	23.8	C
2	102.0	0.67	23.8	C
3	103.0	0.73	25.4	C
4	103.0	0.61	21.4	C
5	102.0	0.72	25.5	C
6	104.0	0.74	25.8	C
7	103.0	0.72	25.1	C
8	102.0	0.66	23.1	C
9	103.0	0.79	27.8	C
10	102.0	0.74	26.1	C
<b>Average:</b>	<b>102.0</b>	<b>0.71</b>	<b>24.8</b>	<b>C</b>

<b>NWB R on Estes Drive: Superlink ID 528</b>				
1	108.0	0.80	26.8	C
2	110.0	0.81	26.5	C
3	109.0	0.83	27.5	C
4	110.0	0.75	24.6	C
5	109.0	0.76	25.2	C
6	108.0	0.71	23.8	C

Intersection Level of Service by Lane Group

**ESTES DRIVE & E. FRANKLIN STREET -- SIGNALIZED**

**NODE: 70527**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
7	107.0	0.70	23.7	C
8	108.0	0.67	22.3	C
9	108.0	0.71	23.5	C
10	107.0	0.79	26.7	C
<b>Average:</b>	<b>108.0</b>	<b>0.75</b>	<b>25.1</b>	<b>C</b>

**NWB T on Estes Drive: Superlink ID 528**

1	193.0	1.97	36.8	D
2	195.0	2.18	40.2	D
3	196.0	2.15	39.5	D
4	194.0	2.12	39.4	D
5	195.0	2.09	38.6	D
6	193.0	2.12	39.5	D
7	189.0	2.00	38.1	D
8	194.0	1.89	35.2	D
9	191.0	2.14	40.3	D
10	192.0	1.96	36.7	D
<b>Average:</b>	<b>193.0</b>	<b>2.06</b>	<b>38.4</b>	<b>D</b>

**SB L on E. Franklin Street: Superlink ID 76**

1	90.0	1.08	43.2	D
2	92.0	1.16	45.4	D
3	91.0	1.12	44.3	D
4	89.0	1.20	48.4	D
5	92.0	1.14	44.7	D
6	90.0	0.96	38.4	D
7	89.0	1.12	45.3	D
8	91.0	1.12	44.4	D
9	89.0	1.05	42.6	D
10	90.0	1.02	40.7	D
<b>Average:</b>	<b>90.0</b>	<b>1.10</b>	<b>43.7</b>	<b>D</b>

**SB T on E. Franklin Street: Superlink ID 76**

1	356.0	2.39	24.1	C
2	362.0	2.25	22.4	C
3	352.0	2.36	24.1	C
4	350.0	2.34	24.1	C
5	355.0	2.43	24.7	C
6	349.0	2.25	23.3	C
7	351.0	2.21	22.7	C
8	365.0	2.50	24.6	C
9	348.0	2.23	23.1	C
10	347.0	2.05	21.3	C
<b>Average:</b>	<b>353.0</b>	<b>2.30</b>	<b>23.4</b>	<b>C</b>

**SB TR on E. Franklin Street: Superlink ID 76**

Intersection Level of Service by Lane Group

**ESTES DRIVE & E. FRANKLIN STREET -- SIGNALIZED**

**NODE: 70527**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	426.0	2.97	25.1	C
2	414.0	2.91	25.3	C
3	430.0	3.02	25.3	C
4	424.0	2.92	24.8	C
5	417.0	3.04	26.2	C
6	430.0	2.90	24.3	C
7	432.0	2.83	23.6	C
8	420.0	3.03	26.0	C
9	433.0	2.86	23.8	C
10	429.0	2.68	22.5	C
<b>Average:</b>	<b>425.0</b>	<b>2.92</b>	<b>24.7</b>	<b>C</b>

**ESTES DRIVE & SOMERSET DRIVE -- UNSIGNALIZED**

**NODE: 8**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>EB LT on Estes Drive: Superlink ID 536</b>				
1	761.0	0.06	0.3	A
2	757.0	0.06	0.3	A
3	758.0	0.04	0.2	A
4	767.0	0.10	0.5	A
5	759.0	0.04	0.2	A
6	756.0	0.08	0.4	A
7	755.0	0.13	0.6	A
8	765.0	0.03	0.1	A
9	759.0	0.10	0.5	A
10	756.0	0.04	0.2	A
<b>Average:</b>	<b>759.0</b>	<b>0.07</b>	<b>0.3</b>	<b>A</b>

**SB LR on Somerset Drive: Superlink ID 540**

1	24.0	0.07	10.1	B
2	22.0	0.06	9.3	A
3	23.0	0.09	14.7	B
4	22.0	0.07	11.5	B
5	23.0	0.06	10.1	B
6	22.0	0.07	10.9	B
7	23.0	0.07	10.6	B
8	23.0	0.07	11.0	B
9	23.0	0.05	8.2	A
10	23.0	0.07	10.3	B
<b>Average:</b>	<b>22.0</b>	<b>0.07</b>	<b>10.7</b>	<b>B</b>

**WB TR on Estes Drive: Superlink ID 522**

1	519.0	0.00	0.0	A
2	520.0	0.00	0.0	A
3	515.0	0.00	0.0	A
4	522.0	0.00	0.0	A
5	518.0	0.00	0.0	A

Intersection Level of Service by Lane Group

**ESTES DRIVE & SOMERSET DRIVE -- UNSIGNALIZED**

**NODE: 8**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	524.0	0.00	0.0	A
7	516.0	0.00	0.0	A
8	516.0	0.00	0.0	A
9	525.0	0.00	0.0	A
10	517.0	0.00	0.0	A
<b>Average:</b>	<b>519.0</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE -- SIGNALIZED**

**NODE: 70532**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>EB L on Estes Drive Extension: Superlink ID 374</b>				
1	262.0	2.49	34.2	C
2	261.0	2.57	35.5	D
3	261.0	2.63	36.2	D
4	261.0	2.65	36.6	D
5	259.0	2.68	37.3	D
6	261.0	2.65	36.6	D
7	264.0	2.64	35.9	D
8	264.0	2.58	35.2	D
9	264.0	2.61	35.5	D
10	261.0	2.91	40.2	D
<b>Average:</b>	<b>261.0</b>	<b>2.64</b>	<b>36.3</b>	<b>D</b>

**EB R on Estes Drive Extension: Superlink ID 374**

1	79.0	0.65	29.6	C
2	80.0	0.66	29.9	C
3	79.0	0.61	27.7	C
4	79.0	0.65	29.6	C
5	79.0	0.75	34.2	C
6	79.0	0.63	28.6	C
7	77.0	0.62	29.0	C
8	80.0	0.66	29.6	C
9	78.0	0.60	27.6	C
10	80.0	0.71	31.9	C
<b>Average:</b>	<b>79.0</b>	<b>0.65</b>	<b>29.8</b>	<b>C</b>

**EB T on Estes Drive Extension: Superlink ID 374**

1	292.0	3.45	42.5	D
2	294.0	3.98	48.8	D
3	291.0	3.88	48.0	D
4	298.0	3.60	43.5	D
5	289.0	3.76	46.9	D
6	288.0	3.43	42.9	D
7	289.0	3.43	42.7	D
8	299.0	3.95	47.5	D
9	289.0	3.59	44.7	D
10	289.0	3.91	48.7	D

Intersection Level of Service by Lane Group

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE -- SIGNALIZED**

**NODE: 70532**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>Average:</b>	<b>291.0</b>	<b>3.70</b>	<b>45.6</b>	<b>D</b>

**NB L on NC 86 (MLK Jr. Blvd): Superlink ID 377**

1	33.0	0.52	56.5	E
2	33.0	0.61	66.3	E
3	34.0	0.48	50.8	D
4	33.0	0.55	59.9	E
5	33.0	0.53	57.7	E
6	33.0	0.58	63.4	E
7	34.0	0.59	62.7	E
8	33.0	0.63	68.5	E
9	33.0	0.63	69.0	E
10	33.0	0.54	58.7	E
<b>Average:</b>	<b>33.0</b>	<b>0.57</b>	<b>61.4</b>	<b>E</b>

**NB T on NC 86 (MLK Jr. Blvd): Superlink ID 377**

1	245.0	2.04	29.9	C
2	242.0	1.98	29.5	C
3	239.0	2.04	30.7	C
4	248.0	2.13	30.9	C
5	247.0	2.07	30.2	C
6	241.0	2.04	30.5	C
7	240.0	1.94	29.1	C
8	243.0	1.98	29.3	C
9	242.0	2.02	30.1	C
10	239.0	2.00	30.2	C
<b>Average:</b>	<b>242.0</b>	<b>2.02</b>	<b>30.0</b>	<b>C</b>

**NB TR on NC 86 (MLK Jr. Blvd): Superlink ID 377**

1	279.0	2.23	28.8	C
2	276.0	2.34	30.6	C
3	281.0	2.41	30.9	C
4	275.0	2.42	31.7	C
5	274.0	2.38	31.2	C
6	278.0	2.41	31.2	C
7	280.0	2.31	29.7	C
8	276.0	2.34	30.5	C
9	276.0	2.34	30.5	C
10	279.0	2.43	31.3	C
<b>Average:</b>	<b>277.0</b>	<b>2.36</b>	<b>30.6</b>	<b>C</b>

**SB L on NC 86 (MLK Jr. Blvd): Superlink ID 534**

1	353.0	3.99	40.7	D
2	352.0	3.64	37.2	D
3	354.0	3.78	38.5	D
4	353.0	3.63	37.0	D

Intersection Level of Service by Lane Group

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE -- SIGNALIZED** **NODE: 70532**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
5	355.0	3.50	35.5	D
6	354.0	3.43	34.9	C
7	353.0	3.86	39.4	D
8	353.0	3.76	38.4	D
9	354.0	3.49	35.5	D
10	352.0	3.45	35.3	D
<b>Average:</b>	<b>353.0</b>	<b>3.65</b>	<b>37.2</b>	<b>D</b>

**SB T on NC 86 (MLK Jr. Blvd): Superlink ID 534**

1	565.0	4.74	30.2	C
2	548.0	4.56	30.0	C
3	539.0	4.47	29.8	C
4	539.0	4.63	30.9	C
5	542.0	4.72	31.3	C
6	561.0	4.51	29.0	C
7	543.0	4.56	30.2	C
8	536.0	4.38	29.4	C
9	547.0	4.41	29.0	C
10	562.0	4.51	28.9	C
<b>Average:</b>	<b>548.0</b>	<b>4.55</b>	<b>29.9</b>	<b>C</b>

**SB TR on NC 86 (MLK Jr. Blvd): Superlink ID 534**

1	599.0	5.42	32.6	C
2	616.0	5.46	31.9	C
3	627.0	5.48	31.5	C
4	619.0	5.93	34.5	C
5	626.0	5.75	33.1	C
6	607.0	5.37	31.8	C
7	627.0	5.56	31.9	C
8	620.0	5.57	32.3	C
9	619.0	5.59	32.5	C
10	606.0	5.46	32.4	C
<b>Average:</b>	<b>616.0</b>	<b>5.56</b>	<b>32.5</b>	<b>C</b>

**WB L on Estes Drive: Superlink ID 535**

1	159.0	1.73	39.3	D
2	158.0	1.59	36.2	D
3	158.0	1.47	33.5	C
4	158.0	2.13	48.5	D
5	161.0	1.68	37.5	D
6	161.0	1.75	39.0	D
7	158.0	1.65	37.6	D
8	158.0	1.65	37.7	D
9	161.0	1.75	39.1	D
10	160.0	1.70	38.2	D
<b>Average:</b>	<b>159.0</b>	<b>1.71</b>	<b>38.7</b>	<b>D</b>



Intersection Level of Service by Lane Group

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE -- SIGNALIZED**

**NODE: 70532**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>WB R on Estes Drive: Superlink ID 535</b>				
1	223.0	1.34	21.6	C
2	224.0	1.14	18.4	B
3	224.0	1.22	19.6	B
4	217.0	1.19	19.7	B
5	223.0	1.03	16.6	B
6	222.0	1.31	21.2	C
7	220.0	1.06	17.3	B
8	221.0	1.13	18.4	B
9	224.0	1.22	19.7	B
10	223.0	1.06	17.2	B
<b>Average:</b>	<b>222.0</b>	<b>1.17</b>	<b>19.0</b>	<b>B</b>

**WB T on Estes Drive: Superlink ID 535**

1	136.0	1.73	45.8	D
2	138.0	1.67	43.6	D
3	136.0	1.98	52.5	D
4	142.0	1.85	46.9	D
5	135.0	1.67	44.7	D
6	139.0	1.95	50.6	D
7	135.0	1.66	44.3	D
8	139.0	1.64	42.4	D
9	138.0	1.85	48.3	D
10	140.0	1.90	48.8	D
<b>Average:</b>	<b>137.0</b>	<b>1.79</b>	<b>46.8</b>	<b>D</b>

**SOMERSET DRIVE & LOCK7 MAIN ACCESS -- UNSIGNALIZED**

**NODE: 4**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>EB LR on Lock7 Main Access: Superlink ID 541</b>				
1	0.0	0.00	--	--
2	0.0	0.00	--	--
3	0.0	0.00	--	--
4	0.0	0.00	--	--
5	0.0	0.00	--	--
6	0.0	0.00	--	--
7	0.0	0.00	--	--
8	0.0	0.00	--	--
9	0.0	0.00	--	--
10	0.0	0.00	--	--
<b>Average:</b>	<b>0.0</b>	<b>0.00</b>	<b>--</b>	<b>--</b>
<b>NB LT on Somerset Drive: Superlink ID 540</b>				
1	17.0	0.00	0.0	A
2	17.0	0.00	0.0	A
3	16.0	0.00	0.0	A

Intersection Level of Service by Lane Group

**SOMERSET DRIVE & LOCK7 MAIN ACCESS -- UNSIGNALIZED**

**NODE: 4**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	17.0	0.00	0.0	A
5	18.0	0.00	0.0	A
6	19.0	0.00	0.0	A
7	19.0	0.00	0.0	A
8	13.0	0.00	0.0	A
9	18.0	0.00	0.0	A
10	12.0	0.00	0.0	A
<b>Average:</b>	<b>16.0</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>

**SB TR on Somerset Drive: Superlink ID 539**

1	23.0	0.00	0.0	A
2	23.0	0.00	0.0	A
3	23.0	0.00	0.0	A
4	23.0	0.00	0.0	A
5	23.0	0.00	0.0	A
6	23.0	0.00	0.0	A
7	23.0	0.00	0.0	A
8	23.0	0.00	0.0	A
9	23.0	0.00	0.0	A
10	23.0	0.00	0.0	A
<b>Average:</b>	<b>23.0</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>

**Intersection Level of Service by Lane Group**

Project: Lock7 TIA 2022  
 Scenario: Lock7 2022 - AM  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 08:00:00 - 09:00:00  
 Interval: Summary  
 Selection: MOEs

# Intersection Level of Service by Lane Group - Total Control Delay

**ESTES DRIVE & CASWELL RD NODE: 70219**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NEB LTR	Caswell Rd	523	0.4	0.1	0.3	0.6	10
NWB L	Estes Drive	525	0.0	0.0	0.0	0.0	10
NWB TR	Estes Drive	525	1.9	0.1	1.8	2.1	10
SEB L	Estes Drive	522	0.3	0.0	0.3	0.4	10
SEB TR	Estes Drive	522	0.9	0.1	0.7	1.1	10
SWB L	Caswell Rd	524	0.6	0.1	0.5	0.7	10
SWB TR	Caswell Rd	524	1.7	0.1	1.6	1.8	10

**ESTES DRIVE & E. FRANKLIN STREET NODE: 70527**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive	525	4.0	0.3	3.7	4.5	10
EB TR	Estes Drive	525	3.1	0.2	2.7	3.4	10
NB L	E. Franklin Street	533	0.6	0.0	0.5	0.6	10
NB T	E. Franklin Street	533	1.4	0.1	1.3	1.5	10
NB TR	E. Franklin Street	533	1.6	0.1	1.5	1.7	10
NWB L	Estes Drive	528	0.7	0.1	0.6	0.8	10
NWB R	Estes Drive	528	0.8	0.1	0.7	0.8	10
NWB T	Estes Drive	528	2.1	0.1	1.9	2.2	10
SB L	E. Franklin Street	76	1.1	0.1	1.0	1.2	10
SB T	E. Franklin Street	76	2.3	0.1	2.1	2.5	10
SB TR	E. Franklin Street	76	2.9	0.1	2.7	3.0	10

**ESTES DRIVE & SOMERSET DRIVE NODE: 8**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LT	Estes Drive	536	0.1	0.0	0.0	0.1	10
SB LR	Somerset Drive	540	0.1	0.0	0.1	0.1	10
WB TR	Estes Drive	522	0.0	0.0	0.0	0.0	10

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE NODE: 70532**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive Extension	374	2.6	0.1	2.5	2.9	10
EB R	Estes Drive Extension	374	0.7	0.0	0.6	0.8	10
EB T	Estes Drive Extension	374	3.7	0.2	3.4	4.0	10
NB L	NC 86 (MLK Jr. Blvd)	377	0.6	0.1	0.5	0.6	10
NB T	NC 86 (MLK Jr. Blvd)	377	2.0	0.1	1.9	2.1	10
NB TR	NC 86 (MLK Jr. Blvd)	377	2.4	0.1	2.2	2.4	10
SB L	NC 86 (MLK Jr. Blvd)	534	3.7	0.2	3.4	4.0	10
SB T	NC 86 (MLK Jr. Blvd)	534	4.5	0.1	4.4	4.7	10

Intersection Level of Service by Lane Group

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
SB TR	NC 86 (MLK Jr. Blvd)	534	5.6	0.2	5.4	5.9	10
WB L	Estes Drive	535	1.7	0.2	1.5	2.1	10
WB R	Estes Drive	535	1.2	0.1	1.0	1.3	10
WB T	Estes Drive	535	1.8	0.1	1.6	2.0	10

**SOMERSET DRIVE & LOCK7 MAIN ACCESS**

**NODE: 4**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LR	Lock7 Main Access	541	0.0	0.0	0.0	0.0	10
NB LT	Somerset Drive	540	0.0	0.0	0.0	0.0	10
SB TR	Somerset Drive	539	0.0	0.0	0.0	0.0	10

**Intersection Level of Service by Lane Group**

Project: Lock7 TIA 2022  
 Scenario: Lock7 2022 - AM  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 08:00:00 - 09:00:00  
 Interval: Summary  
 Selection: MOEs

# Intersection Level of Service by Lane Group - Avg Control Delay

**ESTES DRIVE & CASWELL RD**

**NODE: 70219**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NEB LTR	Caswell Rd	523	55.8	11.4	41.6	81.8	10
NWB L	Estes Drive	525	21.9	15.7	0.0	39.0	8
NWB TR	Estes Drive	525	14.5	1.0	13.6	16.2	10
SEB L	Estes Drive	522	6.8	0.7	5.8	7.8	10
SEB TR	Estes Drive	522	5.0	0.7	4.0	6.1	10
SWB L	Caswell Rd	524	47.1	7.2	39.0	60.9	10
SWB TR	Caswell Rd	524	47.4	2.8	43.6	51.5	10

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive	525	42.2	2.7	39.0	46.7	10
EB TR	Estes Drive	525	30.5	1.9	26.2	32.4	10
NB L	E. Franklin Street	533	52.7	4.3	44.7	57.9	10
NB T	E. Franklin Street	533	25.0	1.1	23.2	26.6	10
NB TR	E. Franklin Street	533	25.0	0.9	23.7	26.4	10
NWB L	Estes Drive	528	24.8	1.8	21.4	27.8	10
NWB R	Estes Drive	528	25.1	1.7	22.3	27.5	10
NWB T	Estes Drive	528	38.4	1.7	35.2	40.3	10
SB L	E. Franklin Street	76	43.7	2.7	38.4	48.4	10
SB T	E. Franklin Street	76	23.4	1.1	21.3	24.7	10
SB TR	E. Franklin Street	76	24.7	1.1	22.5	26.2	10

**ESTES DRIVE & SOMERSET DRIVE**

**NODE: 8**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LT	Estes Drive	536	0.3	0.2	0.1	0.6	10
SB LR	Somerset Drive	540	10.7	1.7	8.2	14.7	10
WB TR	Estes Drive	522	0.0	0.0	0.0	0.0	10

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive Extension	374	36.3	1.6	34.2	40.2	10
EB R	Estes Drive Extension	374	29.8	2.0	27.6	34.2	10
EB T	Estes Drive Extension	374	45.6	2.6	42.5	48.8	10
NB L	NC 86 (MLK Jr. Blvd)	377	61.4	5.7	50.8	69.0	10
NB T	NC 86 (MLK Jr. Blvd)	377	30.0	0.6	29.1	30.9	10
NB TR	NC 86 (MLK Jr. Blvd)	377	30.6	0.9	28.8	31.7	10
SB L	NC 86 (MLK Jr. Blvd)	534	37.2	2.0	34.9	40.7	10
SB T	NC 86 (MLK Jr. Blvd)	534	29.9	0.8	28.9	31.3	10

Intersection Level of Service by Lane Group

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
SB TR	NC 86 (MLK Jr. Blvd)	534	32.5	0.9	31.5	34.5	10
WB L	Estes Drive	535	38.7	3.9	33.5	48.5	10
WB R	Estes Drive	535	19.0	1.7	16.6	21.6	10
WB T	Estes Drive	535	46.8	3.2	42.4	52.5	10

**SOMERSET DRIVE & LOCK7 MAIN ACCESS**

**NODE: 4**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB LT	Somerset Drive	540	0.0	0.0	0.0	0.0	10
SB TR	Somerset Drive	539	0.0	0.0	0.0	0.0	10

Project: Lock7 TIA 2022  
 Scenario: Lock 7 2022 - NN  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 12:00:00 - 13:00:00  
 Interval: Summary  
 Selection: MOEs

# Intersection Level of Service - Overview

## ESTES DRIVE & CASWELL RD -- SIGNALIZED NODE: 70219

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,023.0	2.87	10.1	B
2	1,037.0	3.09	10.7	B
3	1,026.0	3.17	11.1	B
4	1,043.0	3.15	10.9	B
5	1,032.0	3.07	10.7	B
6	1,029.0	3.03	10.6	B
7	1,028.0	2.91	10.2	B
8	1,030.0	3.08	10.8	B
9	1,037.0	3.23	11.2	B
10	1,029.0	3.22	11.3	B
<b>Average:</b>	<b>1,031.4</b>	<b>3.08</b>	<b>10.8</b>	<b>B</b>

## ESTES DRIVE & E. FRANKLIN STREET -- SIGNALIZED NODE: 70527

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,442.0	20.62	30.4	C
2	2,443.0	20.82	30.7	C
3	2,457.0	20.64	30.2	C
4	2,449.0	20.62	30.3	C
5	2,448.0	20.39	30.0	C
6	2,446.0	20.82	30.6	C
7	2,449.0	20.21	29.7	C
8	2,438.0	20.06	29.6	C
9	2,448.0	20.57	30.3	C
10	2,439.0	19.75	29.2	C
<b>Average:</b>	<b>2,445.9</b>	<b>20.45</b>	<b>30.1</b>	<b>C</b>

## ESTES DRIVE & SOMERSET DRIVE -- UNSIGNALIZED NODE: 8

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	984.0	0.06	0.2	A
2	993.0	0.07	0.3	A
3	988.0	0.09	0.3	A
4	1,000.0	0.06	0.2	A
5	990.0	0.06	0.2	A
6	982.0	0.07	0.3	A
7	988.0	0.09	0.3	A
8	996.0	0.08	0.3	A
9	1,000.0	0.10	0.4	A
10	984.0	0.11	0.4	A
<b>Average:</b>	<b>990.5</b>	<b>0.08</b>	<b>0.3</b>	<b>A</b>



Intersection Level of Service

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE -- SIGNALIZED** **NODE: 70532**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,263.0	20.81	33.1	C
2	2,267.0	20.82	33.1	C
3	2,265.0	21.53	34.2	C
4	2,275.0	21.82	34.5	C
5	2,261.0	21.68	34.5	C
6	2,256.0	21.49	34.3	C
7	2,269.0	21.42	34.0	C
8	2,267.0	20.76	33.0	C
9	2,272.0	22.26	35.3	D
10	2,260.0	20.91	33.3	C
<b>Average:</b>	<b>2,265.5</b>	<b>21.35</b>	<b>33.9</b>	<b>C</b>

**SOMERSET DRIVE & LOCK7 MAIN ACCESS -- UNSIGNALIZED** **NODE: 4**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	41.0	0.00	0.0	A
2	42.0	0.00	0.0	A
3	42.0	0.00	0.0	A
4	43.0	0.00	0.0	A
5	40.0	0.00	0.0	A
6	40.0	0.00	0.0	A
7	42.0	0.00	0.0	A
8	40.0	0.00	0.0	A
9	43.0	0.00	0.0	A
10	42.0	0.00	0.0	A
<b>Average:</b>	<b>41.5</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>

## Intersection Level of Service

Project: Lock7 TIA 2022  
Scenario: Lock 7 2022 - NN  
Run(s): Batch (10 runs)  
Simulated: Various  
Time: 12:00:00 - 13:00:00  
Interval: Summary  
Selection: MOEs

## Intersection Level of Service - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
70219	Estes Drive & Caswell Rd	Actuated	3.1	0.1	2.9	3.2	10
70527	Estes Drive & E. Franklin Street	Actuated	20.5	0.3	19.8	20.8	10
8	Estes Drive & Somerset Drive	Stop	0.1	0.0	0.1	0.1	10
70532	Estes Drive Extension, NC 86 (MLK Jr. Blvd) & Estes Drive	Actuated	21.4	0.5	20.8	22.3	10
4	Somerset Drive & Lock7 Main Access	Stop	0.0	0.0	0.0	0.0	10

## Intersection Level of Service

Project: Lock7 TIA 2022  
Scenario: Lock 7 2022 - NN  
Run(s): Batch (10 runs)  
Simulated: Various  
Time: 12:00:00 - 13:00:00  
Interval: Summary  
Selection: MOEs

# Intersection Level of Service - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
70219	Estes Drive & Caswell Rd	Actuated	10.8	0.4	10.1	11.3	10
70527	Estes Drive & E. Franklin Street	Actuated	30.1	0.5	29.2	30.7	10
8	Estes Drive & Somerset Drive	Stop	0.3	0.1	0.2	0.4	10
70532	Estes Drive Extension, NC 86 (MLK Jr. Blvd) & Estes Drive	Actuated	33.9	0.8	33.0	35.3	10
4	Somerset Drive & Lock7 Main Access	Stop	0.0	0.0	0.0	0.0	10

Project: Lock7 TIA 2022  
 Scenario: Lock 7 2022 - NN  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 12:00:00 - 13:00:00  
 Interval: Summary  
 Selection: MOEs

# Intersection Level of Service by Lane Group - Overview

## ESTES DRIVE & CASWELL RD -- SIGNALIZED NODE: 70219

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>NEB LTR on Caswell Rd: Superlink ID 523</b>				
1	8.0	0.11	50.3	D
2	8.0	0.12	51.8	D
3	8.0	0.12	55.6	E
4	8.0	0.16	70.7	E
5	8.0	0.10	47.2	D
6	8.0	0.07	30.1	C
7	9.0	0.16	63.1	E
8	8.0	0.13	58.3	E
9	8.0	0.13	58.8	E
10	8.0	0.14	62.0	E
<b>Average:</b>	<b>8.0</b>	<b>0.12</b>	<b>54.8</b>	<b>D</b>

<b>NWB L on Estes Drive: Superlink ID 525</b>				
1	2.0	0.01	17.8	B
2	0.0	0.00	--	--
3	3.0	0.00	0.7	A
4	2.0	0.01	26.0	C
5	3.0	0.01	7.9	A
6	0.0	0.00	--	--
7	1.0	0.00	0.0	A
8	1.0	0.01	19.8	B
9	0.0	0.00	--	--
10	2.0	0.00	0.0	A
<b>Average:</b>	<b>1.0</b>	<b>0.00</b>	<b>10.3</b>	<b>B</b>

<b>NWB TR on Estes Drive: Superlink ID 525</b>				
1	443.0	0.87	7.0	A
2	448.0	1.02	8.2	A
3	446.0	1.06	8.6	A
4	448.0	1.13	9.1	A
5	447.0	1.09	8.8	A
6	440.0	1.03	8.4	A
7	445.0	1.04	8.4	A
8	441.0	1.03	8.4	A
9	449.0	1.16	9.3	A
10	440.0	1.25	10.2	B
<b>Average:</b>	<b>444.0</b>	<b>1.07</b>	<b>8.6</b>	<b>A</b>

SEB L on Estes Drive: Superlink ID 522

Intersection Level of Service by Lane Group

**ESTES DRIVE & CASWELL RD -- SIGNALIZED**

**NODE: 70219**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	51.0	0.06	4.5	A
2	57.0	0.11	6.7	A
3	53.0	0.10	6.6	A
4	56.0	0.09	5.6	A
5	53.0	0.06	4.1	A
6	56.0	0.05	3.2	A
7	53.0	0.09	5.9	A
8	55.0	0.08	5.2	A
9	55.0	0.10	6.5	A
10	55.0	0.06	4.1	A
<b>Average:</b>	<b>54.0</b>	<b>0.08</b>	<b>5.2</b>	<b>A</b>

**SEB TR on Estes Drive: Superlink ID 522**

1	423.0	0.38	3.3	A
2	426.0	0.50	4.2	A
3	419.0	0.42	3.6	A
4	428.0	0.34	2.8	A
5	423.0	0.44	3.7	A
6	426.0	0.49	4.2	A
7	424.0	0.41	3.5	A
8	425.0	0.40	3.4	A
9	427.0	0.26	2.2	A
10	426.0	0.46	3.9	A
<b>Average:</b>	<b>424.0</b>	<b>0.41</b>	<b>3.5</b>	<b>A</b>

**SWB L on Caswell Rd: Superlink ID 524**

1	23.0	0.28	44.3	D
2	24.0	0.33	49.7	D
3	24.0	0.44	65.4	E
4	26.0	0.39	54.2	D
5	23.0	0.40	63.3	E
6	23.0	0.37	58.1	E
7	22.0	0.32	53.0	D
8	24.0	0.32	48.1	D
9	25.0	0.43	61.6	E
10	22.0	0.26	42.8	D
<b>Average:</b>	<b>23.0</b>	<b>0.35</b>	<b>54.1</b>	<b>D</b>

**SWB TR on Caswell Rd: Superlink ID 524**

1	73.0	1.15	56.7	E
2	74.0	1.02	49.7	D
3	73.0	1.03	51.0	D
4	75.0	1.03	49.6	D
5	75.0	0.96	46.0	D
6	76.0	1.03	48.6	D
7	74.0	0.90	43.6	D

Intersection Level of Service by Lane Group

**ESTES DRIVE & CASWELL RD -- SIGNALIZED**

**NODE: 70219**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
8	76.0	1.12	52.9	D
9	73.0	1.15	56.6	E
10	76.0	1.05	49.8	D
<b>Average:</b>	<b>74.0</b>	<b>1.04</b>	<b>50.5</b>	<b>D</b>

**ESTES DRIVE & E. FRANKLIN STREET -- SIGNALIZED**

**NODE: 70527**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>EB L on Estes Drive: Superlink ID 525</b>				
1	259.0	3.26	45.4	D
2	261.0	3.01	41.5	D
3	259.0	2.97	41.3	D
4	265.0	3.15	42.8	D
5	267.0	3.19	43.0	D
6	262.0	3.34	45.9	D
7	264.0	3.41	46.5	D
8	264.0	3.19	43.5	D
9	266.0	3.18	43.0	D
10	265.0	3.06	41.6	D
<b>Average:</b>	<b>263.0</b>	<b>3.18</b>	<b>43.5</b>	<b>D</b>

**EB TR on Estes Drive: Superlink ID 525**

1	280.0	2.53	32.5	C
2	276.0	2.50	32.6	C
3	276.0	2.61	34.1	C
4	280.0	2.70	34.7	C
5	274.0	2.43	32.0	C
6	275.0	2.33	30.5	C
7	285.0	2.30	29.0	C
8	282.0	2.48	31.7	C
9	278.0	2.38	30.8	C
10	279.0	2.39	30.8	C
<b>Average:</b>	<b>278.0</b>	<b>2.47</b>	<b>31.9</b>	<b>C</b>

**NB L on E. Franklin Street: Superlink ID 533**

1	43.0	0.58	48.5	D
2	44.0	0.61	50.3	D
3	44.0	0.66	53.9	D
4	44.0	0.52	42.6	D
5	42.0	0.49	42.1	D
6	42.0	0.64	54.7	D
7	44.0	0.67	55.1	E
8	44.0	0.67	54.9	D
9	44.0	0.63	51.7	D
10	43.0	0.53	44.6	D
<b>Average:</b>	<b>43.0</b>	<b>0.60</b>	<b>49.8</b>	<b>D</b>

Intersection Level of Service by Lane Group

**ESTES DRIVE & E. FRANKLIN STREET -- SIGNALIZED**

**NODE: 70527**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>NB T on E. Franklin Street: Superlink ID 533</b>				
1	237.0	1.67	25.4	C
2	251.0	1.70	24.4	C
3	245.0	1.72	25.3	C
4	235.0	1.71	26.2	C
5	244.0	1.74	25.7	C
6	238.0	1.79	27.1	C
7	239.0	1.70	25.6	C
8	234.0	1.59	24.4	C
9	241.0	1.68	25.0	C
10	239.0	1.66	25.0	C
<b>Average:</b>	<b>240.0</b>	<b>1.70</b>	<b>25.4</b>	<b>C</b>

<b>NB TR on E. Franklin Street: Superlink ID 533</b>				
1	278.0	1.96	25.4	C
2	272.0	2.12	28.1	C
3	283.0	2.02	25.7	C
4	289.0	2.08	25.9	C
5	277.0	2.03	26.4	C
6	284.0	2.14	27.2	C
7	280.0	1.95	25.1	C
8	280.0	1.94	24.9	C
9	281.0	2.11	27.0	C
10	276.0	2.00	26.1	C
<b>Average:</b>	<b>280.0</b>	<b>2.04</b>	<b>26.2</b>	<b>C</b>

<b>NWB L on Estes Drive: Superlink ID 528</b>				
1	154.0	1.10	25.8	C
2	153.0	1.11	26.2	C
3	154.0	1.11	26.0	C
4	154.0	1.24	28.9	C
5	156.0	1.08	24.9	C
6	153.0	1.16	27.2	C
7	153.0	1.04	24.5	C
8	153.0	1.00	23.5	C
9	154.0	1.16	27.2	C
10	155.0	1.04	24.1	C
<b>Average:</b>	<b>153.0</b>	<b>1.10</b>	<b>25.8</b>	<b>C</b>

<b>NWB R on Estes Drive: Superlink ID 528</b>				
1	183.0	1.22	23.9	C
2	180.0	1.24	24.9	C
3	181.0	1.20	23.9	C
4	180.0	1.17	23.3	C
5	181.0	1.14	22.7	C
6	182.0	1.15	22.8	C

Intersection Level of Service by Lane Group

**ESTES DRIVE & E. FRANKLIN STREET -- SIGNALIZED**

**NODE: 70527**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
7	183.0	1.22	24.0	C
8	181.0	1.14	22.7	C
9	181.0	1.22	24.3	C
10	182.0	1.24	24.4	C
<b>Average:</b>	<b>181.0</b>	<b>1.19</b>	<b>23.7</b>	<b>C</b>

**NWB T on Estes Drive: Superlink ID 528**

1	268.0	3.06	41.1	D
2	264.0	3.16	43.1	D
3	266.0	2.94	39.8	D
4	259.0	2.69	37.3	D
5	263.0	2.90	39.7	D
6	265.0	2.85	38.8	D
7	267.0	2.62	35.3	D
8	267.0	2.76	37.3	D
9	263.0	2.82	38.6	D
10	263.0	2.84	38.9	D
<b>Average:</b>	<b>264.0</b>	<b>2.86</b>	<b>39.0</b>	<b>D</b>

**SB L on E. Franklin Street: Superlink ID 76**

1	117.0	1.38	42.5	D
2	115.0	1.39	43.6	D
3	118.0	1.46	44.6	D
4	115.0	1.48	46.4	D
5	115.0	1.48	46.4	D
6	118.0	1.44	44.1	D
7	114.0	1.46	46.0	D
8	118.0	1.47	44.9	D
9	115.0	1.39	43.4	D
10	116.0	1.38	42.8	D
<b>Average:</b>	<b>116.0</b>	<b>1.43</b>	<b>44.5</b>	<b>D</b>

**SB T on E. Franklin Street: Superlink ID 76**

1	268.0	1.64	22.1	C
2	260.0	1.64	22.8	C
3	256.0	1.58	22.2	C
4	262.0	1.65	22.6	C
5	268.0	1.65	22.2	C
6	269.0	1.65	22.1	C
7	263.0	1.65	22.6	C
8	257.0	1.54	21.6	C
9	259.0	1.65	22.9	C
10	263.0	1.54	21.0	C
<b>Average:</b>	<b>262.0</b>	<b>1.62</b>	<b>22.2</b>	<b>C</b>

**SB TR on E. Franklin Street: Superlink ID 76**



Intersection Level of Service by Lane Group

**ESTES DRIVE & E. FRANKLIN STREET -- SIGNALIZED**

**NODE: 70527**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	355.0	2.22	22.5	C
2	367.0	2.32	22.7	C
3	375.0	2.35	22.6	C
4	366.0	2.25	22.1	C
5	361.0	2.25	22.4	C
6	358.0	2.31	23.3	C
7	357.0	2.20	22.2	C
8	358.0	2.26	22.8	C
9	366.0	2.36	23.2	C
10	358.0	2.08	20.9	C
<b>Average:</b>	<b>362.0</b>	<b>2.26</b>	<b>22.5</b>	<b>C</b>

**ESTES DRIVE & SOMERSET DRIVE -- UNSIGNALIZED**

**NODE: 8**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>EB LT on Estes Drive: Superlink ID 536</b>				
1	471.0	0.02	0.1	A
2	473.0	0.02	0.2	A
3	472.0	0.04	0.3	A
4	484.0	0.01	0.1	A
5	472.0	0.02	0.1	A
6	471.0	0.03	0.2	A
7	473.0	0.04	0.3	A
8	477.0	0.04	0.3	A
9	481.0	0.04	0.3	A
10	473.0	0.07	0.5	A
<b>Average:</b>	<b>474.0</b>	<b>0.03</b>	<b>0.2</b>	<b>A</b>

**SB LR on Somerset Drive: Superlink ID 540**

1	20.0	0.05	8.4	A
2	21.0	0.05	8.0	A
3	20.0	0.04	8.0	A
4	20.0	0.05	8.3	A
5	21.0	0.04	6.9	A
6	20.0	0.04	7.6	A
7	20.0	0.05	9.6	A
8	19.0	0.05	8.9	A
9	20.0	0.06	11.2	B
10	19.0	0.05	8.7	A
<b>Average:</b>	<b>20.0</b>	<b>0.05</b>	<b>8.6</b>	<b>A</b>

**WB TR on Estes Drive: Superlink ID 522**

1	493.0	0.00	0.0	A
2	499.0	0.00	0.0	A
3	496.0	0.00	0.0	A
4	496.0	0.00	0.0	A
5	497.0	0.00	0.0	A

Intersection Level of Service by Lane Group

**ESTES DRIVE & SOMERSET DRIVE -- UNSIGNALIZED**

**NODE: 8**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	491.0	0.00	0.0	A
7	495.0	0.00	0.0	A
8	500.0	0.00	0.0	A
9	499.0	0.00	0.0	A
10	492.0	0.00	0.0	A
<b>Average:</b>	<b>495.0</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE -- SIGNALIZED**

**NODE: 70532**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>EB L on Estes Drive Extension: Superlink ID 374</b>				
1	171.0	2.45	51.5	D
2	170.0	2.65	56.2	E
3	170.0	2.77	58.7	E
4	170.0	2.66	56.4	E
5	171.0	2.80	59.0	E
6	169.0	2.57	54.8	D
7	170.0	2.72	57.7	E
8	170.0	2.61	55.4	E
9	170.0	2.79	59.0	E
10	170.0	2.36	50.1	D
<b>Average:</b>	<b>170.0</b>	<b>2.64</b>	<b>55.9</b>	<b>E</b>

**EB R on Estes Drive Extension: Superlink ID 374**

1	25.0	0.34	48.4	D
2	25.0	0.27	39.4	D
3	25.0	0.37	53.7	D
4	25.0	0.25	36.2	D
5	26.0	0.32	44.3	D
6	24.0	0.22	33.3	C
7	26.0	0.29	40.8	D
8	26.0	0.30	42.2	D
9	25.0	0.39	55.5	E
10	26.0	0.40	55.8	E
<b>Average:</b>	<b>25.0</b>	<b>0.32</b>	<b>45.0</b>	<b>D</b>

**EB T on Estes Drive Extension: Superlink ID 374**

1	172.0	2.91	60.9	E
2	172.0	2.70	56.4	E
3	172.0	2.89	60.6	E
4	173.0	3.05	63.4	E
5	172.0	2.81	58.9	E
6	172.0	3.00	62.7	E
7	173.0	3.04	63.3	E
8	173.0	3.02	62.8	E
9	173.0	2.87	59.8	E
10	173.0	2.95	61.4	E

Intersection Level of Service by Lane Group

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE -- SIGNALIZED**

**NODE: 70532**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>Average:</b>	<b>172.0</b>	<b>2.92</b>	<b>61.0</b>	<b>E</b>

**NB L on NC 86 (MLK Jr. Blvd): Superlink ID 377**

1	42.0	0.26	22.6	C
2	40.0	0.26	23.1	C
3	42.0	0.41	35.4	D
4	41.0	0.25	21.8	C
5	39.0	0.27	25.3	C
6	41.0	0.33	29.3	C
7	41.0	0.37	32.9	C
8	40.0	0.28	24.8	C
9	40.0	0.28	25.0	C
10	40.0	0.27	24.0	C
<b>Average:</b>	<b>40.0</b>	<b>0.30</b>	<b>26.4</b>	<b>C</b>

**NB T on NC 86 (MLK Jr. Blvd): Superlink ID 377**

1	239.0	1.55	23.3	C
2	234.0	1.46	22.4	C
3	244.0	1.56	23.0	C
4	248.0	1.60	23.3	C
5	244.0	1.48	21.8	C
6	243.0	1.35	20.0	C
7	251.0	1.56	22.4	C
8	239.0	1.49	22.5	C
9	237.0	1.51	23.0	C
10	255.0	1.66	23.4	C
<b>Average:</b>	<b>243.0</b>	<b>1.52</b>	<b>22.5</b>	<b>C</b>

**NB TR on NC 86 (MLK Jr. Blvd): Superlink ID 377**

1	290.0	1.76	21.9	C
2	295.0	1.87	22.9	C
3	288.0	1.86	23.2	C
4	291.0	1.97	24.3	C
5	281.0	1.79	22.9	C
6	284.0	1.67	21.1	C
7	279.0	1.79	23.1	C
8	290.0	1.81	22.4	C
9	292.0	1.74	21.4	C
10	273.0	1.89	24.9	C
<b>Average:</b>	<b>286.0</b>	<b>1.82</b>	<b>22.8</b>	<b>C</b>

**SB L on NC 86 (MLK Jr. Blvd): Superlink ID 534**

1	197.0	1.47	26.9	C
2	199.0	1.41	25.4	C
3	198.0	1.45	26.4	C
4	199.0	1.42	25.7	C

Intersection Level of Service by Lane Group

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE -- SIGNALIZED** **NODE: 70532**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
5	196.0	1.19	21.8	C
6	200.0	1.31	23.5	C
7	199.0	1.30	23.4	C
8	199.0	1.13	20.4	C
9	200.0	1.40	25.2	C
10	200.0	1.12	20.2	C
<b>Average:</b>	<b>198.0</b>	<b>1.32</b>	<b>23.9</b>	<b>C</b>

**SB T on NC 86 (MLK Jr. Blvd): Superlink ID 534**

1	248.0	1.41	20.5	C
2	237.0	1.41	21.4	C
3	253.0	1.53	21.8	C
4	243.0	1.33	19.6	B
5	239.0	1.44	21.7	C
6	255.0	1.42	20.0	C
7	233.0	1.42	21.9	C
8	242.0	1.37	20.4	C
9	239.0	1.36	20.5	C
10	242.0	1.33	19.9	B
<b>Average:</b>	<b>243.0</b>	<b>1.40</b>	<b>20.8</b>	<b>C</b>

**SB TR on NC 86 (MLK Jr. Blvd): Superlink ID 534**

1	334.0	1.79	19.3	B
2	346.0	1.71	17.7	B
3	329.0	1.72	18.8	B
4	341.0	1.69	17.8	B
5	345.0	1.72	18.0	B
6	328.0	1.67	18.3	B
7	350.0	1.72	17.7	B
8	342.0	1.71	18.0	B
9	342.0	1.78	18.7	B
10	340.0	1.75	18.5	B
<b>Average:</b>	<b>339.0</b>	<b>1.73</b>	<b>18.3</b>	<b>B</b>

**WB L on Estes Drive: Superlink ID 535**

1	129.0	1.61	44.8	D
2	132.0	1.54	42.0	D
3	130.0	1.87	51.8	D
4	132.0	1.93	52.5	D
5	131.0	2.01	55.3	E
6	130.0	2.02	56.0	E
7	132.0	2.03	55.4	E
8	131.0	1.74	47.9	D
9	133.0	2.02	54.6	D
10	127.0	1.78	50.5	D
<b>Average:</b>	<b>130.0</b>	<b>1.86</b>	<b>51.1</b>	<b>D</b>

Intersection Level of Service by Lane Group

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE -- SIGNALIZED**

**NODE: 70532**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>WB R on Estes Drive: Superlink ID 535</b>				
1	217.0	1.84	30.6	C
2	216.0	1.97	32.8	C
3	215.0	1.71	28.6	C
4	213.0	1.94	32.8	C
5	217.0	2.06	34.1	C
6	211.0	1.96	33.4	C
7	214.0	1.66	27.9	C
8	217.0	1.74	28.8	C
9	217.0	2.07	34.4	C
10	213.0	1.79	30.3	C
<b>Average:</b>	<b>215.0</b>	<b>1.87</b>	<b>31.4</b>	<b>C</b>

**WB T on Estes Drive: Superlink ID 535**

1	199.0	3.43	62.0	E
2	201.0	3.59	64.3	E
3	199.0	3.37	60.9	E
4	199.0	3.74	67.7	E
5	200.0	3.78	68.1	E
6	199.0	3.97	71.9	E
7	201.0	3.53	63.1	E
8	198.0	3.55	64.6	E
9	204.0	4.05	71.4	E
10	201.0	3.60	64.5	E
<b>Average:</b>	<b>200.0</b>	<b>3.66</b>	<b>65.9</b>	<b>E</b>

**SOMERSET DRIVE & LOCK7 MAIN ACCESS -- UNSIGNALIZED**

**NODE: 4**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>EB LR on Lock7 Main Access: Superlink ID 541</b>				
1	0.0	0.00	--	--
2	0.0	0.00	--	--
3	0.0	0.00	--	--
4	0.0	0.00	--	--
5	0.0	0.00	--	--
6	0.0	0.00	--	--
7	0.0	0.00	--	--
8	0.0	0.00	--	--
9	0.0	0.00	--	--
10	0.0	0.00	--	--
<b>Average:</b>	<b>0.0</b>	<b>0.00</b>	<b>--</b>	<b>--</b>
<b>NB LT on Somerset Drive: Superlink ID 540</b>				
1	21.0	0.00	0.0	A
2	22.0	0.00	0.0	A
3	22.0	0.00	0.0	A

Intersection Level of Service by Lane Group

**SOMERSET DRIVE & LOCK7 MAIN ACCESS -- UNSIGNALIZED**

**NODE: 4**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	23.0	0.00	0.0	A
5	20.0	0.00	0.0	A
6	20.0	0.00	0.0	A
7	22.0	0.00	0.0	A
8	20.0	0.00	0.0	A
9	23.0	0.00	0.0	A
10	23.0	0.00	0.0	A
<b>Average:</b>	<b>21.0</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>

**SB TR on Somerset Drive: Superlink ID 539**

1	20.0	0.00	0.0	A
2	20.0	0.00	0.0	A
3	20.0	0.00	0.0	A
4	20.0	0.00	0.0	A
5	20.0	0.00	0.0	A
6	20.0	0.00	0.0	A
7	20.0	0.00	0.0	A
8	20.0	0.00	0.0	A
9	20.0	0.00	0.0	A
10	19.0	0.00	0.0	A
<b>Average:</b>	<b>19.0</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>

**Intersection Level of Service by Lane Group**

Project: Lock7 TIA 2022  
 Scenario: Lock 7 2022 - NN  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 12:00:00 - 13:00:00  
 Interval: Summary  
 Selection: MOEs

# Intersection Level of Service by Lane Group - Total Control Delay

**ESTES DRIVE & CASWELL RD**

**NODE: 70219**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NEB LTR	Caswell Rd	523	0.1	0.0	0.1	0.2	10
NWB L	Estes Drive	525	0.0	0.0	0.0	0.0	10
NWB TR	Estes Drive	525	1.1	0.1	0.9	1.3	10
SEB L	Estes Drive	522	0.1	0.0	0.1	0.1	10
SEB TR	Estes Drive	522	0.4	0.1	0.3	0.5	10
SWB L	Caswell Rd	524	0.4	0.1	0.3	0.4	10
SWB TR	Caswell Rd	524	1.0	0.1	0.9	1.2	10

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive	525	3.2	0.1	3.0	3.4	10
EB TR	Estes Drive	525	2.5	0.1	2.3	2.7	10
NB L	E. Franklin Street	533	0.6	0.1	0.5	0.7	10
NB T	E. Franklin Street	533	1.7	0.1	1.6	1.8	10
NB TR	E. Franklin Street	533	2.0	0.1	1.9	2.1	10
NWB L	Estes Drive	528	1.1	0.1	1.0	1.2	10
NWB R	Estes Drive	528	1.2	0.0	1.1	1.2	10
NWB T	Estes Drive	528	2.9	0.2	2.6	3.2	10
SB L	E. Franklin Street	76	1.4	0.0	1.4	1.5	10
SB T	E. Franklin Street	76	1.6	0.0	1.5	1.7	10
SB TR	E. Franklin Street	76	2.3	0.1	2.1	2.4	10

**ESTES DRIVE & SOMERSET DRIVE**

**NODE: 8**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LT	Estes Drive	536	0.0	0.0	0.0	0.1	10
SB LR	Somerset Drive	540	0.0	0.0	0.0	0.1	10
WB TR	Estes Drive	522	0.0	0.0	0.0	0.0	10

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive Extension	374	2.6	0.1	2.4	2.8	10
EB R	Estes Drive Extension	374	0.3	0.1	0.2	0.4	10
EB T	Estes Drive Extension	374	2.9	0.1	2.7	3.1	10
NB L	NC 86 (MLK Jr. Blvd)	377	0.3	0.1	0.3	0.4	10
NB T	NC 86 (MLK Jr. Blvd)	377	1.5	0.1	1.4	1.7	10
NB TR	NC 86 (MLK Jr. Blvd)	377	1.8	0.1	1.7	2.0	10
SB L	NC 86 (MLK Jr. Blvd)	534	1.3	0.1	1.1	1.5	10
SB T	NC 86 (MLK Jr. Blvd)	534	1.4	0.1	1.3	1.5	10

## Intersection Level of Service by Lane Group

### ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE

**NODE: 70532**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
SB TR	NC 86 (MLK Jr. Blvd)	534	1.7	0.0	1.7	1.8	10
WB L	Estes Drive	535	1.9	0.2	1.5	2.0	10
WB R	Estes Drive	535	1.9	0.1	1.7	2.1	10
WB T	Estes Drive	535	3.7	0.2	3.4	4.1	10

### SOMERSET DRIVE & LOCK7 MAIN ACCESS

**NODE: 4**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LR	Lock7 Main Access	541	0.0	0.0	0.0	0.0	10
NB LT	Somerset Drive	540	0.0	0.0	0.0	0.0	10
SB TR	Somerset Drive	539	0.0	0.0	0.0	0.0	10



## Intersection Level of Service by Lane Group

Project: Lock7 TIA 2022  
 Scenario: Lock 7 2022 - NN  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 12:00:00 - 13:00:00  
 Interval: Summary  
 Selection: MOEs

# Intersection Level of Service by Lane Group - Avg Control Delay

### ESTES DRIVE & CASWELL RD

NODE: 70219

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NEB LTR	Caswell Rd	523	54.8	11.1	30.1	70.7	10
NWB L	Estes Drive	525	10.3	10.8	0.0	26.0	7
NWB TR	Estes Drive	525	8.6	0.8	7.0	10.2	10
SEB L	Estes Drive	522	5.2	1.2	3.2	6.7	10
SEB TR	Estes Drive	522	3.5	0.6	2.2	4.2	10
SWB L	Caswell Rd	524	54.1	7.9	42.8	65.4	10
SWB TR	Caswell Rd	524	50.5	4.2	43.6	56.7	10

### ESTES DRIVE & E. FRANKLIN STREET

NODE: 70527

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive	525	43.5	1.9	41.3	46.5	10
EB TR	Estes Drive	525	31.9	1.7	29.0	34.7	10
NB L	E. Franklin Street	533	49.8	5.1	42.1	55.1	10
NB T	E. Franklin Street	533	25.4	0.8	24.4	27.1	10
NB TR	E. Franklin Street	533	26.2	1.0	24.9	28.1	10
NWB L	Estes Drive	528	25.8	1.6	23.5	28.9	10
NWB R	Estes Drive	528	23.7	0.8	22.7	24.9	10
NWB T	Estes Drive	528	39.0	2.2	35.3	43.1	10
SB L	E. Franklin Street	76	44.5	1.4	42.5	46.4	10
SB T	E. Franklin Street	76	22.2	0.6	21.0	22.9	10
SB TR	E. Franklin Street	76	22.5	0.7	20.9	23.3	10

### ESTES DRIVE & SOMERSET DRIVE

NODE: 8

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LT	Estes Drive	536	0.2	0.1	0.1	0.5	10
SB LR	Somerset Drive	540	8.6	1.2	6.9	11.2	10
WB TR	Estes Drive	522	0.0	0.0	0.0	0.0	10

### ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE

NODE: 70532

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive Extension	374	55.9	3.1	50.1	59.0	10
EB R	Estes Drive Extension	374	45.0	8.1	33.3	55.8	10
EB T	Estes Drive Extension	374	61.0	2.2	56.4	63.4	10
NB L	NC 86 (MLK Jr. Blvd)	377	26.4	4.6	21.8	35.4	10
NB T	NC 86 (MLK Jr. Blvd)	377	22.5	1.0	20.0	23.4	10
NB TR	NC 86 (MLK Jr. Blvd)	377	22.8	1.2	21.1	24.9	10
SB L	NC 86 (MLK Jr. Blvd)	534	23.9	2.4	20.2	26.9	10
SB T	NC 86 (MLK Jr. Blvd)	534	20.8	0.9	19.6	21.9	10

Intersection Level of Service by Lane Group

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
SB TR	NC 86 (MLK Jr. Blvd)	534	18.3	0.5	17.7	19.3	10
WB L	Estes Drive	535	51.1	4.8	42.0	56.0	10
WB R	Estes Drive	535	31.4	2.4	27.9	34.4	10
WB T	Estes Drive	535	65.9	3.8	60.9	71.9	10

**SOMERSET DRIVE & LOCK7 MAIN ACCESS**

**NODE: 4**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB LT	Somerset Drive	540	0.0	0.0	0.0	0.0	10
SB TR	Somerset Drive	539	0.0	0.0	0.0	0.0	10

Project: Lock7 TIA 2022  
 Scenario: Lock7 2022 - PM  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 17:00:00 - 18:00:00  
 Interval: Summary  
 Selection: MOEs

# Intersection Level of Service - Overview

## ESTES DRIVE & CASWELL RD -- SIGNALIZED

NODE: 70219

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,598.0	7.59	17.1	B
2	1,613.0	7.51	16.8	B
3	1,604.0	8.31	18.6	B
4	1,597.0	7.58	17.1	B
5	1,600.0	7.82	17.6	B
6	1,602.0	7.34	16.5	B
7	1,606.0	7.32	16.4	B
8	1,602.0	7.69	17.3	B
9	1,604.0	7.64	17.2	B
10	1,607.0	7.94	17.8	B
<b>Average:</b>	<b>1,603.3</b>	<b>7.67</b>	<b>17.2</b>	<b>B</b>

## ESTES DRIVE & E. FRANKLIN STREET -- SIGNALIZED

NODE: 70527

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	3,403.0	40.08	42.4	D
2	3,405.0	39.92	42.2	D
3	3,409.0	39.16	41.4	D
4	3,409.0	39.93	42.2	D
5	3,396.0	39.26	41.6	D
6	3,409.0	40.10	42.4	D
7	3,398.0	40.16	42.5	D
8	3,398.0	39.60	42.0	D
9	3,389.0	38.33	40.7	D
10	3,407.0	38.81	41.0	D
<b>Average:</b>	<b>3,402.3</b>	<b>39.54</b>	<b>41.8</b>	<b>D</b>

## ESTES DRIVE & SOMERSET DRIVE -- UNSIGNALIZED

NODE: 8

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,512.0	0.08	0.2	A
2	1,528.0	0.10	0.2	A
3	1,519.0	0.07	0.2	A
4	1,509.0	0.10	0.2	A
5	1,516.0	0.13	0.3	A
6	1,516.0	0.20	0.5	A
7	1,519.0	0.09	0.2	A
8	1,515.0	0.16	0.4	A
9	1,522.0	0.11	0.3	A
10	1,521.0	0.11	0.3	A
<b>Average:</b>	<b>1,517.7</b>	<b>0.12</b>	<b>0.3</b>	<b>A</b>

Intersection Level of Service

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE -- SIGNALIZED**

**NODE: 70532**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	3,748.0	59.48	57.1	E
2	3,763.0	51.73	49.5	D
3	3,766.0	53.08	50.7	D
4	3,763.0	55.91	53.5	D
5	3,761.0	52.88	50.6	D
6	3,728.0	59.12	57.1	E
7	3,757.0	49.83	47.7	D
8	3,764.0	52.44	50.2	D
9	3,759.0	52.61	50.4	D
10	3,764.0	50.85	48.6	D
<b>Average:</b>	<b>3,757.3</b>	<b>53.79</b>	<b>51.5</b>	<b>D</b>

**SOMERSET DRIVE & LOCK7 MAIN ACCESS -- UNSIGNALIZED**

**NODE: 4**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	39.0	0.00	0.0	A
2	38.0	0.00	0.0	A
3	37.0	0.00	0.0	A
4	36.0	0.00	0.0	A
5	37.0	0.00	0.0	A
6	38.0	0.00	0.0	A
7	39.0	0.00	0.0	A
8	35.0	0.00	0.0	A
9	38.0	0.00	0.0	A
10	38.0	0.00	0.0	A
<b>Average:</b>	<b>37.5</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>

## Intersection Level of Service

Project: Lock7 TIA 2022  
Scenario: Lock7 2022 - PM  
Run(s): Batch (10 runs)  
Simulated: Various  
Time: 17:00:00 - 18:00:00  
Interval: Summary  
Selection: MOEs

## Intersection Level of Service - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
70219	Estes Drive & Caswell Rd	Actuated	7.7	0.3	7.3	8.3	10
70527	Estes Drive & E. Franklin Street	Actuated	39.5	0.6	38.3	40.2	10
8	Estes Drive & Somerset Drive	Stop	0.1	0.0	0.1	0.2	10
70532	Estes Drive Extension, NC 86 (MLK Jr. Blvd) & Estes Drive	Actuated	53.8	3.3	49.8	59.5	10
4	Somerset Drive & Lock7 Main Access	Stop	0.0	0.0	0.0	0.0	10

## Intersection Level of Service

Project: Lock7 TIA 2022  
Scenario: Lock7 2022 - PM  
Run(s): Batch (10 runs)  
Simulated: Various  
Time: 17:00:00 - 18:00:00  
Interval: Summary  
Selection: MOEs

# Intersection Level of Service - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
70219	Estes Drive & Caswell Rd	Actuated	17.2	0.6	16.4	18.6	10
70527	Estes Drive & E. Franklin Street	Actuated	41.8	0.6	40.7	42.5	10
8	Estes Drive & Somerset Drive	Stop	0.3	0.1	0.2	0.5	10
70532	Estes Drive Extension, NC 86 (MLK Jr. Blvd) & Estes Drive	Actuated	51.5	3.3	47.7	57.1	10
4	Somerset Drive & Lock7 Main Access	Stop	0.0	0.0	0.0	0.0	10

Project: Lock7 TIA 2022  
 Scenario: Lock7 2022 - PM  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 17:00:00 - 18:00:00  
 Interval: Summary  
 Selection: MOEs

# Intersection Level of Service by Lane Group - Overview

## ESTES DRIVE & CASWELL RD -- SIGNALIZED

NODE: 70219

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>NEB LTR on Caswell Rd: Superlink ID 523</b>				
1	6.0	0.15	91.0	F
2	6.0	0.09	51.2	D
3	5.0	0.07	53.6	D
4	6.0	0.10	57.6	E
5	6.0	0.13	78.0	E
6	6.0	0.07	44.2	D
7	6.0	0.08	45.4	D
8	6.0	0.12	72.0	E
9	6.0	0.06	35.6	D
10	6.0	0.09	56.8	E
<b>Average:</b>	<b>5.0</b>	<b>0.10</b>	<b>58.5</b>	<b>E</b>

## NWB L on Estes Drive: Superlink ID 525

1	1.0	0.00	0.0	A
2	2.0	0.02	38.2	D
3	3.0	0.02	26.3	C
4	3.0	0.02	23.1	C
5	2.0	0.01	17.2	B
6	2.0	0.00	8.1	A
7	2.0	0.01	25.9	C
8	2.0	0.00	4.8	A
9	2.0	0.01	17.4	B
10	3.0	0.04	47.1	D
<b>Average:</b>	<b>2.0</b>	<b>0.01</b>	<b>20.8</b>	<b>C</b>

## NWB TR on Estes Drive: Superlink ID 525

1	720.0	3.59	17.9	B
2	728.0	3.48	17.2	B
3	720.0	4.27	21.3	C
4	720.0	3.60	18.0	B
5	723.0	3.83	19.1	B
6	728.0	3.84	19.0	B
7	729.0	3.67	18.1	B
8	722.0	3.54	17.7	B
9	726.0	3.88	19.3	B
10	730.0	3.74	18.4	B
<b>Average:</b>	<b>724.0</b>	<b>3.74</b>	<b>18.6</b>	<b>B</b>

## SEB L on Estes Drive: Superlink ID 522

Intersection Level of Service by Lane Group

**ESTES DRIVE & CASWELL RD -- SIGNALIZED**

**NODE: 70219**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	112.0	0.42	13.4	B
2	112.0	0.28	9.1	A
3	114.0	0.37	11.8	B
4	113.0	0.32	10.2	B
5	113.0	0.32	10.3	B
6	112.0	0.26	8.3	A
7	109.0	0.26	8.7	A
8	112.0	0.37	12.0	B
9	114.0	0.37	11.6	B
10	111.0	0.45	14.6	B
<b>Average:</b>	<b>112.0</b>	<b>0.34</b>	<b>11.0</b>	<b>B</b>

**SEB TR on Estes Drive: Superlink ID 522**

1	554.0	0.84	5.5	A
2	559.0	0.89	5.7	A
3	556.0	0.77	5.0	A
4	551.0	0.93	6.0	A
5	552.0	0.83	5.4	A
6	553.0	0.64	4.2	A
7	556.0	0.84	5.4	A
8	556.0	0.96	6.2	A
9	551.0	0.68	4.5	A
10	555.0	0.96	6.3	A
<b>Average:</b>	<b>554.0</b>	<b>0.83</b>	<b>5.4</b>	<b>A</b>

**SWB L on Caswell Rd: Superlink ID 524**

1	35.0	0.51	52.2	D
2	35.0	0.37	38.1	D
3	35.0	0.39	40.5	D
4	35.0	0.44	45.1	D
5	34.0	0.48	50.8	D
6	34.0	0.39	41.5	D
7	35.0	0.42	43.4	D
8	36.0	0.42	42.5	D
9	35.0	0.44	45.2	D
10	34.0	0.46	49.2	D
<b>Average:</b>	<b>34.0</b>	<b>0.43</b>	<b>44.9</b>	<b>D</b>

**SWB TR on Caswell Rd: Superlink ID 524**

1	170.0	2.08	44.1	D
2	171.0	2.39	50.3	D
3	171.0	2.40	50.6	D
4	169.0	2.17	46.3	D
5	170.0	2.21	46.9	D
6	167.0	2.13	46.0	D
7	169.0	2.04	43.4	D



Intersection Level of Service by Lane Group

**ESTES DRIVE & CASWELL RD -- SIGNALIZED**

**NODE: 70219**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
8	168.0	2.27	48.6	D
9	170.0	2.20	46.6	D
10	168.0	2.19	47.0	D
<b>Average:</b>	<b>169.0</b>	<b>2.21</b>	<b>47.0</b>	<b>D</b>

**ESTES DRIVE & E. FRANKLIN STREET -- SIGNALIZED**

**NODE: 70527**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>EB L on Estes Drive: Superlink ID 525</b>				
1	318.0	5.48	62.0	E
2	318.0	5.87	66.5	E
3	325.0	5.23	58.0	E
4	320.0	5.70	64.1	E
5	319.0	5.69	64.2	E
6	310.0	4.93	57.3	E
7	314.0	5.80	66.5	E
8	319.0	5.61	63.3	E
9	313.0	5.50	63.2	E
10	314.0	5.12	58.7	E
<b>Average:</b>	<b>317.0</b>	<b>5.49</b>	<b>62.4</b>	<b>E</b>

**EB TR on Estes Drive: Superlink ID 525**

1	340.0	4.28	45.3	D
2	338.0	4.02	42.8	D
3	343.0	3.91	41.0	D
4	328.0	3.81	41.8	D
5	332.0	3.85	41.8	D
6	330.0	4.46	48.6	D
7	336.0	3.85	41.2	D
8	337.0	4.27	45.6	D
9	340.0	4.11	43.5	D
10	342.0	3.98	41.9	D
<b>Average:</b>	<b>336.0</b>	<b>4.05</b>	<b>43.4</b>	<b>D</b>

**NB L on E. Franklin Street: Superlink ID 533**

1	51.0	1.15	81.2	F
2	51.0	1.20	84.8	F
3	50.0	1.20	86.6	F
4	49.0	1.19	87.5	F
5	50.0	1.17	84.2	F
6	54.0	1.33	88.9	F
7	51.0	1.15	81.2	F
8	53.0	1.19	81.0	F
9	52.0	1.21	83.5	F
10	53.0	1.24	84.5	F
<b>Average:</b>	<b>51.0</b>	<b>1.20</b>	<b>84.3</b>	<b>F</b>

Intersection Level of Service by Lane Group

**ESTES DRIVE & E. FRANKLIN STREET -- SIGNALIZED**

**NODE: 70527**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>NB T on E. Franklin Street: Superlink ID 533</b>				
1	438.0	4.19	34.5	C
2	425.0	4.10	34.8	C
3	436.0	4.10	33.9	C
4	435.0	4.04	33.4	C
5	429.0	4.06	34.1	C
6	436.0	4.09	33.8	C
7	426.0	4.05	34.3	C
8	436.0	3.97	32.7	C
9	426.0	3.93	33.2	C
10	432.0	3.86	32.1	C
<b>Average:</b>	<b>431.0</b>	<b>4.04</b>	<b>33.7</b>	<b>C</b>

<b>NB TR on E. Franklin Street: Superlink ID 533</b>				
1	471.0	4.95	37.9	D
2	483.0	4.78	35.6	D
3	469.0	4.75	36.5	D
4	476.0	4.69	35.5	D
5	478.0	4.82	36.3	D
6	472.0	4.89	37.3	D
7	475.0	4.76	36.1	D
8	470.0	4.73	36.2	D
9	469.0	4.59	35.2	D
10	468.0	4.59	35.3	D
<b>Average:</b>	<b>473.0</b>	<b>4.76</b>	<b>36.2</b>	<b>D</b>

<b>NWB L on Estes Drive: Superlink ID 528</b>				
1	180.0	1.96	39.2	D
2	180.0	2.07	41.3	D
3	180.0	1.98	39.5	D
4	182.0	2.04	40.4	D
5	180.0	2.07	41.3	D
6	177.0	1.72	35.0	C
7	180.0	2.08	41.7	D
8	179.0	1.86	37.4	D
9	182.0	2.01	39.8	D
10	182.0	1.95	38.5	D
<b>Average:</b>	<b>180.0</b>	<b>1.97</b>	<b>39.4</b>	<b>D</b>

<b>NWB R on Estes Drive: Superlink ID 528</b>				
1	239.0	2.65	39.9	D
2	234.0	2.41	37.1	D
3	233.0	2.50	38.6	D
4	234.0	2.48	38.1	D
5	234.0	2.34	36.0	D
6	241.0	2.62	39.1	D

Intersection Level of Service by Lane Group

**ESTES DRIVE & E. FRANKLIN STREET -- SIGNALIZED**

**NODE: 70527**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
7	241.0	2.59	38.7	D
8	234.0	2.44	37.5	D
9	241.0	2.58	38.6	D
10	241.0	2.54	37.9	D
<b>Average:</b>	<b>237.0</b>	<b>2.52</b>	<b>38.2</b>	<b>D</b>

**NWB T on Estes Drive: Superlink ID 528**

1	291.0	4.58	56.6	E
2	291.0	4.49	55.5	E
3	290.0	4.64	57.6	E
4	294.0	4.85	59.4	E
5	289.0	4.49	55.9	E
6	300.0	4.72	56.7	E
7	297.0	4.83	58.6	E
8	286.0	4.43	55.7	E
9	300.0	4.17	50.1	D
10	296.0	4.52	54.9	D
<b>Average:</b>	<b>293.0</b>	<b>4.57</b>	<b>56.1</b>	<b>E</b>

**SB L on E. Franklin Street: Superlink ID 76**

1	107.0	1.76	59.3	E
2	107.0	1.82	61.1	E
3	107.0	1.85	62.4	E
4	107.0	1.94	65.3	E
5	107.0	1.97	66.3	E
6	109.0	1.90	62.6	E
7	106.0	1.94	65.8	E
8	110.0	1.92	62.7	E
9	106.0	1.76	59.8	E
10	109.0	2.04	67.2	E
<b>Average:</b>	<b>107.0</b>	<b>1.89</b>	<b>63.3</b>	<b>E</b>

**SB T on E. Franklin Street: Superlink ID 76**

1	431.0	3.74	31.3	C
2	436.0	3.78	31.2	C
3	436.0	3.83	31.6	C
4	437.0	3.72	30.6	C
5	424.0	3.67	31.2	C
6	433.0	3.96	32.9	C
7	432.0	3.82	31.9	C
8	439.0	3.82	31.3	C
9	428.0	3.53	29.7	C
10	439.0	3.67	30.1	C
<b>Average:</b>	<b>433.0</b>	<b>3.75</b>	<b>31.2</b>	<b>C</b>

**SB TR on E. Franklin Street: Superlink ID 76**

Intersection Level of Service by Lane Group

**ESTES DRIVE & E. FRANKLIN STREET -- SIGNALIZED**

**NODE: 70527**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	537.0	5.33	35.7	D
2	542.0	5.39	35.8	D
3	540.0	5.18	34.5	C
4	547.0	5.47	36.0	D
5	554.0	5.12	33.3	C
6	547.0	5.49	36.1	D
7	540.0	5.29	35.3	D
8	535.0	5.37	36.1	D
9	532.0	4.95	33.5	C
10	531.0	5.31	36.0	D
<b>Average:</b>	<b>540.0</b>	<b>5.29</b>	<b>35.2</b>	<b>D</b>

**ESTES DRIVE & SOMERSET DRIVE -- UNSIGNALIZED**

**NODE: 8**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>EB LT on Estes Drive: Superlink ID 536</b>				
1	655.0	0.02	0.1	A
2	657.0	0.00	0.0	A
3	656.0	0.00	0.0	A
4	649.0	0.00	0.0	A
5	649.0	0.00	0.0	A
6	652.0	0.10	0.6	A
7	653.0	0.02	0.1	A
8	656.0	0.03	0.2	A
9	653.0	0.02	0.1	A
10	650.0	0.02	0.1	A
<b>Average:</b>	<b>653.0</b>	<b>0.02</b>	<b>0.1</b>	<b>A</b>

**SB LR on Somerset Drive: Superlink ID 540**

1	20.0	0.06	10.9	B
2	20.0	0.10	17.1	C
3	20.0	0.07	12.4	B
4	21.0	0.10	16.6	C
5	20.0	0.13	22.8	C
6	20.0	0.10	17.5	C
7	21.0	0.07	11.7	B
8	20.0	0.13	23.9	C
9	22.0	0.09	14.3	B
10	20.0	0.09	16.0	C
<b>Average:</b>	<b>20.0</b>	<b>0.09</b>	<b>16.3</b>	<b>C</b>

**WB TR on Estes Drive: Superlink ID 522**

1	837.0	0.00	0.0	A
2	851.0	0.00	0.0	A
3	843.0	0.00	0.0	A
4	839.0	0.00	0.0	A
5	847.0	0.00	0.0	A

Intersection Level of Service by Lane Group

**ESTES DRIVE & SOMERSET DRIVE -- UNSIGNALIZED**

**NODE: 8**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	844.0	0.00	0.0	A
7	845.0	0.00	0.0	A
8	839.0	0.00	0.0	A
9	847.0	0.00	0.0	A
10	851.0	0.00	0.0	A
<b>Average:</b>	<b>844.0</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE -- SIGNALIZED**

**NODE: 70532**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>EB L on Estes Drive Extension: Superlink ID 374</b>				
1	225.0	5.56	89.0	F
2	226.0	5.38	85.7	F
3	226.0	4.90	78.0	E
4	230.0	5.24	82.1	F
5	229.0	5.73	90.1	F
6	228.0	5.63	88.9	F
7	229.0	5.33	83.7	F
8	230.0	5.25	82.2	F
9	228.0	5.62	88.8	F
10	230.0	5.18	81.1	F
<b>Average:</b>	<b>228.0</b>	<b>5.38</b>	<b>85.0</b>	<b>F</b>

**EB R on Estes Drive Extension: Superlink ID 374**

1	55.0	0.69	45.4	D
2	56.0	0.65	41.9	D
3	55.0	0.71	46.3	D
4	57.0	0.60	38.1	D
5	56.0	0.75	48.1	D
6	55.0	0.73	48.0	D
7	56.0	0.77	49.6	D
8	55.0	0.88	57.8	E
9	56.0	0.74	47.9	D
10	55.0	0.71	46.6	D
<b>Average:</b>	<b>55.0</b>	<b>0.72</b>	<b>47.0</b>	<b>D</b>

**EB T on Estes Drive Extension: Superlink ID 374**

1	238.0	4.42	66.8	E
2	240.0	4.24	63.6	E
3	241.0	4.32	64.6	E
4	236.0	4.20	64.1	E
5	236.0	4.53	69.1	E
6	236.0	4.29	65.4	E
7	236.0	4.24	64.6	E
8	241.0	4.46	66.6	E
9	236.0	4.30	65.6	E
10	237.0	4.37	66.4	E

Intersection Level of Service by Lane Group

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE -- SIGNALIZED**

**NODE: 70532**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>Average:</b>	<b>237.0</b>	<b>4.34</b>	<b>65.7</b>	<b>E</b>

**NB L on NC 86 (MLK Jr. Blvd): Superlink ID 377**

1	66.0	1.13	61.7	E
2	66.0	1.11	60.6	E
3	66.0	1.21	65.8	E
4	66.0	1.19	64.7	E
5	66.0	1.25	68.4	E
6	64.0	1.16	65.0	E
7	65.0	1.06	58.8	E
8	66.0	1.25	68.1	E
9	66.0	1.17	64.0	E
10	66.0	1.21	66.3	E
<b>Average:</b>	<b>65.0</b>	<b>1.17</b>	<b>64.3</b>	<b>E</b>

**NB T on NC 86 (MLK Jr. Blvd): Superlink ID 377**

1	626.0	6.12	35.2	D
2	629.0	6.40	36.6	D
3	625.0	6.25	36.0	D
4	618.0	6.45	37.6	D
5	622.0	6.44	37.3	D
6	624.0	6.40	36.9	D
7	624.0	6.13	35.3	D
8	628.0	6.60	37.8	D
9	614.0	6.38	37.4	D
10	620.0	6.20	36.0	D
<b>Average:</b>	<b>623.0</b>	<b>6.34</b>	<b>36.6</b>	<b>D</b>

**NB TR on NC 86 (MLK Jr. Blvd): Superlink ID 377**

1	648.0	7.34	40.8	D
2	647.0	7.37	41.0	D
3	649.0	7.31	40.5	D
4	655.0	7.46	41.0	D
5	654.0	7.77	42.7	D
6	645.0	7.39	41.3	D
7	650.0	7.41	41.0	D
8	643.0	7.49	41.9	D
9	662.0	7.44	40.5	D
10	655.0	7.15	39.3	D
<b>Average:</b>	<b>650.0</b>	<b>7.41</b>	<b>41.0</b>	<b>D</b>

**SB L on NC 86 (MLK Jr. Blvd): Superlink ID 534**

1	213.0	4.21	71.2	E
2	215.0	4.13	69.2	E
3	213.0	4.15	70.2	E
4	214.0	4.30	72.3	E

Intersection Level of Service by Lane Group

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE -- SIGNALIZED**

**NODE: 70532**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
5	212.0	4.34	73.7	E
6	216.0	4.38	73.0	E
7	212.0	4.58	77.7	E
8	214.0	4.41	74.2	E
9	213.0	4.14	70.0	E
10	214.0	4.16	69.9	E
<b>Average:</b>	<b>213.0</b>	<b>4.28</b>	<b>72.1</b>	<b>E</b>

**SB T on NC 86 (MLK Jr. Blvd): Superlink ID 534**

1	351.0	2.68	27.5	C
2	342.0	2.52	26.5	C
3	355.0	2.65	26.8	C
4	348.0	2.81	29.1	C
5	350.0	2.72	28.0	C
6	361.0	2.54	25.4	C
7	369.0	2.85	27.8	C
8	348.0	2.77	28.6	C
9	351.0	2.79	28.6	C
10	370.0	2.77	27.0	C
<b>Average:</b>	<b>354.0</b>	<b>2.71</b>	<b>27.5</b>	<b>C</b>

**SB TR on NC 86 (MLK Jr. Blvd): Superlink ID 534**

1	475.0	3.12	23.7	C
2	485.0	3.18	23.6	C
3	473.0	3.26	24.8	C
4	480.0	3.13	23.5	C
5	476.0	3.28	24.8	C
6	464.0	3.01	23.3	C
7	460.0	3.24	25.3	C
8	480.0	3.27	24.5	C
9	476.0	3.19	24.2	C
10	458.0	3.27	25.7	C
<b>Average:</b>	<b>472.0</b>	<b>3.20</b>	<b>24.3</b>	<b>C</b>

**WB L on Estes Drive: Superlink ID 535**

1	158.0	5.88	134.0	F
2	160.0	4.01	90.3	F
3	164.0	4.62	101.5	F
4	159.0	4.86	110.0	F
5	160.0	3.53	79.5	E
6	153.0	5.39	126.9	F
7	160.0	3.65	82.0	F
8	164.0	4.16	91.4	F
9	161.0	4.10	91.8	F
10	159.0	3.71	83.9	F
<b>Average:</b>	<b>159.0</b>	<b>4.39</b>	<b>99.1</b>	<b>F</b>

Intersection Level of Service by Lane Group

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE -- SIGNALIZED**

**NODE: 70532**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>WB R on Estes Drive: Superlink ID 535</b>				
1	406.0	8.43	74.8	E
2	405.0	5.17	45.9	D
3	407.0	5.86	51.8	D
4	408.0	6.67	58.9	E
5	408.0	5.60	49.4	D
6	397.0	8.28	75.1	E
7	407.0	4.29	37.9	D
8	404.0	4.76	42.4	D
9	402.0	5.33	47.8	D
10	407.0	5.00	44.2	D
<b>Average:</b>	<b>405.0</b>	<b>5.94</b>	<b>52.8</b>	<b>D</b>

**WB T on Estes Drive: Superlink ID 535**

1	287.0	9.88	124.0	F
2	292.0	7.56	93.2	F
3	292.0	7.85	96.7	F
4	292.0	9.00	111.0	F
5	292.0	6.94	85.6	F
6	285.0	9.92	125.3	F
7	289.0	6.30	78.4	E
8	291.0	7.14	88.3	F
9	294.0	7.38	90.4	F
10	293.0	7.11	87.3	F
<b>Average:</b>	<b>290.0</b>	<b>7.91</b>	<b>98.0</b>	<b>F</b>

**SOMERSET DRIVE & LOCK7 MAIN ACCESS -- UNSIGNALIZED**

**NODE: 4**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>EB LR on Lock7 Main Access: Superlink ID 541</b>				
1	0.0	0.00	--	--
2	0.0	0.00	--	--
3	0.0	0.00	--	--
4	0.0	0.00	--	--
5	0.0	0.00	--	--
6	0.0	0.00	--	--
7	0.0	0.00	--	--
8	0.0	0.00	--	--
9	0.0	0.00	--	--
10	0.0	0.00	--	--
<b>Average:</b>	<b>0.0</b>	<b>0.00</b>	<b>--</b>	<b>--</b>
<b>NB LT on Somerset Drive: Superlink ID 540</b>				
1	19.0	0.00	0.0	A
2	18.0	0.00	0.0	A
3	17.0	0.00	0.0	A



Intersection Level of Service by Lane Group

**SOMERSET DRIVE & LOCK7 MAIN ACCESS -- UNSIGNALIZED**

**NODE: 4**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	16.0	0.00	0.0	A
5	17.0	0.00	0.0	A
6	18.0	0.00	0.0	A
7	18.0	0.00	0.0	A
8	15.0	0.00	0.0	A
9	18.0	0.00	0.0	A
10	18.0	0.00	0.0	A
<b>Average:</b>	<b>17.0</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>

**SB TR on Somerset Drive: Superlink ID 539**

1	20.0	0.00	0.0	A
2	20.0	0.00	0.0	A
3	20.0	0.00	0.0	A
4	20.0	0.00	0.0	A
5	20.0	0.00	0.0	A
6	20.0	0.00	0.0	A
7	21.0	0.00	0.0	A
8	20.0	0.00	0.0	A
9	20.0	0.00	0.0	A
10	20.0	0.00	0.0	A
<b>Average:</b>	<b>20.0</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>

**Intersection Level of Service by Lane Group**

Project: Lock7 TIA 2022  
 Scenario: Lock7 2022 - PM  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 17:00:00 - 18:00:00  
 Interval: Summary  
 Selection: MOEs

# Intersection Level of Service by Lane Group - Total Control Delay

**ESTES DRIVE & CASWELL RD**

**NODE: 70219**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NEB LTR	Caswell Rd	523	0.1	0.0	0.1	0.2	10
NWB L	Estes Drive	525	0.0	0.0	0.0	0.0	10
NWB TR	Estes Drive	525	3.7	0.2	3.5	4.3	10
SEB L	Estes Drive	522	0.3	0.1	0.3	0.5	10
SEB TR	Estes Drive	522	0.8	0.1	0.6	1.0	10
SWB L	Caswell Rd	524	0.4	0.0	0.4	0.5	10
SWB TR	Caswell Rd	524	2.2	0.1	2.0	2.4	10

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive	525	5.5	0.3	4.9	5.9	10
EB TR	Estes Drive	525	4.1	0.2	3.8	4.5	10
NB L	E. Franklin Street	533	1.2	0.1	1.2	1.3	10
NB T	E. Franklin Street	533	4.0	0.1	3.9	4.2	10
NB TR	E. Franklin Street	533	4.8	0.1	4.6	5.0	10
NWB L	Estes Drive	528	2.0	0.1	1.7	2.1	10
NWB R	Estes Drive	528	2.5	0.1	2.3	2.7	10
NWB T	Estes Drive	528	4.6	0.2	4.2	4.9	10
SB L	E. Franklin Street	76	1.9	0.1	1.8	2.0	10
SB T	E. Franklin Street	76	3.8	0.1	3.5	4.0	10
SB TR	E. Franklin Street	76	5.3	0.2	5.0	5.5	10

**ESTES DRIVE & SOMERSET DRIVE**

**NODE: 8**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LT	Estes Drive	536	0.0	0.0	0.0	0.1	10
SB LR	Somerset Drive	540	0.1	0.0	0.1	0.1	10
WB TR	Estes Drive	522	0.0	0.0	0.0	0.0	10

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive Extension	374	5.4	0.3	4.9	5.7	10
EB R	Estes Drive Extension	374	0.7	0.1	0.6	0.9	10
EB T	Estes Drive Extension	374	4.3	0.1	4.2	4.5	10
NB L	NC 86 (MLK Jr. Blvd)	377	1.2	0.1	1.1	1.3	10
NB T	NC 86 (MLK Jr. Blvd)	377	6.3	0.2	6.1	6.6	10
NB TR	NC 86 (MLK Jr. Blvd)	377	7.4	0.2	7.2	7.8	10
SB L	NC 86 (MLK Jr. Blvd)	534	4.3	0.1	4.1	4.6	10
SB T	NC 86 (MLK Jr. Blvd)	534	2.7	0.1	2.5	2.9	10

## Intersection Level of Service by Lane Group

### ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE

**NODE: 70532**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
SB TR	NC 86 (MLK Jr. Blvd)	534	3.2	0.1	3.0	3.3	10
WB L	Estes Drive	535	4.4	0.8	3.5	5.9	10
WB R	Estes Drive	535	5.9	1.4	4.3	8.4	10
WB T	Estes Drive	535	7.9	1.3	6.3	9.9	10

### SOMERSET DRIVE & LOCK7 MAIN ACCESS

**NODE: 4**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LR	Lock7 Main Access	541	0.0	0.0	0.0	0.0	10
NB LT	Somerset Drive	540	0.0	0.0	0.0	0.0	10
SB TR	Somerset Drive	539	0.0	0.0	0.0	0.0	10

**Intersection Level of Service by Lane Group**

Project: Lock7 TIA 2022  
 Scenario: Lock7 2022 - PM  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 17:00:00 - 18:00:00  
 Interval: Summary  
 Selection: MOEs

# Intersection Level of Service by Lane Group - Avg Control Delay

**ESTES DRIVE & CASWELL RD** **NODE: 70219**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NEB LTR	Caswell Rd	523	58.5	17.0	35.6	91.0	10
NWB L	Estes Drive	525	20.8	14.6	0.0	47.1	10
NWB TR	Estes Drive	525	18.6	1.2	17.2	21.3	10
SEB L	Estes Drive	522	11.0	2.1	8.3	14.6	10
SEB TR	Estes Drive	522	5.4	0.7	4.2	6.3	10
SWB L	Caswell Rd	524	44.9	4.6	38.1	52.2	10
SWB TR	Caswell Rd	524	47.0	2.3	43.4	50.6	10

**ESTES DRIVE & E. FRANKLIN STREET** **NODE: 70527**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive	525	62.4	3.3	57.3	66.5	10
EB TR	Estes Drive	525	43.4	2.4	41.0	48.6	10
NB L	E. Franklin Street	533	84.3	2.7	81.0	88.9	10
NB T	E. Franklin Street	533	33.7	0.8	32.1	34.8	10
NB TR	E. Franklin Street	533	36.2	0.9	35.2	37.9	10
NWB L	Estes Drive	528	39.4	2.1	35.0	41.7	10
NWB R	Estes Drive	528	38.2	1.1	36.0	39.9	10
NWB T	Estes Drive	528	56.1	2.5	50.1	59.4	10
SB L	E. Franklin Street	76	63.3	2.8	59.3	67.2	10
SB T	E. Franklin Street	76	31.2	0.9	29.7	32.9	10
SB TR	E. Franklin Street	76	35.2	1.1	33.3	36.1	10

**ESTES DRIVE & SOMERSET DRIVE** **NODE: 8**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LT	Estes Drive	536	0.1	0.2	0.0	0.6	10
SB LR	Somerset Drive	540	16.3	4.4	10.9	23.9	10
WB TR	Estes Drive	522	0.0	0.0	0.0	0.0	10

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE** **NODE: 70532**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive Extension	374	85.0	4.1	78.0	90.1	10
EB R	Estes Drive Extension	374	47.0	5.1	38.1	57.8	10
EB T	Estes Drive Extension	374	65.7	1.6	63.6	69.1	10
NB L	NC 86 (MLK Jr. Blvd)	377	64.3	3.1	58.8	68.4	10
NB T	NC 86 (MLK Jr. Blvd)	377	36.6	0.9	35.2	37.8	10
NB TR	NC 86 (MLK Jr. Blvd)	377	41.0	0.9	39.3	42.7	10
SB L	NC 86 (MLK Jr. Blvd)	534	72.1	2.6	69.2	77.7	10
SB T	NC 86 (MLK Jr. Blvd)	534	27.5	1.1	25.4	29.1	10

Intersection Level of Service by Lane Group

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
SB TR	NC 86 (MLK Jr. Blvd)	534	24.3	0.8	23.3	25.7	10
WB L	Estes Drive	535	99.1	18.9	79.5	134.0	10
WB R	Estes Drive	535	52.8	12.9	37.9	75.1	10
WB T	Estes Drive	535	98.0	16.4	78.4	125.3	10

**SOMERSET DRIVE & LOCK7 MAIN ACCESS**

**NODE: 4**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB LT	Somerset Drive	540	0.0	0.0	0.0	0.0	10
SB TR	Somerset Drive	539	0.0	0.0	0.0	0.0	10

Project: Lock7 TIA 2025  
 Scenario: Lock7 2025 No-Build - AM  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 08:00:00 - 09:00:00  
 Interval: Summary  
 Selection: --

# Intersection Level of Service - Overview

## ESTES DRIVE & AURA ACCESS #2 -- UNSIGNALIZED

NODE: 3

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,496.0	0.29	0.7	A
2	1,490.0	0.33	0.8	A
3	1,490.0	0.39	0.9	A
4	1,489.0	0.38	0.9	A
5	1,494.0	0.36	0.9	A
6	1,498.0	0.34	0.8	A
7	1,498.0	0.34	0.8	A
8	1,495.0	0.32	0.8	A
9	1,499.0	0.38	0.9	A
10	1,501.0	0.39	0.9	A
<b>Average:</b>	<b>1,495.0</b>	<b>0.35</b>	<b>0.8</b>	<b>A</b>

## ESTES DRIVE & CASWELL RD -- SIGNALIZED

NODE: 70219

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,655.0	5.69	12.4	B
2	1,652.0	5.54	12.1	B
3	1,663.0	5.86	12.7	B
4	1,639.0	5.28	11.6	B
5	1,660.0	5.51	11.9	B
6	1,649.0	5.80	12.7	B
7	1,655.0	5.69	12.4	B
8	1,660.0	5.92	12.8	B
9	1,655.0	5.65	12.3	B
10	1,659.0	5.90	12.8	B
<b>Average:</b>	<b>1,654.7</b>	<b>5.68</b>	<b>12.4</b>	<b>B</b>

## ESTES DRIVE & E. FRANKLIN STREET -- SIGNALIZED

NODE: 70527

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,614.0	31.67	43.6	D
2	2,631.0	28.97	39.6	D
3	2,615.0	28.98	39.9	D
4	2,622.0	29.16	40.0	D
5	2,625.0	28.67	39.3	D
6	2,618.0	30.23	41.6	D
7	2,616.0	29.06	40.0	D
8	2,622.0	28.90	39.7	D
9	2,625.0	31.61	43.4	D
10	2,618.0	28.37	39.0	D
<b>Average:</b>	<b>2,620.6</b>	<b>29.56</b>	<b>40.6</b>	<b>D</b>

Intersection Level of Service

**ESTES DRIVE & SOMERSET DRIVE -- UNSIGNALIZED**

**NODE: 8**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,452.0	0.11	0.3	A
2	1,449.0	0.13	0.3	A
3	1,451.0	0.12	0.3	A
4	1,445.0	0.16	0.4	A
5	1,453.0	0.11	0.3	A
6	1,450.0	0.15	0.4	A
7	1,453.0	0.19	0.5	A
8	1,456.0	0.10	0.2	A
9	1,455.0	0.18	0.4	A
10	1,460.0	0.11	0.3	A
<b>Average:</b>	<b>1,452.4</b>	<b>0.14</b>	<b>0.3</b>	<b>A</b>

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE -- SIGNALIZED**

**NODE: 70532**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	3,449.0	34.72	36.2	D
2	3,451.0	34.44	35.9	D
3	3,438.0	34.52	36.2	D
4	3,436.0	35.13	36.8	D
5	3,439.0	34.91	36.5	D
6	3,441.0	35.55	37.2	D
7	3,441.0	35.08	36.7	D
8	3,448.0	35.90	37.5	D
9	3,459.0	34.65	36.1	D
10	3,451.0	35.13	36.6	D
<b>Average:</b>	<b>3,445.3</b>	<b>35.00</b>	<b>36.6</b>	<b>D</b>

**NC 86 (MLK JR. BLVD) & AURA ACCESS #1 -- UNSIGNALIZED**

**NODE: 2**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,616.0	0.07	0.1	A
2	2,615.0	0.10	0.1	A
3	2,612.0	0.10	0.1	A
4	2,608.0	0.10	0.1	A
5	2,610.0	0.10	0.1	A
6	2,608.0	0.10	0.1	A
7	2,612.0	0.08	0.1	A
8	2,612.0	0.09	0.1	A
9	2,616.0	0.10	0.1	A
10	2,612.0	0.09	0.1	A
<b>Average:</b>	<b>2,612.1</b>	<b>0.09</b>	<b>0.1</b>	<b>A</b>

**SOMERSET DRIVE & LOCK7 MAIN ACCESS -- UNSIGNALIZED**

**NODE: 4**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	59.0	0.00	0.0	A
2	60.0	0.00	0.0	A
3	63.0	0.00	0.0	A

### Intersection Level of Service

4	60.0	0.00	0.0	A
5	57.0	0.00	0.0	A
6	57.0	0.00	0.0	A
7	61.0	0.00	0.0	A
8	59.0	0.00	0.0	A
9	60.0	0.00	0.0	A
10	63.0	0.00	0.0	A
<b>Average:</b>	<b>59.9</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>



**Intersection Level of Service**

Project: Lock7 TIA 2025  
 Scenario: Lock7 2025 No-Build - AM  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 08:00:00 - 09:00:00  
 Interval: Summary  
 Selection: --

# Intersection Level of Service - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
3	Estes Drive & Aura Access #2	Stop	0.4	0.0	0.3	0.4	10
70219	Estes Drive & Caswell Rd	Actuated	5.7	0.2	5.3	5.9	10
70527	Estes Drive & E. Franklin Street	Actuated	29.6	1.2	28.4	31.7	10
8	Estes Drive & Somerset Drive	Stop	0.1	0.0	0.1	0.2	10
70532	Estes Drive Extension, NC 86 (MLK Jr. Blvd) & Estes Drive	Actuated	35.0	0.5	34.4	35.9	10
2	NC 86 (MLK Jr. Blvd) & Aura Access #1	Stop	0.1	0.0	0.1	0.1	10
4	Somerset Drive & Lock7 Main Access	Stop	0.0	0.0	0.0	0.0	10

**Intersection Level of Service**

Project: Lock7 TIA 2025  
 Scenario: Lock7 2025 No-Build - AM  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 08:00:00 - 09:00:00  
 Interval: Summary  
 Selection: --

# Intersection Level of Service - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
3	Estes Drive & Aura Access #2	Stop	0.8	0.1	0.7	0.9	10
70219	Estes Drive & Caswell Rd	Actuated	12.4	0.4	11.6	12.8	10
70527	Estes Drive & E. Franklin Street	Actuated	40.6	1.7	39.0	43.6	10
8	Estes Drive & Somerset Drive	Stop	0.3	0.1	0.2	0.5	10
70532	Estes Drive Extension, NC 86 (MLK Jr. Blvd) & Estes Drive	Actuated	36.6	0.5	35.9	37.5	10
2	NC 86 (MLK Jr. Blvd) & Aura Access #1	Stop	0.1	0.0	0.1	0.1	10
4	Somerset Drive & Lock7 Main Access	Stop	0.0	0.0	0.0	0.0	10

Project: Lock7 TIA 2025  
 Scenario: Lock7 2025 No-Build - AM  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 08:00:00 - 09:00:00  
 Interval: Summary  
 Selection: --

# Intersection Level of Service by Lane Group - Overview

## ESTES DRIVE & AURA ACCESS #2 -- UNSIGNALIZED

NODE: 3

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>EB L on Estes Drive: Superlink ID 535</b>				
1	34.0	0.03	3.1	A
2	35.0	0.03	3.3	A
3	34.0	0.05	5.4	A
4	34.0	0.05	5.1	A
5	33.0	0.06	6.1	A
6	36.0	0.05	5.0	A
7	35.0	0.04	4.3	A
8	34.0	0.04	4.4	A
9	32.0	0.03	3.7	A
10	33.0	0.03	3.5	A
<b>Average:</b>	<b>34.0</b>	<b>0.04</b>	<b>4.4</b>	<b>A</b>

## EB T on Estes Drive: Superlink ID 535

1	793.0	0.02	0.1	A
2	799.0	0.02	0.1	A
3	789.0	0.02	0.1	A
4	793.0	0.01	0.1	A
5	794.0	0.01	0.1	A
6	793.0	0.02	0.1	A
7	796.0	0.03	0.1	A
8	795.0	0.01	0.1	A
9	803.0	0.02	0.1	A
10	797.0	0.01	0.0	A
<b>Average:</b>	<b>795.0</b>	<b>0.02</b>	<b>0.1</b>	<b>A</b>

## SB L on Aura Access #2: Superlink ID 538

1	53.0	0.19	12.8	B
2	53.0	0.23	15.5	C
3	52.0	0.26	18.2	C
4	53.0	0.25	17.1	C
5	53.0	0.23	15.8	C
6	54.0	0.21	14.1	B
7	53.0	0.20	13.8	B
8	52.0	0.22	15.3	C
9	52.0	0.28	19.1	C
10	53.0	0.29	19.9	C
<b>Average:</b>	<b>52.0</b>	<b>0.24</b>	<b>16.2</b>	<b>C</b>

## SB R on Aura Access #2: Superlink ID 538

Intersection Level of Service by Lane Group

**ESTES DRIVE & AURA ACCESS #2 -- UNSIGNALIZED**

**NODE: 3**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	32.0	0.06	6.8	A
2	33.0	0.05	6.0	A
3	33.0	0.05	5.8	A
4	31.0	0.06	7.4	A
5	32.0	0.06	6.9	A
6	31.0	0.06	6.6	A
7	31.0	0.06	7.5	A
8	31.0	0.04	5.2	A
9	33.0	0.05	5.5	A
10	31.0	0.06	6.6	A
<b>Average:</b>	<b>31.0</b>	<b>0.06</b>	<b>6.4</b>	<b>A</b>

**WB R on Estes Drive: Superlink ID 536**

1	37.0	0.00	0.0	A
2	30.0	0.00	0.0	A
3	34.0	0.00	0.0	A
4	35.0	0.00	0.0	A
5	35.0	0.00	0.0	A
6	34.0	0.00	0.0	A
7	34.0	0.00	0.0	A
8	35.0	0.00	0.0	A
9	32.0	0.00	0.0	A
10	35.0	0.00	0.0	A
<b>Average:</b>	<b>34.0</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>

**WB T on Estes Drive: Superlink ID 536**

1	547.0	0.00	0.0	A
2	540.0	0.00	0.0	A
3	548.0	0.00	0.0	A
4	543.0	0.00	0.0	A
5	547.0	0.00	0.0	A
6	550.0	0.00	0.0	A
7	549.0	0.00	0.0	A
8	548.0	0.00	0.0	A
9	547.0	0.00	0.0	A
10	552.0	0.00	0.0	A
<b>Average:</b>	<b>547.0</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>

**ESTES DRIVE & CASWELL RD -- SIGNALIZED**

**NODE: 70219**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>NEB LTR on Caswell Rd: Superlink ID 523</b>				
1	25.0	0.41	58.8	E
2	24.0	0.29	43.9	D
3	26.0	0.49	67.7	E
4	21.0	0.30	51.1	D
5	25.0	0.32	46.0	D

Intersection Level of Service by Lane Group

**ESTES DRIVE & CASWELL RD -- SIGNALIZED**

**NODE: 70219**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	25.0	0.31	45.2	D
7	25.0	0.50	72.1	E
8	25.0	0.61	88.2	F
9	24.0	0.31	47.0	D
10	24.0	0.24	36.2	D
<b>Average:</b>	<b>24.0</b>	<b>0.38</b>	<b>55.6</b>	<b>E</b>

**NWB L on Estes Drive: Superlink ID 525**

1	3.0	0.01	16.4	B
2	2.0	0.02	38.1	D
3	0.0	0.00	--	--
4	0.0	0.00	--	--
5	2.0	0.01	20.5	C
6	1.0	0.00	0.0	A
7	0.0	0.00	--	--
8	3.0	0.04	48.7	D
9	1.0	0.01	29.4	C
10	1.0	0.01	38.7	D
<b>Average:</b>	<b>1.0</b>	<b>0.01</b>	<b>27.4</b>	<b>C</b>

**NWB TR on Estes Drive: Superlink ID 525**

1	526.0	1.97	13.5	B
2	516.0	1.90	13.3	B
3	532.0	2.01	13.6	B
4	523.0	2.00	13.8	B
5	532.0	1.96	13.3	B
6	524.0	2.17	14.9	B
7	529.0	2.07	14.1	B
8	534.0	2.11	14.3	B
9	521.0	1.82	12.6	B
10	527.0	1.99	13.6	B
<b>Average:</b>	<b>526.0</b>	<b>2.00</b>	<b>13.7</b>	<b>B</b>

**SEB L on Estes Drive: Superlink ID 522**

1	183.0	0.47	9.2	A
2	185.0	0.39	7.7	A
3	185.0	0.46	9.0	A
4	182.0	0.33	6.5	A
5	186.0	0.40	7.8	A
6	182.0	0.39	7.7	A
7	182.0	0.42	8.2	A
8	180.0	0.41	8.2	A
9	188.0	0.49	9.3	A
10	184.0	0.49	9.6	A
<b>Average:</b>	<b>183.0</b>	<b>0.43</b>	<b>8.3</b>	<b>A</b>

Intersection Level of Service by Lane Group

**ESTES DRIVE & CASWELL RD -- SIGNALIZED**

**NODE: 70219**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>SEB TR on Estes Drive: Superlink ID 522</b>				
1	745.0	1.12	5.4	A
2	748.0	1.10	5.3	A
3	744.0	1.24	6.0	A
4	737.0	0.99	4.8	A
5	742.0	1.13	5.5	A
6	742.0	1.21	5.9	A
7	746.0	1.07	5.2	A
8	744.0	1.23	6.0	A
9	742.0	1.17	5.7	A
10	744.0	1.42	6.9	A
<b>Average:</b>	<b>743.0</b>	<b>1.17</b>	<b>5.7</b>	<b>A</b>

**SWB L on Caswell Rd: Superlink ID 524**

1	45.0	0.44	35.4	D
2	44.0	0.34	28.2	C
3	44.0	0.43	35.6	D
4	43.0	0.43	35.9	D
5	42.0	0.44	37.4	D
6	43.0	0.45	37.7	D
7	43.0	0.44	36.7	D
8	44.0	0.38	30.7	C
9	44.0	0.39	31.7	C
10	43.0	0.45	37.7	D
<b>Average:</b>	<b>43.0</b>	<b>0.42</b>	<b>34.7</b>	<b>C</b>

**SWB TR on Caswell Rd: Superlink ID 524**

1	128.0	1.26	35.5	D
2	133.0	1.49	40.4	D
3	132.0	1.23	33.4	C
4	133.0	1.23	33.4	C
5	131.0	1.24	34.2	C
6	132.0	1.27	34.6	C
7	130.0	1.20	33.1	C
8	130.0	1.13	31.2	C
9	135.0	1.46	38.9	D
10	136.0	1.30	34.4	C
<b>Average:</b>	<b>132.0</b>	<b>1.28</b>	<b>34.9</b>	<b>C</b>

**ESTES DRIVE & E. FRANKLIN STREET -- SIGNALIZED**

**NODE: 70527**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>EB L on Estes Drive: Superlink ID 525</b>				
1	366.0	8.20	80.6	F
2	367.0	5.94	58.2	E
3	359.0	6.76	67.8	E
4	368.0	7.16	70.1	E

Intersection Level of Service by Lane Group

**ESTES DRIVE & E. FRANKLIN STREET -- SIGNALIZED**

**NODE: 70527**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
5	370.0	6.66	64.8	E
6	366.0	7.16	70.4	E
7	367.0	6.24	61.2	E
8	372.0	6.64	64.3	E
9	369.0	8.84	86.3	F
10	369.0	6.20	60.5	E
<b>Average:</b>	<b>367.0</b>	<b>6.98</b>	<b>68.4</b>	<b>E</b>

**EB TR on Estes Drive: Superlink ID 525**

1	411.0	5.24	45.9	D
2	417.0	4.52	39.0	D
3	410.0	4.24	37.2	D
4	406.0	4.28	38.0	D
5	409.0	4.12	36.3	D
6	409.0	4.97	43.8	D
7	416.0	4.58	39.6	D
8	406.0	5.10	45.2	D
9	414.0	4.90	42.6	D
10	407.0	4.23	37.4	D
<b>Average:</b>	<b>410.0</b>	<b>4.62</b>	<b>40.5</b>	<b>D</b>

**NB L on E. Franklin Street: Superlink ID 533**

1	50.0	0.97	69.9	E
2	51.0	0.94	66.1	E
3	55.0	1.06	69.7	E
4	52.0	0.90	62.3	E
5	53.0	0.96	65.5	E
6	51.0	0.88	62.1	E
7	52.0	1.02	70.7	E
8	51.0	0.91	63.9	E
9	52.0	0.87	60.2	E
10	52.0	1.03	71.5	E
<b>Average:</b>	<b>51.0</b>	<b>0.95</b>	<b>66.2</b>	<b>E</b>

**NB T on E. Franklin Street: Superlink ID 533**

1	209.0	1.66	28.6	C
2	207.0	1.56	27.1	C
3	211.0	1.63	27.8	C
4	203.0	1.66	29.5	C
5	203.0	1.54	27.3	C
6	208.0	1.65	28.5	C
7	211.0	1.64	27.9	C
8	199.0	1.43	25.9	C
9	210.0	1.61	27.5	C
10	206.0	1.51	26.5	C
<b>Average:</b>	<b>206.0</b>	<b>1.59</b>	<b>27.7</b>	<b>C</b>

Intersection Level of Service by Lane Group

**ESTES DRIVE & E. FRANKLIN STREET -- SIGNALIZED**

**NODE: 70527**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>NB TR on E. Franklin Street: Superlink ID 533</b>				
1	239.0	1.89	28.4	C
2	242.0	1.83	27.2	C
3	238.0	1.82	27.6	C
4	247.0	1.95	28.5	C
5	246.0	1.77	25.9	C
6	242.0	1.82	27.1	C
7	238.0	1.94	29.4	C
8	249.0	1.72	24.9	C
9	239.0	1.78	26.8	C
10	242.0	1.90	28.3	C
<b>Average:</b>	<b>242.0</b>	<b>1.84</b>	<b>27.4</b>	<b>C</b>

<b>NWB L on Estes Drive: Superlink ID 528</b>				
1	105.0	1.05	36.1	D
2	105.0	1.09	37.2	D
3	106.0	1.25	42.5	D
4	106.0	0.98	33.4	C
5	106.0	1.11	37.6	D
6	107.0	1.17	39.4	D
7	105.0	1.13	38.6	D
8	106.0	1.06	35.9	D
9	106.0	1.02	34.7	C
10	106.0	0.97	33.1	C
<b>Average:</b>	<b>105.0</b>	<b>1.08</b>	<b>36.9</b>	<b>D</b>

<b>NWB R on Estes Drive: Superlink ID 528</b>				
1	109.0	1.13	37.3	D
2	112.0	1.14	36.7	D
3	110.0	1.02	33.4	C
4	112.0	1.04	33.3	C
5	110.0	1.00	32.6	C
6	110.0	0.96	31.6	C
7	108.0	0.99	33.0	C
8	110.0	1.11	36.4	D
9	110.0	1.18	38.8	D
10	110.0	1.08	35.4	D
<b>Average:</b>	<b>110.0</b>	<b>1.07</b>	<b>34.9</b>	<b>C</b>

<b>NWB T on Estes Drive: Superlink ID 528</b>				
1	214.0	3.52	59.2	E
2	217.0	3.54	58.8	E
3	217.0	3.32	55.1	E
4	218.0	3.30	54.5	D
5	215.0	3.51	58.7	E
6	215.0	3.41	57.1	E



Intersection Level of Service by Lane Group

**ESTES DRIVE & E. FRANKLIN STREET -- SIGNALIZED**

**NODE: 70527**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
7	219.0	3.48	57.3	E
8	218.0	3.43	56.7	E
9	217.0	3.25	53.9	D
10	218.0	3.28	54.2	D
<b>Average:</b>	<b>216.0</b>	<b>3.40</b>	<b>56.6</b>	<b>E</b>

**SB L on E. Franklin Street: Superlink ID 76**

1	91.0	1.40	55.5	E
2	95.0	1.32	50.2	D
3	90.0	1.31	52.5	D
4	94.0	1.15	44.0	D
5	91.0	1.50	59.5	E
6	91.0	1.31	51.7	D
7	89.0	1.40	56.7	E
8	91.0	1.19	47.0	D
9	90.0	1.61	64.3	E
10	91.0	1.36	54.0	D
<b>Average:</b>	<b>91.0</b>	<b>1.36</b>	<b>53.5</b>	<b>D</b>

**SB T on E. Franklin Street: Superlink ID 76**

1	374.0	2.86	27.5	C
2	366.0	3.19	31.4	C
3	373.0	2.96	28.5	C
4	365.0	2.98	29.4	C
5	373.0	2.94	28.4	C
6	372.0	3.07	29.7	C
7	360.0	2.92	29.2	C
8	356.0	2.83	28.6	C
9	365.0	2.87	28.3	C
10	351.0	3.11	31.9	C
<b>Average:</b>	<b>365.0</b>	<b>2.97</b>	<b>29.3</b>	<b>C</b>

**SB TR on E. Franklin Street: Superlink ID 76**

1	446.0	3.76	30.3	C
2	452.0	3.91	31.1	C
3	446.0	3.59	29.0	C
4	451.0	3.75	29.9	C
5	449.0	3.56	28.5	C
6	447.0	3.83	30.8	C
7	451.0	3.72	29.7	C
8	464.0	3.48	27.0	C
9	453.0	3.69	29.3	C
10	466.0	3.67	28.4	C
<b>Average:</b>	<b>452.0</b>	<b>3.70</b>	<b>29.4</b>	<b>C</b>

Intersection Level of Service by Lane Group

**ESTES DRIVE & SOMERSET DRIVE -- UNSIGNALIZED**

**NODE: 8**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>EB L on Estes Drive: Superlink ID 536</b>				
1	23.0	0.01	1.9	A
2	23.0	0.03	5.5	A
3	23.0	0.03	5.2	A
4	20.0	0.04	7.5	A
5	21.0	0.03	5.6	A
6	21.0	0.03	4.3	A
7	22.0	0.06	9.1	A
8	22.0	0.02	2.5	A
9	24.0	0.02	3.2	A
10	24.0	0.03	3.9	A
<b>Average:</b>	<b>22.0</b>	<b>0.03</b>	<b>4.9</b>	<b>A</b>

<b>EB T on Estes Drive: Superlink ID 536</b>				
1	822.0	0.01	0.0	A
2	827.0	0.02	0.1	A
3	818.0	0.02	0.1	A
4	821.0	0.01	0.0	A
5	827.0	0.01	0.0	A
6	824.0	0.04	0.2	A
7	823.0	0.02	0.1	A
8	820.0	0.01	0.0	A
9	830.0	0.03	0.1	A
10	824.0	0.02	0.1	A
<b>Average:</b>	<b>823.0</b>	<b>0.02</b>	<b>0.1</b>	<b>A</b>

<b>SB LR on Somerset Drive: Superlink ID 540</b>				
1	24.0	0.09	13.6	B
2	23.0	0.08	12.3	B
3	25.0	0.07	9.5	A
4	26.0	0.11	14.6	B
5	25.0	0.07	10.2	B
6	25.0	0.09	12.8	B
7	24.0	0.11	16.1	C
8	24.0	0.08	11.5	B
9	25.0	0.13	18.8	C
10	24.0	0.07	10.4	B
<b>Average:</b>	<b>24.0</b>	<b>0.09</b>	<b>13.0</b>	<b>B</b>

<b>WB TR on Estes Drive: Superlink ID 522</b>				
1	583.0	0.00	0.0	A
2	576.0	0.00	0.0	A
3	585.0	0.00	0.0	A
4	578.0	0.00	0.0	A
5	580.0	0.00	0.0	A
6	580.0	0.00	0.0	A

Intersection Level of Service by Lane Group

**ESTES DRIVE & SOMERSET DRIVE -- UNSIGNALIZED**

**NODE: 8**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
7	584.0	0.00	0.0	A
8	590.0	0.00	0.0	A
9	576.0	0.00	0.0	A
10	588.0	0.00	0.0	A
<b>Average:</b>	<b>582.0</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE -- SIGNALIZED**

**NODE: 70532**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>EB L on Estes Drive Extension: Superlink ID 374</b>				
1	276.0	4.48	58.4	E
2	275.0	4.63	60.6	E
3	275.0	4.45	58.2	E
4	275.0	4.77	62.5	E
5	275.0	4.61	60.4	E
6	274.0	4.89	64.3	E
7	276.0	4.67	60.9	E
8	276.0	5.39	70.4	E
9	277.0	4.52	58.7	E
10	276.0	4.75	61.9	E
<b>Average:</b>	<b>275.0</b>	<b>4.72</b>	<b>61.6</b>	<b>E</b>

**EB R on Estes Drive Extension: Superlink ID 374**

1	82.0	0.81	35.6	D
2	82.0	0.72	31.7	C
3	83.0	0.69	29.9	C
4	81.0	0.70	30.9	C
5	81.0	0.67	29.9	C
6	82.0	0.67	29.3	C
7	81.0	0.73	32.3	C
8	82.0	0.77	33.6	C
9	82.0	0.72	31.7	C
10	82.0	0.80	35.2	D
<b>Average:</b>	<b>81.0</b>	<b>0.73</b>	<b>32.0</b>	<b>C</b>

**EB T on Estes Drive Extension: Superlink ID 374**

1	309.0	3.86	44.9	D
2	309.0	3.81	44.4	D
3	306.0	4.12	48.5	D
4	310.0	4.04	46.9	D
5	306.0	3.96	46.5	D
6	309.0	4.22	49.2	D
7	310.0	4.13	48.0	D
8	307.0	4.35	51.0	D
9	312.0	3.95	45.5	D
10	306.0	4.42	52.0	D
<b>Average:</b>	<b>308.0</b>	<b>4.09</b>	<b>47.7</b>	<b>D</b>

Intersection Level of Service by Lane Group

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE -- SIGNALIZED**

**NODE: 70532**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>NB L on NC 86 (MLK Jr. Blvd): Superlink ID 377</b>				
1	36.0	0.31	30.8	C
2	34.0	0.27	28.3	C
3	34.0	0.29	30.6	C
4	34.0	0.30	31.4	C
5	34.0	0.29	30.5	C
6	34.0	0.29	30.8	C
7	35.0	0.28	28.9	C
8	34.0	0.29	30.7	C
9	35.0	0.31	31.8	C
10	36.0	0.41	40.7	D
<b>Average:</b>	<b>34.0</b>	<b>0.30</b>	<b>31.5</b>	<b>C</b>
<b>NB R on NC 86 (MLK Jr. Blvd): Superlink ID 377</b>				
1	123.0	0.99	28.8	C
2	126.0	1.03	29.3	C
3	125.0	0.88	25.4	C
4	123.0	0.81	23.7	C
5	127.0	0.84	23.7	C
6	124.0	0.87	25.3	C
7	123.0	0.84	24.6	C
8	124.0	0.81	23.5	C
9	127.0	0.71	20.3	C
10	127.0	0.87	24.7	C
<b>Average:</b>	<b>124.0</b>	<b>0.87</b>	<b>24.9</b>	<b>C</b>
<b>NB T on NC 86 (MLK Jr. Blvd): Superlink ID 377</b>				
1	447.0	4.54	36.5	D
2	444.0	4.65	37.7	D
3	446.0	4.62	37.3	D
4	447.0	4.73	38.1	D
5	446.0	4.86	39.2	D
6	447.0	4.83	38.9	D
7	445.0	4.69	38.0	D
8	446.0	4.63	37.4	D
9	446.0	4.54	36.6	D
10	446.0	4.76	38.4	D
<b>Average:</b>	<b>446.0</b>	<b>4.69</b>	<b>37.8</b>	<b>D</b>
<b>SB L on NC 86 (MLK Jr. Blvd): Superlink ID 534</b>				
1	401.0	3.68	33.1	C
2	403.0	3.63	32.5	C
3	400.0	3.47	31.2	C
4	399.0	3.60	32.5	C
5	397.0	3.53	32.0	C

Intersection Level of Service by Lane Group

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE -- SIGNALIZED** **NODE: 70532**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	399.0	3.71	33.5	C
7	399.0	3.57	32.2	C
8	401.0	3.31	29.7	C
9	401.0	3.88	34.8	C
10	399.0	3.50	31.6	C
<b>Average:</b>	<b>399.0</b>	<b>3.59</b>	<b>32.3</b>	<b>C</b>

**SB R on NC 86 (MLK Jr. Blvd): Superlink ID 534**

1	223.0	0.96	15.6	B
2	225.0	0.93	14.8	B
3	224.0	0.87	14.0	B
4	222.0	0.89	14.4	B
5	224.0	0.92	14.7	B
6	223.0	0.95	15.3	B
7	223.0	0.94	15.2	B
8	225.0	0.99	15.8	B
9	224.0	0.96	15.5	B
10	224.0	0.96	15.4	B
<b>Average:</b>	<b>223.0</b>	<b>0.94</b>	<b>15.1</b>	<b>B</b>

**SB T on NC 86 (MLK Jr. Blvd): Superlink ID 534**

1	969.0	7.78	28.9	C
2	968.0	7.83	29.1	C
3	960.0	7.77	29.2	C
4	959.0	8.11	30.4	C
5	960.0	7.84	29.4	C
6	961.0	7.92	29.7	C
7	966.0	7.81	29.1	C
8	969.0	7.99	29.7	C
9	966.0	7.66	28.5	C
10	974.0	7.90	29.2	C
<b>Average:</b>	<b>965.0</b>	<b>7.86</b>	<b>29.3</b>	<b>C</b>

**WB L on Estes Drive: Superlink ID 535**

1	185.0	3.26	63.5	E
2	181.0	3.24	64.4	E
3	183.0	3.44	67.6	E
4	185.0	3.29	64.0	E
5	187.0	3.48	67.0	E
6	187.0	3.28	63.1	E
7	186.0	3.42	66.2	E
8	187.0	3.09	59.5	E
9	186.0	3.24	62.7	E
10	181.0	3.15	62.6	E
<b>Average:</b>	<b>184.0</b>	<b>3.29</b>	<b>64.1</b>	<b>E</b>

Intersection Level of Service by Lane Group

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE -- SIGNALIZED**

**NODE: 70532**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>WB R on Estes Drive: Superlink ID 535</b>				
1	242.0	1.98	29.4	C
2	245.0	1.63	24.0	C
3	245.0	1.79	26.3	C
4	243.0	1.70	25.2	C
5	244.0	1.80	26.6	C
6	243.0	1.73	25.6	C
7	242.0	1.86	27.7	C
8	242.0	2.07	30.8	C
9	245.0	2.11	31.0	C
10	244.0	1.59	23.4	C
<b>Average:</b>	<b>243.0</b>	<b>1.83</b>	<b>27.0</b>	<b>C</b>

**WB T on Estes Drive: Superlink ID 535**

1	156.0	2.08	48.0	D
2	159.0	2.08	47.1	D
3	157.0	2.13	48.7	D
4	158.0	2.21	50.2	D
5	158.0	2.11	48.0	D
6	158.0	2.19	49.9	D
7	155.0	2.13	49.5	D
8	155.0	2.21	51.3	D
9	158.0	2.05	46.7	D
10	156.0	2.02	46.6	D
<b>Average:</b>	<b>157.0</b>	<b>2.12</b>	<b>48.6</b>	<b>D</b>

**NC 86 (MLK JR. BLVD) & AURA ACCESS #1 -- UNSIGNALIZED**

**NODE: 2**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>NB R on NC 86 (MLK Jr. Blvd): Superlink ID 534</b>				
1	15.0	0.00	0.0	A
2	12.0	0.00	0.0	A
3	15.0	0.00	0.0	A
4	15.0	0.00	0.0	A
5	15.0	0.00	0.0	A
6	14.0	0.00	0.0	A
7	13.0	0.00	0.0	A
8	12.0	0.00	0.0	A
9	16.0	0.00	0.0	A
10	17.0	0.00	0.0	A
<b>Average:</b>	<b>14.0</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>

**NB T on NC 86 (MLK Jr. Blvd): Superlink ID 534**

1	950.0	0.00	0.0	A
2	953.0	0.00	0.0	A
3	953.0	0.00	0.0	A
4	950.0	0.00	0.0	A

Intersection Level of Service by Lane Group

**NC 86 (MLK JR. BLVD) & AURA ACCESS #1 -- UNSIGNALIZED**

**NODE: 2**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
5	951.0	0.00	0.0	A
6	950.0	0.00	0.0	A
7	951.0	0.00	0.0	A
8	951.0	0.00	0.0	A
9	954.0	0.00	0.0	A
10	948.0	0.00	0.0	A
<b>Average:</b>	<b>951.0</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>

**SB T on NC 86 (MLK Jr. Blvd): Superlink ID 376**

1	1,607.0	0.00	0.0	A
2	1,605.0	0.00	0.0	A
3	1,600.0	0.01	0.0	A
4	1,598.0	0.01	0.0	A
5	1,600.0	0.02	0.0	A
6	1,600.0	0.00	0.0	A
7	1,603.0	0.00	0.0	A
8	1,605.0	0.00	0.0	A
9	1,603.0	0.01	0.0	A
10	1,604.0	0.00	0.0	A
<b>Average:</b>	<b>1,602.0</b>	<b>0.01</b>	<b>0.0</b>	<b>A</b>

**WB R on Aura Access #1: Superlink ID 537**

1	44.0	0.07	5.5	A
2	45.0	0.09	7.6	A
3	44.0	0.09	7.5	A
4	45.0	0.09	7.2	A
5	44.0	0.08	6.5	A
6	44.0	0.10	8.0	A
7	45.0	0.07	5.8	A
8	44.0	0.08	6.9	A
9	43.0	0.09	7.4	A
10	43.0	0.09	7.6	A
<b>Average:</b>	<b>44.0</b>	<b>0.09</b>	<b>7.0</b>	<b>A</b>

**SOMERSET DRIVE & LOCK7 MAIN ACCESS -- UNSIGNALIZED**

**NODE: 4**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>EB LR on Lock7 Main Access: Superlink ID 541</b>				
1	0.0	0.00	--	--
2	0.0	0.00	--	--
3	0.0	0.00	--	--
4	0.0	0.00	--	--
5	0.0	0.00	--	--
6	0.0	0.00	--	--
7	0.0	0.00	--	--
8	0.0	0.00	--	--
9	0.0	0.00	--	--

Intersection Level of Service by Lane Group

**SOMERSET DRIVE & LOCK7 MAIN ACCESS -- UNSIGNALIZED**

**NODE: 4**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	0.0	0.00	--	--
<b>Average:</b>	<b>0.0</b>	<b>0.00</b>	<b>--</b>	<b>--</b>

**NB LT on Somerset Drive: Superlink ID 540**

1	35.0	0.00	0.0	A
2	36.0	0.00	0.0	A
3	38.0	0.00	0.0	A
4	35.0	0.00	0.0	A
5	33.0	0.00	0.0	A
6	33.0	0.00	0.0	A
7	37.0	0.00	0.0	A
8	35.0	0.00	0.0	A
9	36.0	0.00	0.0	A
10	39.0	0.00	0.0	A
<b>Average:</b>	<b>35.0</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>

**SB TR on Somerset Drive: Superlink ID 539**

1	24.0	0.00	0.0	A
2	24.0	0.00	0.0	A
3	25.0	0.00	0.0	A
4	25.0	0.00	0.0	A
5	24.0	0.00	0.0	A
6	24.0	0.00	0.0	A
7	24.0	0.00	0.0	A
8	24.0	0.00	0.0	A
9	24.0	0.00	0.0	A
10	24.0	0.00	0.0	A
<b>Average:</b>	<b>24.0</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>



**Intersection Level of Service by Lane Group**

Project: Lock7 TIA 2025  
 Scenario: Lock7 2025 No-Build - AM  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 08:00:00 - 09:00:00  
 Interval: Summary  
 Selection: --

# Intersection Level of Service by Lane Group - Total Control Delay

**ESTES DRIVE & AURA ACCESS #2**

**NODE: 3**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive	535	0.0	0.0	0.0	0.1	10
EB T	Estes Drive	535	0.0	0.0	0.0	0.0	10
SB L	Aura Access #2	538	0.2	0.0	0.2	0.3	10
SB R	Aura Access #2	538	0.1	0.0	0.0	0.1	10
WB R	Estes Drive	536	0.0	0.0	0.0	0.0	10
WB T	Estes Drive	536	0.0	0.0	0.0	0.0	10

**ESTES DRIVE & CASWELL RD**

**NODE: 70219**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NEB LTR	Caswell Rd	523	0.4	0.1	0.2	0.6	10
NWB L	Estes Drive	525	0.0	0.0	0.0	0.0	10
NWB TR	Estes Drive	525	2.0	0.1	1.8	2.2	10
SEB L	Estes Drive	522	0.4	0.1	0.3	0.5	10
SEB TR	Estes Drive	522	1.2	0.1	1.0	1.4	10
SWB L	Caswell Rd	524	0.4	0.0	0.3	0.5	10
SWB TR	Caswell Rd	524	1.3	0.1	1.1	1.5	10

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive	525	7.0	0.9	5.9	8.8	10
EB TR	Estes Drive	525	4.6	0.4	4.1	5.2	10
NB L	E. Franklin Street	533	1.0	0.1	0.9	1.1	10
NB T	E. Franklin Street	533	1.6	0.1	1.4	1.7	10
NB TR	E. Franklin Street	533	1.8	0.1	1.7	2.0	10
NWB L	Estes Drive	528	1.1	0.1	1.0	1.3	10
NWB R	Estes Drive	528	1.1	0.1	1.0	1.2	10
NWB T	Estes Drive	528	3.4	0.1	3.3	3.5	10
SB L	E. Franklin Street	76	1.4	0.1	1.2	1.6	10
SB T	E. Franklin Street	76	3.0	0.1	2.8	3.2	10
SB TR	E. Franklin Street	76	3.7	0.1	3.5	3.9	10

**ESTES DRIVE & SOMERSET DRIVE**

**NODE: 8**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive	536	0.0	0.0	0.0	0.1	10
EB T	Estes Drive	536	0.0	0.0	0.0	0.0	10
SB LR	Somerset Drive	540	0.1	0.0	0.1	0.1	10
WB TR	Estes Drive	522	0.0	0.0	0.0	0.0	10

Intersection Level of Service by Lane Group

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive Extension	374	4.7	0.3	4.5	5.4	10
EB R	Estes Drive Extension	374	0.7	0.1	0.7	0.8	10
EB T	Estes Drive Extension	374	4.1	0.2	3.8	4.4	10
NB L	NC 86 (MLK Jr. Blvd)	377	0.3	0.0	0.3	0.4	10
NB R	NC 86 (MLK Jr. Blvd)	377	0.9	0.1	0.7	1.0	10
NB T	NC 86 (MLK Jr. Blvd)	377	4.7	0.1	4.5	4.9	10
SB L	NC 86 (MLK Jr. Blvd)	534	3.6	0.2	3.3	3.9	10
SB R	NC 86 (MLK Jr. Blvd)	534	0.9	0.0	0.9	1.0	10
SB T	NC 86 (MLK Jr. Blvd)	534	7.9	0.1	7.7	8.1	10
WB L	Estes Drive	535	3.3	0.1	3.1	3.5	10
WB R	Estes Drive	535	1.8	0.2	1.6	2.1	10
WB T	Estes Drive	535	2.1	0.1	2.0	2.2	10

**NC 86 (MLK JR. BLVD) & AURA ACCESS #1**

**NODE: 2**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB R	NC 86 (MLK Jr. Blvd)	534	0.0	0.0	0.0	0.0	10
NB T	NC 86 (MLK Jr. Blvd)	534	0.0	0.0	0.0	0.0	10
SB T	NC 86 (MLK Jr. Blvd)	376	0.0	0.0	0.0	0.0	10
WB R	Aura Access #1	537	0.1	0.0	0.1	0.1	10

**SOMERSET DRIVE & LOCK7 MAIN ACCESS**

**NODE: 4**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LR	Lock7 Main Access	541	0.0	0.0	0.0	0.0	10
NB LT	Somerset Drive	540	0.0	0.0	0.0	0.0	10
SB TR	Somerset Drive	539	0.0	0.0	0.0	0.0	10

**Intersection Level of Service by Lane Group**

Project: Lock7 TIA 2025  
 Scenario: Lock7 2025 No-Build - AM  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 08:00:00 - 09:00:00  
 Interval: Summary  
 Selection: --

# Intersection Level of Service by Lane Group - Avg Control Delay

**ESTES DRIVE & AURA ACCESS #2**

**NODE: 3**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive	535	4.4	1.0	3.1	6.1	10
EB T	Estes Drive	535	0.1	0.0	0.0	0.1	10
SB L	Aura Access #2	538	16.2	2.4	12.8	19.9	10
SB R	Aura Access #2	538	6.4	0.8	5.2	7.5	10
WB R	Estes Drive	536	0.0	0.0	0.0	0.0	10
WB T	Estes Drive	536	0.0	0.0	0.0	0.0	10

**ESTES DRIVE & CASWELL RD**

**NODE: 70219**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NEB LTR	Caswell Rd	523	55.6	16.0	36.2	88.2	10
NWB L	Estes Drive	525	27.4	16.4	0.0	48.7	7
NWB TR	Estes Drive	525	13.7	0.6	12.6	14.9	10
SEB L	Estes Drive	522	8.3	1.0	6.5	9.6	10
SEB TR	Estes Drive	522	5.7	0.6	4.8	6.9	10
SWB L	Caswell Rd	524	34.7	3.3	28.2	37.7	10
SWB TR	Caswell Rd	524	34.9	2.8	31.2	40.4	10

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive	525	68.4	9.0	58.2	86.3	10
EB TR	Estes Drive	525	40.5	3.6	36.3	45.9	10
NB L	E. Franklin Street	533	66.2	4.1	60.2	71.5	10
NB T	E. Franklin Street	533	27.7	1.1	25.9	29.5	10
NB TR	E. Franklin Street	533	27.4	1.3	24.9	29.4	10
NWB L	Estes Drive	528	36.9	2.9	33.1	42.5	10
NWB R	Estes Drive	528	34.9	2.4	31.6	38.8	10
NWB T	Estes Drive	528	56.6	2.0	53.9	59.2	10
SB L	E. Franklin Street	76	53.5	5.9	44.0	64.3	10
SB T	E. Franklin Street	76	29.3	1.4	27.5	31.9	10
SB TR	E. Franklin Street	76	29.4	1.2	27.0	31.1	10

**ESTES DRIVE & SOMERSET DRIVE**

**NODE: 8**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive	536	4.9	2.2	1.9	9.1	10
EB T	Estes Drive	536	0.1	0.1	0.0	0.2	10
SB LR	Somerset Drive	540	13.0	2.9	9.5	18.8	10
WB TR	Estes Drive	522	0.0	0.0	0.0	0.0	10

Intersection Level of Service by Lane Group

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive Extension	374	61.6	3.6	58.2	70.4	10
EB R	Estes Drive Extension	374	32.0	2.2	29.3	35.6	10
EB T	Estes Drive Extension	374	47.7	2.5	44.4	52.0	10
NB L	NC 86 (MLK Jr. Blvd)	377	31.5	3.4	28.3	40.7	10
NB R	NC 86 (MLK Jr. Blvd)	377	24.9	2.6	20.3	29.3	10
NB T	NC 86 (MLK Jr. Blvd)	377	37.8	0.9	36.5	39.2	10
SB L	NC 86 (MLK Jr. Blvd)	534	32.3	1.4	29.7	34.8	10
SB R	NC 86 (MLK Jr. Blvd)	534	15.1	0.6	14.0	15.8	10
SB T	NC 86 (MLK Jr. Blvd)	534	29.3	0.5	28.5	30.4	10
WB L	Estes Drive	535	64.1	2.4	59.5	67.6	10
WB R	Estes Drive	535	27.0	2.7	23.4	31.0	10
WB T	Estes Drive	535	48.6	1.6	46.6	51.3	10

**NC 86 (MLK JR. BLVD) & AURA ACCESS #1**

**NODE: 2**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB R	NC 86 (MLK Jr. Blvd)	534	0.0	0.0	0.0	0.0	10
NB T	NC 86 (MLK Jr. Blvd)	534	0.0	0.0	0.0	0.0	10
SB T	NC 86 (MLK Jr. Blvd)	376	0.0	0.0	0.0	0.0	10
WB R	Aura Access #1	537	7.0	0.8	5.5	8.0	10

**SOMERSET DRIVE & LOCK7 MAIN ACCESS**

**NODE: 4**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB LT	Somerset Drive	540	0.0	0.0	0.0	0.0	10
SB TR	Somerset Drive	539	0.0	0.0	0.0	0.0	10

Project: Lock7 TIA 2025  
 Scenario: Lock 7 2025 No-Build - NN  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 12:00:00 - 13:00:00  
 Interval: Summary  
 Selection: --

# Intersection Level of Service - Overview

## ESTES DRIVE & AURA ACCESS #2 -- UNSIGNALIZED

NODE: 3

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,277.0	0.31	0.9	A
2	1,283.0	0.29	0.8	A
3	1,282.0	0.34	1.0	A
4	1,288.0	0.31	0.9	A
5	1,284.0	0.31	0.9	A
6	1,286.0	0.27	0.8	A
7	1,292.0	0.32	0.9	A
8	1,280.0	0.32	0.9	A
9	1,281.0	0.28	0.8	A
10	1,285.0	0.26	0.7	A
<b>Average:</b>	<b>1,283.8</b>	<b>0.30</b>	<b>0.9</b>	<b>A</b>

## ESTES DRIVE & CASWELL RD -- SIGNALIZED

NODE: 70219

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,224.0	2.98	8.8	A
2	1,224.0	3.09	9.1	A
3	1,230.0	2.98	8.7	A
4	1,216.0	2.94	8.7	A
5	1,220.0	2.75	8.1	A
6	1,229.0	2.91	8.5	A
7	1,230.0	2.95	8.6	A
8	1,219.0	3.21	9.5	A
9	1,211.0	3.02	9.0	A
10	1,221.0	2.63	7.7	A
<b>Average:</b>	<b>1,222.4</b>	<b>2.95</b>	<b>8.7</b>	<b>A</b>

## ESTES DRIVE & E. FRANKLIN STREET -- SIGNALIZED

NODE: 70527

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,683.0	29.28	39.3	D
2	2,680.0	29.07	39.1	D
3	2,688.0	29.78	39.9	D
4	2,675.0	28.90	38.9	D
5	2,701.0	28.93	38.6	D
6	2,682.0	29.18	39.2	D
7	2,700.0	28.10	37.5	D
8	2,691.0	28.95	38.7	D
9	2,672.0	28.71	38.7	D
10	2,691.0	28.49	38.1	D
<b>Average:</b>	<b>2,686.3</b>	<b>28.94</b>	<b>38.8</b>	<b>D</b>

Intersection Level of Service

**ESTES DRIVE & SOMERSET DRIVE -- UNSIGNALIZED**

**NODE: 8**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,216.0	0.10	0.3	A
2	1,226.0	0.13	0.4	A
3	1,221.0	0.13	0.4	A
4	1,217.0	0.13	0.4	A
5	1,225.0	0.09	0.3	A
6	1,226.0	0.10	0.3	A
7	1,225.0	0.14	0.4	A
8	1,216.0	0.10	0.3	A
9	1,209.0	0.11	0.3	A
10	1,222.0	0.10	0.3	A
<b>Average:</b>	<b>1,220.3</b>	<b>0.11</b>	<b>0.3</b>	<b>A</b>

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE -- SIGNALIZED**

**NODE: 70532**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,527.0	18.56	26.4	C
2	2,525.0	18.91	27.0	C
3	2,529.0	18.35	26.1	C
4	2,538.0	18.55	26.3	C
5	2,527.0	18.88	26.9	C
6	2,528.0	18.51	26.4	C
7	2,532.0	18.48	26.3	C
8	2,534.0	18.63	26.5	C
9	2,523.0	18.08	25.8	C
10	2,539.0	18.92	26.8	C
<b>Average:</b>	<b>2,530.2</b>	<b>18.59</b>	<b>26.5</b>	<b>C</b>

**NC 86 (MLK JR. BLVD) & AURA ACCESS #1 -- UNSIGNALIZED**

**NODE: 2**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,812.0	0.06	0.1	A
2	1,809.0	0.08	0.2	A
3	1,816.0	0.07	0.1	A
4	1,815.0	0.06	0.1	A
5	1,813.0	0.07	0.1	A
6	1,807.0	0.06	0.1	A
7	1,812.0	0.07	0.1	A
8	1,812.0	0.07	0.1	A
9	1,806.0	0.07	0.1	A
10	1,811.0	0.07	0.1	A
<b>Average:</b>	<b>1,811.3</b>	<b>0.07</b>	<b>0.1</b>	<b>A</b>

**SOMERSET DRIVE & LOCK7 MAIN ACCESS -- UNSIGNALIZED**

**NODE: 4**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	42.0	0.00	0.0	A
2	43.0	0.00	0.0	A
3	44.0	0.00	0.0	A

### Intersection Level of Service

4	43.0	0.00	0.0	A
5	45.0	0.00	0.0	A
6	46.0	0.00	0.0	A
7	42.0	0.00	0.0	A
8	45.0	0.00	0.0	A
9	44.0	0.00	0.0	A
10	43.0	0.00	0.0	A
<b>Average:</b>	<b>43.7</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>

**Intersection Level of Service**

Project: Lock7 TIA 2025  
 Scenario: Lock 7 2025 No-Build - NN  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 12:00:00 - 13:00:00  
 Interval: Summary  
 Selection: --

## Intersection Level of Service - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
3	Estes Drive & Aura Access #2	Stop	0.3	0.0	0.3	0.3	10
70219	Estes Drive & Caswell Rd	Actuated	2.9	0.2	2.6	3.2	10
70527	Estes Drive & E. Franklin Street	Actuated	28.9	0.5	28.1	29.8	10
8	Estes Drive & Somerset Drive	Stop	0.1	0.0	0.1	0.1	10
70532	Estes Drive Extension, NC 86 (MLK Jr. Blvd) & Estes Drive	Actuated	18.6	0.3	18.1	18.9	10
2	NC 86 (MLK Jr. Blvd) & Aura Access #1	Stop	0.1	0.0	0.1	0.1	10
4	Somerset Drive & Lock7 Main Access	Stop	0.0	0.0	0.0	0.0	10



## Intersection Level of Service

Project: Lock7 TIA 2025  
Scenario: Lock 7 2025 No-Build - NN  
Run(s): Batch (10 runs)  
Simulated: Various  
Time: 12:00:00 - 13:00:00  
Interval: Summary  
Selection: --

# Intersection Level of Service - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
3	Estes Drive & Aura Access #2	Stop	0.9	0.1	0.7	1.0	10
70219	Estes Drive & Caswell Rd	Actuated	8.7	0.5	7.7	9.5	10
70527	Estes Drive & E. Franklin Street	Actuated	38.8	0.7	37.5	39.9	10
8	Estes Drive & Somerset Drive	Stop	0.3	0.1	0.3	0.4	10
70532	Estes Drive Extension, NC 86 (MLK Jr. Blvd) & Estes Drive	Actuated	26.5	0.4	25.8	27.0	10
2	NC 86 (MLK Jr. Blvd) & Aura Access #1	Stop	0.1	0.0	0.1	0.2	10
4	Somerset Drive & Lock7 Main Access	Stop	0.0	0.0	0.0	0.0	10

Project: Lock7 TIA 2025  
 Scenario: Lock 7 2025 No-Build - NN  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 12:00:00 - 13:00:00  
 Interval: Summary  
 Selection: --

# Intersection Level of Service by Lane Group - Overview

## ESTES DRIVE & AURA ACCESS #2 -- UNSIGNALIZED

NODE: 3

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>EB L on Estes Drive: Superlink ID 535</b>				
1	44.0	0.08	6.3	A
2	43.0	0.07	6.2	A
3	43.0	0.08	6.8	A
4	46.0	0.06	4.6	A
5	45.0	0.06	4.5	A
6	46.0	0.07	5.2	A
7	47.0	0.07	5.5	A
8	44.0	0.08	6.3	A
9	45.0	0.06	4.6	A
10	44.0	0.05	4.2	A
<b>Average:</b>	<b>44.0</b>	<b>0.07</b>	<b>5.4</b>	<b>A</b>

## EB T on Estes Drive: Superlink ID 535

1	535.0	0.01	0.1	A
2	533.0	0.01	0.1	A
3	535.0	0.01	0.1	A
4	537.0	0.00	0.0	A
5	535.0	0.01	0.0	A
6	539.0	0.01	0.1	A
7	541.0	0.01	0.1	A
8	540.0	0.01	0.0	A
9	538.0	0.01	0.1	A
10	538.0	0.01	0.1	A
<b>Average:</b>	<b>537.0</b>	<b>0.01</b>	<b>0.1</b>	<b>A</b>

## SB L on Aura Access #2: Superlink ID 538

1	43.0	0.16	13.3	B
2	45.0	0.15	12.2	B
3	46.0	0.20	15.5	C
4	46.0	0.20	15.5	C
5	46.0	0.19	15.2	C
6	47.0	0.14	10.5	B
7	46.0	0.19	15.0	B
8	47.0	0.20	15.0	B
9	45.0	0.15	12.0	B
10	45.0	0.16	12.7	B
<b>Average:</b>	<b>45.0</b>	<b>0.17</b>	<b>13.7</b>	<b>B</b>

## SB R on Aura Access #2: Superlink ID 538

Intersection Level of Service by Lane Group

**ESTES DRIVE & AURA ACCESS #2 -- UNSIGNALIZED**

**NODE: 3**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	30.0	0.06	7.8	A
2	28.0	0.05	6.9	A
3	29.0	0.06	6.9	A
4	29.0	0.05	6.4	A
5	29.0	0.05	6.6	A
6	27.0	0.06	7.5	A
7	28.0	0.05	5.9	A
8	28.0	0.04	4.8	A
9	29.0	0.06	7.3	A
10	29.0	0.04	5.5	A
<b>Average:</b>	<b>28.0</b>	<b>0.05</b>	<b>6.6</b>	<b>A</b>

**WB R on Estes Drive: Superlink ID 536**

1	48.0	0.00	0.0	A
2	47.0	0.00	0.0	A
3	44.0	0.00	0.0	A
4	45.0	0.00	0.0	A
5	50.0	0.00	0.0	A
6	48.0	0.00	0.0	A
7	45.0	0.00	0.0	A
8	43.0	0.00	0.0	A
9	43.0	0.00	0.0	A
10	47.0	0.00	0.0	A
<b>Average:</b>	<b>46.0</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>

**WB T on Estes Drive: Superlink ID 536**

1	577.0	0.00	0.0	A
2	587.0	0.00	0.0	A
3	585.0	0.00	0.0	A
4	585.0	0.00	0.0	A
5	579.0	0.00	0.0	A
6	579.0	0.00	0.0	A
7	585.0	0.00	0.0	A
8	578.0	0.00	0.0	A
9	581.0	0.00	0.0	A
10	582.0	0.00	0.0	A
<b>Average:</b>	<b>581.0</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>

**ESTES DRIVE & CASWELL RD -- SIGNALIZED**

**NODE: 70219**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>NEB LTR on Caswell Rd: Superlink ID 523</b>				
1	9.0	0.09	37.8	D
2	8.0	0.14	63.1	E
3	9.0	0.09	34.6	C
4	9.0	0.07	29.6	C
5	9.0	0.08	33.1	C

Intersection Level of Service by Lane Group

**ESTES DRIVE & CASWELL RD -- SIGNALIZED**

**NODE: 70219**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	9.0	0.04	14.0	B
7	9.0	0.11	42.6	D
8	9.0	0.17	66.7	E
9	9.0	0.15	59.0	E
10	9.0	0.09	34.8	C
<b>Average:</b>	<b>8.0</b>	<b>0.10</b>	<b>41.5</b>	<b>D</b>

**NWB L on Estes Drive: Superlink ID 525**

1	1.0	0.00	0.0	A
2	1.0	0.00	4.2	A
3	0.0	0.00	--	--
4	1.0	0.00	11.9	B
5	1.0	0.00	6.8	A
6	1.0	0.01	23.3	C
7	2.0	0.00	1.4	A
8	2.0	0.01	20.3	C
9	0.0	0.00	--	--
10	2.0	0.01	11.0	B
<b>Average:</b>	<b>1.0</b>	<b>0.00</b>	<b>9.9</b>	<b>A</b>

**NWB TR on Estes Drive: Superlink ID 525**

1	523.0	1.23	8.5	A
2	522.0	1.27	8.7	A
3	526.0	1.21	8.3	A
4	514.0	1.15	8.1	A
5	518.0	1.07	7.4	A
6	524.0	1.30	9.0	A
7	519.0	1.27	8.8	A
8	509.0	1.36	9.6	A
9	507.0	1.21	8.6	A
10	519.0	1.14	7.9	A
<b>Average:</b>	<b>518.0</b>	<b>1.22</b>	<b>8.5</b>	<b>A</b>

**SEB L on Estes Drive: Superlink ID 522**

1	56.0	0.06	3.6	A
2	56.0	0.11	7.1	A
3	56.0	0.09	5.9	A
4	57.0	0.07	4.6	A
5	57.0	0.07	4.4	A
6	55.0	0.06	3.7	A
7	58.0	0.06	3.7	A
8	57.0	0.09	5.5	A
9	56.0	0.11	6.9	A
10	60.0	0.07	4.2	A
<b>Average:</b>	<b>56.0</b>	<b>0.08</b>	<b>5.0</b>	<b>A</b>

Intersection Level of Service by Lane Group

**ESTES DRIVE & CASWELL RD -- SIGNALIZED**

**NODE: 70219**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>SEB TR on Estes Drive: Superlink ID 522</b>				
1	536.0	0.53	3.6	A
2	537.0	0.53	3.5	A
3	537.0	0.56	3.7	A
4	535.0	0.48	3.3	A
5	536.0	0.46	3.1	A
6	539.0	0.43	2.8	A
7	541.0	0.49	3.3	A
8	542.0	0.52	3.5	A
9	537.0	0.51	3.4	A
10	531.0	0.48	3.2	A
<b>Average:</b>	<b>537.0</b>	<b>0.50</b>	<b>3.3</b>	<b>A</b>

**SWB L on Caswell Rd: Superlink ID 524**

1	23.0	0.24	37.0	D
2	24.0	0.22	32.4	C
3	23.0	0.22	35.0	C
4	22.0	0.24	38.5	D
5	23.0	0.30	46.8	D
6	22.0	0.25	40.1	D
7	23.0	0.19	30.5	C
8	22.0	0.17	28.2	C
9	24.0	0.26	39.2	D
10	21.0	0.20	33.7	C
<b>Average:</b>	<b>22.0</b>	<b>0.23</b>	<b>36.1</b>	<b>D</b>

**SWB TR on Caswell Rd: Superlink ID 524**

1	76.0	0.84	39.6	D
2	76.0	0.83	39.4	D
3	79.0	0.81	36.9	D
4	78.0	0.92	42.3	D
5	76.0	0.78	36.7	D
6	79.0	0.83	38.0	D
7	78.0	0.83	38.2	D
8	78.0	0.90	41.3	D
9	78.0	0.79	36.4	D
10	79.0	0.65	29.5	C
<b>Average:</b>	<b>77.0</b>	<b>0.82</b>	<b>37.8</b>	<b>D</b>

**ESTES DRIVE & E. FRANKLIN STREET -- SIGNALIZED**

**NODE: 70527**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>EB L on Estes Drive: Superlink ID 525</b>				
1	293.0	5.41	66.5	E
2	295.0	4.63	56.5	E
3	299.0	5.17	62.3	E
4	293.0	4.39	54.0	D

Intersection Level of Service by Lane Group

**ESTES DRIVE & E. FRANKLIN STREET -- SIGNALIZED**

**NODE: 70527**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
5	305.0	5.03	59.4	E
6	301.0	4.63	55.3	E
7	297.0	4.57	55.4	E
8	300.0	4.70	56.4	E
9	298.0	4.50	54.4	D
10	292.0	4.68	57.6	E
<b>Average:</b>	<b>297.0</b>	<b>4.77</b>	<b>57.8</b>	<b>E</b>

**EB TR on Estes Drive: Superlink ID 525**

1	361.0	4.13	41.2	D
2	358.0	4.66	46.9	D
3	365.0	4.20	41.4	D
4	358.0	4.49	45.2	D
5	365.0	4.17	41.1	D
6	366.0	4.03	39.6	D
7	368.0	3.70	36.2	D
8	365.0	4.26	42.0	D
9	368.0	4.77	46.6	D
10	361.0	4.19	41.8	D
<b>Average:</b>	<b>363.0</b>	<b>4.26</b>	<b>42.2</b>	<b>D</b>

**NB L on E. Franklin Street: Superlink ID 533**

1	56.0	1.01	64.8	E
2	57.0	0.98	62.2	E
3	58.0	0.99	61.7	E
4	60.0	1.04	62.6	E
5	55.0	1.00	65.4	E
6	59.0	1.13	69.2	E
7	58.0	0.96	59.9	E
8	57.0	0.99	62.7	E
9	57.0	1.09	69.1	E
10	59.0	0.91	55.8	E
<b>Average:</b>	<b>57.0</b>	<b>1.01</b>	<b>63.3</b>	<b>E</b>

**NB T on E. Franklin Street: Superlink ID 533**

1	244.0	2.03	30.0	C
2	246.0	2.00	29.3	C
3	246.0	2.09	30.5	C
4	253.0	2.05	29.2	C
5	248.0	2.05	29.7	C
6	249.0	2.01	29.0	C
7	247.0	2.09	30.5	C
8	247.0	2.08	30.3	C
9	229.0	1.82	28.7	C
10	242.0	1.94	28.8	C
<b>Average:</b>	<b>245.0</b>	<b>2.02</b>	<b>29.6</b>	<b>C</b>

Intersection Level of Service by Lane Group

**ESTES DRIVE & E. FRANKLIN STREET -- SIGNALIZED**

**NODE: 70527**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>NB TR on E. Franklin Street: Superlink ID 533</b>				
1	298.0	2.59	31.3	C
2	292.0	2.29	28.2	C
3	295.0	2.62	31.9	C
4	277.0	2.17	28.2	C
5	294.0	2.40	29.4	C
6	282.0	2.54	32.4	C
7	294.0	2.69	32.9	C
8	295.0	2.50	30.6	C
9	301.0	2.32	27.7	C
10	301.0	2.44	29.2	C
<b>Average:</b>	<b>292.0</b>	<b>2.46</b>	<b>30.2</b>	<b>C</b>

<b>NWB L on Estes Drive: Superlink ID 528</b>				
1	162.0	1.50	33.3	C
2	163.0	1.82	40.2	D
3	161.0	1.51	33.7	C
4	162.0	1.68	37.3	D
5	162.0	1.55	34.5	C
6	160.0	1.63	36.7	D
7	162.0	1.58	35.2	D
8	160.0	1.56	35.1	D
9	161.0	1.60	35.7	D
10	162.0	1.63	36.3	D
<b>Average:</b>	<b>161.0</b>	<b>1.61</b>	<b>35.8</b>	<b>D</b>

<b>NWB R on Estes Drive: Superlink ID 528</b>				
1	185.0	1.39	27.1	C
2	188.0	1.55	29.6	C
3	184.0	1.43	28.0	C
4	189.0	1.63	31.1	C
5	188.0	1.65	31.6	C
6	190.0	1.57	29.8	C
7	187.0	1.50	29.0	C
8	188.0	1.56	29.9	C
9	189.0	1.55	29.4	C
10	187.0	1.62	31.2	C
<b>Average:</b>	<b>187.0</b>	<b>1.55</b>	<b>29.7</b>	<b>C</b>

<b>NWB T on Estes Drive: Superlink ID 528</b>				
1	303.0	4.07	48.4	D
2	302.0	4.47	53.3	D
3	304.0	4.27	50.5	D
4	306.0	4.48	52.7	D
5	303.0	4.05	48.1	D
6	307.0	4.45	52.2	D

Intersection Level of Service by Lane Group

**ESTES DRIVE & E. FRANKLIN STREET -- SIGNALIZED**

**NODE: 70527**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
7	304.0	3.94	46.7	D
8	303.0	4.09	48.6	D
9	304.0	4.46	52.8	D
10	303.0	4.13	49.1	D
<b>Average:</b>	<b>303.0</b>	<b>4.24</b>	<b>50.2</b>	<b>D</b>

**SB L on E. Franklin Street: Superlink ID 76**

1	122.0	1.84	54.4	D
2	124.0	1.84	53.5	D
3	121.0	1.93	57.3	E
4	125.0	1.94	55.8	E
5	124.0	1.98	57.6	E
6	125.0	1.97	56.7	E
7	125.0	2.03	58.6	E
8	123.0	2.01	58.9	E
9	125.0	2.01	57.8	E
10	124.0	1.82	52.7	D
<b>Average:</b>	<b>123.0</b>	<b>1.94</b>	<b>56.3</b>	<b>E</b>

**SB T on E. Franklin Street: Superlink ID 76**

1	274.0	2.22	29.1	C
2	275.0	1.93	25.3	C
3	285.0	2.36	29.8	C
4	279.0	2.10	27.1	C
5	283.0	2.20	27.9	C
6	274.0	2.09	27.5	C
7	267.0	2.09	28.1	C
8	283.0	2.21	28.2	C
9	266.0	1.98	26.7	C
10	263.0	2.19	30.0	C
<b>Average:</b>	<b>274.0</b>	<b>2.14</b>	<b>28.0</b>	<b>C</b>

**SB TR on E. Franklin Street: Superlink ID 76**

1	385.0	3.08	28.8	C
2	380.0	2.89	27.4	C
3	370.0	3.22	31.3	C
4	373.0	2.92	28.2	C
5	374.0	2.85	27.5	C
6	369.0	3.13	30.5	C
7	391.0	2.94	27.1	C
8	370.0	2.97	28.9	C
9	374.0	2.62	25.3	C
10	397.0	2.93	26.5	C
<b>Average:</b>	<b>378.0</b>	<b>2.96</b>	<b>28.2</b>	<b>C</b>



Intersection Level of Service by Lane Group

**ESTES DRIVE & SOMERSET DRIVE -- UNSIGNALIZED**

**NODE: 8**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>EB L on Estes Drive: Superlink ID 536</b>				
1	22.0	0.03	4.6	A
2	25.0	0.05	7.7	A
3	22.0	0.04	6.7	A
4	24.0	0.06	8.8	A
5	25.0	0.02	3.0	A
6	27.0	0.02	2.3	A
7	25.0	0.05	7.0	A
8	22.0	0.04	6.8	A
9	26.0	0.04	5.8	A
10	24.0	0.04	5.9	A
<b>Average:</b>	<b>24.0</b>	<b>0.04</b>	<b>5.9</b>	<b>A</b>

**EB T on Estes Drive: Superlink ID 536**

1	572.0	0.01	0.0	A
2	571.0	0.01	0.1	A
3	575.0	0.01	0.0	A
4	572.0	0.01	0.0	A
5	574.0	0.00	0.0	A
6	573.0	0.00	0.0	A
7	576.0	0.01	0.1	A
8	578.0	0.01	0.1	A
9	572.0	0.01	0.1	A
10	572.0	0.01	0.1	A
<b>Average:</b>	<b>573.0</b>	<b>0.01</b>	<b>0.1</b>	<b>A</b>

**SB LR on Somerset Drive: Superlink ID 540**

1	38.0	0.06	6.0	A
2	42.0	0.06	5.1	A
3	39.0	0.08	7.5	A
4	39.0	0.06	5.8	A
5	40.0	0.06	5.6	A
6	39.0	0.08	7.0	A
7	40.0	0.08	7.3	A
8	40.0	0.05	4.6	A
9	38.0	0.06	5.4	A
10	40.0	0.05	4.3	A
<b>Average:</b>	<b>39.0</b>	<b>0.06</b>	<b>5.9</b>	<b>A</b>

**WB TR on Estes Drive: Superlink ID 522**

1	584.0	0.00	0.0	A
2	588.0	0.00	0.0	A
3	585.0	0.00	0.0	A
4	582.0	0.00	0.0	A
5	586.0	0.00	0.0	A
6	587.0	0.00	0.0	A

Intersection Level of Service by Lane Group

**ESTES DRIVE & SOMERSET DRIVE -- UNSIGNALIZED**

**NODE: 8**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
7	584.0	0.00	0.0	A
8	576.0	0.00	0.0	A
9	573.0	0.00	0.0	A
10	586.0	0.00	0.0	A
<b>Average:</b>	<b>583.0</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE -- SIGNALIZED**

**NODE: 70532**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>EB L on Estes Drive Extension: Superlink ID 374</b>				
1	177.0	1.95	39.6	D
2	179.0	1.98	39.8	D
3	178.0	1.93	39.1	D
4	178.0	1.92	38.8	D
5	178.0	2.03	41.0	D
6	178.0	2.06	41.6	D
7	177.0	2.00	40.6	D
8	180.0	2.04	40.8	D
9	177.0	1.95	39.7	D
10	178.0	2.03	41.0	D
<b>Average:</b>	<b>178.0</b>	<b>1.99</b>	<b>40.2</b>	<b>D</b>

**EB R on Estes Drive Extension: Superlink ID 374**

1	25.0	0.22	31.4	C
2	25.0	0.11	16.5	B
3	25.0	0.18	26.3	C
4	26.0	0.12	16.7	B
5	24.0	0.12	18.3	B
6	25.0	0.15	20.9	C
7	24.0	0.14	21.3	C
8	25.0	0.11	15.3	B
9	25.0	0.15	21.3	C
10	24.0	0.15	22.1	C
<b>Average:</b>	<b>24.0</b>	<b>0.15</b>	<b>21.0</b>	<b>C</b>

**EB T on Estes Drive Extension: Superlink ID 374**

1	182.0	1.85	36.5	D
2	179.0	1.73	34.8	C
3	179.0	1.75	35.2	D
4	181.0	1.87	37.3	D
5	180.0	1.70	34.0	C
6	180.0	1.70	33.9	C
7	180.0	1.82	36.3	D
8	177.0	1.69	34.4	C
9	181.0	1.72	34.3	C
10	179.0	1.75	35.1	D
<b>Average:</b>	<b>179.0</b>	<b>1.76</b>	<b>35.2</b>	<b>D</b>

Intersection Level of Service by Lane Group

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE -- SIGNALIZED**

**NODE: 70532**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>NB L on NC 86 (MLK Jr. Blvd): Superlink ID 377</b>				
1	42.0	0.21	18.3	B
2	42.0	0.20	17.5	B
3	42.0	0.23	19.5	B
4	42.0	0.17	14.8	B
5	41.0	0.22	19.2	B
6	41.0	0.18	16.1	B
7	42.0	0.18	15.0	B
8	42.0	0.29	24.8	C
9	41.0	0.22	19.1	B
10	42.0	0.20	17.3	B
<b>Average:</b>	<b>41.0</b>	<b>0.21</b>	<b>18.2</b>	<b>B</b>
<b>NB R on NC 86 (MLK Jr. Blvd): Superlink ID 377</b>				
1	136.0	0.62	16.5	B
2	136.0	0.70	18.6	B
3	133.0	0.59	16.0	B
4	137.0	0.67	17.6	B
5	137.0	0.73	19.2	B
6	137.0	0.62	16.2	B
7	141.0	0.59	15.2	B
8	138.0	0.59	15.4	B
9	139.0	0.50	13.1	B
10	140.0	0.65	16.8	B
<b>Average:</b>	<b>137.0</b>	<b>0.63</b>	<b>16.5</b>	<b>B</b>
<b>NB T on NC 86 (MLK Jr. Blvd): Superlink ID 377</b>				
1	468.0	3.68	28.3	C
2	466.0	3.75	29.0	C
3	471.0	3.64	27.8	C
4	471.0	3.64	27.8	C
5	465.0	3.66	28.4	C
6	461.0	3.72	29.0	C
7	476.0	3.74	28.3	C
8	473.0	3.64	27.7	C
9	462.0	3.64	28.4	C
10	477.0	3.82	28.8	C
<b>Average:</b>	<b>469.0</b>	<b>3.69</b>	<b>28.4</b>	<b>C</b>
<b>SB L on NC 86 (MLK Jr. Blvd): Superlink ID 534</b>				
1	267.0	1.44	19.4	B
2	266.0	1.55	21.0	C
3	267.0	1.44	19.4	B
4	267.0	1.49	20.0	C
5	266.0	1.49	20.2	C

Intersection Level of Service by Lane Group

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE -- SIGNALIZED** **NODE: 70532**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	272.0	1.54	20.4	C
7	264.0	1.53	20.8	C
8	269.0	1.57	21.1	C
9	266.0	1.51	20.4	C
10	265.0	1.47	20.0	B
<b>Average:</b>	<b>266.0</b>	<b>1.50</b>	<b>20.3</b>	<b>C</b>

**SB R on NC 86 (MLK Jr. Blvd): Superlink ID 534**

1	163.0	0.50	11.0	B
2	163.0	0.49	10.8	B
3	163.0	0.40	8.8	A
4	162.0	0.44	9.7	A
5	164.0	0.47	10.2	B
6	163.0	0.44	9.8	A
7	163.0	0.50	11.0	B
8	163.0	0.45	9.9	A
9	162.0	0.44	9.7	A
10	163.0	0.52	11.4	B
<b>Average:</b>	<b>162.0</b>	<b>0.47</b>	<b>10.2</b>	<b>B</b>

**SB T on NC 86 (MLK Jr. Blvd): Superlink ID 534**

1	460.0	2.65	20.7	C
2	465.0	2.79	21.6	C
3	461.0	2.84	22.2	C
4	465.0	2.70	20.9	C
5	464.0	2.61	20.2	C
6	464.0	2.62	20.4	C
7	464.0	2.77	21.5	C
8	464.0	2.69	20.9	C
9	463.0	2.70	21.0	C
10	466.0	2.68	20.7	C
<b>Average:</b>	<b>463.0</b>	<b>2.71</b>	<b>21.0</b>	<b>C</b>

**WB L on Estes Drive: Superlink ID 535**

1	163.0	1.70	37.5	D
2	157.0	1.89	43.3	D
3	161.0	1.71	38.2	D
4	162.0	1.91	42.4	D
5	164.0	2.13	46.8	D
6	164.0	2.03	44.5	D
7	157.0	1.96	44.9	D
8	161.0	2.11	47.1	D
9	163.0	1.92	42.4	D
10	162.0	2.08	46.3	D
<b>Average:</b>	<b>161.0</b>	<b>1.94</b>	<b>43.3</b>	<b>D</b>

Intersection Level of Service by Lane Group

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE -- SIGNALIZED**

**NODE: 70532**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>WB R on Estes Drive: Superlink ID 535</b>				
1	234.0	1.52	23.4	C
2	232.0	1.37	21.2	C
3	234.0	1.35	20.7	C
4	232.0	1.45	22.5	C
5	234.0	1.46	22.5	C
6	229.0	1.23	19.3	B
7	231.0	1.16	18.1	B
8	231.0	1.27	19.8	B
9	233.0	1.33	20.6	C
10	231.0	1.40	21.8	C
<b>Average:</b>	<b>232.0</b>	<b>1.35</b>	<b>21.0</b>	<b>C</b>

**WB T on Estes Drive: Superlink ID 535**

1	210.0	2.22	38.1	D
2	215.0	2.35	39.3	D
3	215.0	2.30	38.4	D
4	215.0	2.17	36.3	D
5	210.0	2.25	38.6	D
6	214.0	2.22	37.4	D
7	213.0	2.11	35.7	D
8	211.0	2.18	37.2	D
9	211.0	1.99	34.0	C
10	212.0	2.18	37.0	D
<b>Average:</b>	<b>212.0</b>	<b>2.20</b>	<b>37.2</b>	<b>D</b>

**NC 86 (MLK JR. BLVD) & AURA ACCESS #1 -- UNSIGNALIZED**

**NODE: 2**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>NB R on NC 86 (MLK Jr. Blvd): Superlink ID 534</b>				
1	17.0	0.00	0.0	A
2	20.0	0.00	0.0	A
3	20.0	0.00	0.0	A
4	20.0	0.00	0.0	A
5	19.0	0.00	0.0	A
6	18.0	0.00	0.0	A
7	16.0	0.00	0.0	A
8	18.0	0.00	0.0	A
9	16.0	0.00	0.0	A
10	20.0	0.00	0.0	A
<b>Average:</b>	<b>18.0</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>

**NB T on NC 86 (MLK Jr. Blvd): Superlink ID 534**

1	864.0	0.00	0.0	A
2	857.0	0.00	0.0	A
3	864.0	0.00	0.0	A
4	863.0	0.00	0.0	A

Intersection Level of Service by Lane Group

**NC 86 (MLK JR. BLVD) & AURA ACCESS #1 -- UNSIGNALIZED**

**NODE: 2**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
5	863.0	0.00	0.0	A
6	857.0	0.00	0.0	A
7	867.0	0.00	0.0	A
8	863.0	0.00	0.0	A
9	859.0	0.00	0.0	A
10	858.0	0.00	0.0	A
<b>Average:</b>	<b>861.0</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>

**SB T on NC 86 (MLK Jr. Blvd): Superlink ID 376**

1	894.0	0.00	0.0	A
2	895.0	0.00	0.0	A
3	895.0	0.00	0.0	A
4	894.0	0.00	0.0	A
5	894.0	0.00	0.0	A
6	895.0	0.00	0.0	A
7	892.0	0.00	0.0	A
8	894.0	0.00	0.0	A
9	894.0	0.00	0.0	A
10	896.0	0.00	0.0	A
<b>Average:</b>	<b>894.0</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>

**WB R on Aura Access #1: Superlink ID 537**

1	37.0	0.06	5.9	A
2	37.0	0.08	7.4	A
3	37.0	0.07	6.6	A
4	38.0	0.06	5.6	A
5	37.0	0.06	6.3	A
6	37.0	0.06	5.6	A
7	37.0	0.07	6.7	A
8	37.0	0.07	6.6	A
9	37.0	0.07	6.5	A
10	37.0	0.07	6.5	A
<b>Average:</b>	<b>37.0</b>	<b>0.07</b>	<b>6.4</b>	<b>A</b>

**SOMERSET DRIVE & LOCK7 MAIN ACCESS -- UNSIGNALIZED**

**NODE: 4**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>EB LR on Lock7 Main Access: Superlink ID 541</b>				
1	0.0	0.00	--	--
2	0.0	0.00	--	--
3	0.0	0.00	--	--
4	0.0	0.00	--	--
5	0.0	0.00	--	--
6	0.0	0.00	--	--
7	0.0	0.00	--	--
8	0.0	0.00	--	--
9	0.0	0.00	--	--

Intersection Level of Service by Lane Group

**SOMERSET DRIVE & LOCK7 MAIN ACCESS -- UNSIGNALIZED**

**NODE: 4**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	0.0	0.00	--	--
<b>Average:</b>	<b>0.0</b>	<b>0.00</b>	<b>--</b>	<b>--</b>

**NB LT on Somerset Drive: Superlink ID 540**

1	22.0	0.00	0.0	A
2	22.0	0.00	0.0	A
3	23.0	0.00	0.0	A
4	23.0	0.00	0.0	A
5	24.0	0.00	0.0	A
6	25.0	0.00	0.0	A
7	20.0	0.00	0.0	A
8	24.0	0.00	0.0	A
9	23.0	0.00	0.0	A
10	22.0	0.00	0.0	A
<b>Average:</b>	<b>22.0</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>

**SB TR on Somerset Drive: Superlink ID 539**

1	20.0	0.00	0.0	A
2	21.0	0.00	0.0	A
3	21.0	0.00	0.0	A
4	20.0	0.00	0.0	A
5	21.0	0.00	0.0	A
6	21.0	0.00	0.0	A
7	22.0	0.00	0.0	A
8	21.0	0.00	0.0	A
9	21.0	0.00	0.0	A
10	21.0	0.00	0.0	A
<b>Average:</b>	<b>20.0</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>

**Intersection Level of Service by Lane Group**

Project: Lock7 TIA 2025  
 Scenario: Lock 7 2025 No-Build - NN  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 12:00:00 - 13:00:00  
 Interval: Summary  
 Selection: --

# Intersection Level of Service by Lane Group - Total Control Delay

**ESTES DRIVE & AURA ACCESS #2**

**NODE: 3**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive	535	0.1	0.0	0.1	0.1	10
EB T	Estes Drive	535	0.0	0.0	0.0	0.0	10
SB L	Aura Access #2	538	0.2	0.0	0.1	0.2	10
SB R	Aura Access #2	538	0.1	0.0	0.0	0.1	10
WB R	Estes Drive	536	0.0	0.0	0.0	0.0	10
WB T	Estes Drive	536	0.0	0.0	0.0	0.0	10

**ESTES DRIVE & CASWELL RD**

**NODE: 70219**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NEB LTR	Caswell Rd	523	0.1	0.0	0.0	0.2	10
NWB L	Estes Drive	525	0.0	0.0	0.0	0.0	10
NWB TR	Estes Drive	525	1.2	0.1	1.1	1.4	10
SEB L	Estes Drive	522	0.1	0.0	0.1	0.1	10
SEB TR	Estes Drive	522	0.5	0.0	0.4	0.6	10
SWB L	Caswell Rd	524	0.2	0.0	0.2	0.3	10
SWB TR	Caswell Rd	524	0.8	0.1	0.7	0.9	10

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive	525	4.8	0.3	4.4	5.4	10
EB TR	Estes Drive	525	4.3	0.3	3.7	4.8	10
NB L	E. Franklin Street	533	1.0	0.1	0.9	1.1	10
NB T	E. Franklin Street	533	2.0	0.1	1.8	2.1	10
NB TR	E. Franklin Street	533	2.5	0.2	2.2	2.7	10
NWB L	Estes Drive	528	1.6	0.1	1.5	1.8	10
NWB R	Estes Drive	528	1.5	0.1	1.4	1.7	10
NWB T	Estes Drive	528	4.2	0.2	3.9	4.5	10
SB L	E. Franklin Street	76	1.9	0.1	1.8	2.0	10
SB T	E. Franklin Street	76	2.1	0.1	1.9	2.4	10
SB TR	E. Franklin Street	76	3.0	0.2	2.6	3.2	10

**ESTES DRIVE & SOMERSET DRIVE**

**NODE: 8**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive	536	0.0	0.0	0.0	0.1	10
EB T	Estes Drive	536	0.0	0.0	0.0	0.0	10
SB LR	Somerset Drive	540	0.1	0.0	0.1	0.1	10
WB TR	Estes Drive	522	0.0	0.0	0.0	0.0	10



Intersection Level of Service by Lane Group

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive Extension	374	2.0	0.0	1.9	2.1	10
EB R	Estes Drive Extension	374	0.1	0.0	0.1	0.2	10
EB T	Estes Drive Extension	374	1.8	0.1	1.7	1.9	10
NB L	NC 86 (MLK Jr. Blvd)	377	0.2	0.0	0.2	0.3	10
NB R	NC 86 (MLK Jr. Blvd)	377	0.6	0.1	0.5	0.7	10
NB T	NC 86 (MLK Jr. Blvd)	377	3.7	0.1	3.6	3.8	10
SB L	NC 86 (MLK Jr. Blvd)	534	1.5	0.0	1.4	1.6	10
SB R	NC 86 (MLK Jr. Blvd)	534	0.5	0.0	0.4	0.5	10
SB T	NC 86 (MLK Jr. Blvd)	534	2.7	0.1	2.6	2.8	10
WB L	Estes Drive	535	1.9	0.2	1.7	2.1	10
WB R	Estes Drive	535	1.4	0.1	1.2	1.5	10
WB T	Estes Drive	535	2.2	0.1	2.0	2.4	10

**NC 86 (MLK JR. BLVD) & AURA ACCESS #1**

**NODE: 2**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB R	NC 86 (MLK Jr. Blvd)	534	0.0	0.0	0.0	0.0	10
NB T	NC 86 (MLK Jr. Blvd)	534	0.0	0.0	0.0	0.0	10
SB T	NC 86 (MLK Jr. Blvd)	376	0.0	0.0	0.0	0.0	10
WB R	Aura Access #1	537	0.1	0.0	0.1	0.1	10

**SOMERSET DRIVE & LOCK7 MAIN ACCESS**

**NODE: 4**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LR	Lock7 Main Access	541	0.0	0.0	0.0	0.0	10
NB LT	Somerset Drive	540	0.0	0.0	0.0	0.0	10
SB TR	Somerset Drive	539	0.0	0.0	0.0	0.0	10

**Intersection Level of Service by Lane Group**

Project: Lock7 TIA 2025  
 Scenario: Lock 7 2025 No-Build - NN  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 12:00:00 - 13:00:00  
 Interval: Summary  
 Selection: --

# Intersection Level of Service by Lane Group - Avg Control Delay

**ESTES DRIVE & AURA ACCESS #2**

**NODE: 3**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive	535	5.4	0.9	4.2	6.8	10
EB T	Estes Drive	535	0.1	0.0	0.0	0.1	10
SB L	Aura Access #2	538	13.7	1.8	10.5	15.5	10
SB R	Aura Access #2	538	6.6	0.9	4.8	7.8	10
WB R	Estes Drive	536	0.0	0.0	0.0	0.0	10
WB T	Estes Drive	536	0.0	0.0	0.0	0.0	10

**ESTES DRIVE & CASWELL RD**

**NODE: 70219**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NEB LTR	Caswell Rd	523	41.5	16.6	14.0	66.7	10
NWB L	Estes Drive	525	9.9	8.5	0.0	23.3	8
NWB TR	Estes Drive	525	8.5	0.6	7.4	9.6	10
SEB L	Estes Drive	522	5.0	1.3	3.6	7.1	10
SEB TR	Estes Drive	522	3.3	0.3	2.8	3.7	10
SWB L	Caswell Rd	524	36.1	5.4	28.2	46.8	10
SWB TR	Caswell Rd	524	37.8	3.5	29.5	42.3	10

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive	525	57.8	3.9	54.0	66.5	10
EB TR	Estes Drive	525	42.2	3.3	36.2	46.9	10
NB L	E. Franklin Street	533	63.3	4.0	55.8	69.2	10
NB T	E. Franklin Street	533	29.6	0.7	28.7	30.5	10
NB TR	E. Franklin Street	533	30.2	1.9	27.7	32.9	10
NWB L	Estes Drive	528	35.8	2.0	33.3	40.2	10
NWB R	Estes Drive	528	29.7	1.4	27.1	31.6	10
NWB T	Estes Drive	528	50.2	2.4	46.7	53.3	10
SB L	E. Franklin Street	76	56.3	2.2	52.7	58.9	10
SB T	E. Franklin Street	76	28.0	1.4	25.3	30.0	10
SB TR	E. Franklin Street	76	28.2	1.8	25.3	31.3	10

**ESTES DRIVE & SOMERSET DRIVE**

**NODE: 8**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive	536	5.9	2.0	2.3	8.8	10
EB T	Estes Drive	536	0.1	0.1	0.0	0.1	10
SB LR	Somerset Drive	540	5.9	1.1	4.3	7.5	10
WB TR	Estes Drive	522	0.0	0.0	0.0	0.0	10

Intersection Level of Service by Lane Group

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive Extension	374	40.2	0.9	38.8	41.6	10
EB R	Estes Drive Extension	374	21.0	4.9	15.3	31.4	10
EB T	Estes Drive Extension	374	35.2	1.2	33.9	37.3	10
NB L	NC 86 (MLK Jr. Blvd)	377	18.2	2.9	14.8	24.8	10
NB R	NC 86 (MLK Jr. Blvd)	377	16.5	1.8	13.1	19.2	10
NB T	NC 86 (MLK Jr. Blvd)	377	28.4	0.5	27.7	29.0	10
SB L	NC 86 (MLK Jr. Blvd)	534	20.3	0.6	19.4	21.1	10
SB R	NC 86 (MLK Jr. Blvd)	534	10.2	0.8	8.8	11.4	10
SB T	NC 86 (MLK Jr. Blvd)	534	21.0	0.6	20.2	22.2	10
WB L	Estes Drive	535	43.3	3.3	37.5	47.1	10
WB R	Estes Drive	535	21.0	1.6	18.1	23.4	10
WB T	Estes Drive	535	37.2	1.6	34.0	39.3	10

**NC 86 (MLK JR. BLVD) & AURA ACCESS #1**

**NODE: 2**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB R	NC 86 (MLK Jr. Blvd)	534	0.0	0.0	0.0	0.0	10
NB T	NC 86 (MLK Jr. Blvd)	534	0.0	0.0	0.0	0.0	10
SB T	NC 86 (MLK Jr. Blvd)	376	0.0	0.0	0.0	0.0	10
WB R	Aura Access #1	537	6.4	0.5	5.6	7.4	10

**SOMERSET DRIVE & LOCK7 MAIN ACCESS**

**NODE: 4**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB LT	Somerset Drive	540	0.0	0.0	0.0	0.0	10
SB TR	Somerset Drive	539	0.0	0.0	0.0	0.0	10

Project: Lock7 TIA 2025  
 Scenario: Lock7 2025 No-Build - PM  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 17:00:00 - 18:00:00  
 Interval: Summary  
 Selection: --

# Intersection Level of Service - Overview

## ESTES DRIVE & AURA ACCESS #2 -- UNSIGNALIZED

NODE: 3

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,825.0	0.59	1.2	A
2	1,796.0	0.63	1.3	A
3	1,827.0	0.58	1.1	A
4	1,825.0	0.67	1.3	A
5	1,784.0	0.61	1.2	A
6	1,819.0	0.56	1.1	A
7	1,828.0	0.57	1.1	A
8	1,824.0	0.60	1.2	A
9	1,818.0	0.62	1.2	A
10	1,830.0	0.56	1.1	A
<b>Average:</b>	<b>1,817.6</b>	<b>0.60</b>	<b>1.2</b>	<b>A</b>

## ESTES DRIVE & CASWELL RD -- SIGNALIZED

NODE: 70219

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,820.0	6.70	13.3	B
2	1,792.0	7.35	14.8	B
3	1,821.0	7.33	14.5	B
4	1,817.0	7.10	14.1	B
5	1,809.0	7.36	14.7	B
6	1,818.0	7.33	14.5	B
7	1,838.0	7.37	14.4	B
8	1,807.0	7.61	15.2	B
9	1,824.0	7.09	14.0	B
10	1,827.0	7.38	14.5	B
<b>Average:</b>	<b>1,817.3</b>	<b>7.26</b>	<b>14.4</b>	<b>B</b>

## ESTES DRIVE & E. FRANKLIN STREET -- SIGNALIZED

NODE: 70527

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	3,670.0	57.61	56.5	E
2	3,644.0	56.00	55.3	E
3	3,689.0	55.93	54.6	D
4	3,639.0	56.55	55.9	E
5	3,672.0	55.92	54.8	D
6	3,647.0	54.01	53.3	D
7	3,656.0	58.96	58.1	E
8	3,680.0	55.69	54.5	D
9	3,660.0	58.14	57.2	E
10	3,692.0	56.08	54.7	D
<b>Average:</b>	<b>3,664.9</b>	<b>56.49</b>	<b>55.5</b>	<b>E</b>

Intersection Level of Service

**ESTES DRIVE & SOMERSET DRIVE -- UNSIGNALIZED**

**NODE: 8**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,768.0	0.27	0.5	A
2	1,740.0	0.21	0.4	A
3	1,777.0	0.24	0.5	A
4	1,760.0	0.22	0.4	A
5	1,734.0	0.26	0.5	A
6	1,763.0	0.19	0.4	A
7	1,765.0	0.34	0.7	A
8	1,765.0	0.16	0.3	A
9	1,763.0	0.20	0.4	A
10	1,775.0	0.27	0.6	A
<b>Average:</b>	<b>1,761.0</b>	<b>0.24</b>	<b>0.5</b>	<b>A</b>

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE -- SIGNALIZED**

**NODE: 70532**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	4,058.0	71.68	63.6	E
2	4,009.0	77.04	69.2	E
3	4,054.0	74.47	66.1	E
4	4,048.0	82.95	73.8	E
5	4,011.0	82.23	73.8	E
6	4,046.0	77.26	68.7	E
7	4,050.0	69.67	61.9	E
8	4,036.0	74.88	66.8	E
9	4,054.0	81.73	72.6	E
10	4,074.0	67.99	60.1	E
<b>Average:</b>	<b>4,044.0</b>	<b>75.99</b>	<b>67.7</b>	<b>E</b>

**NC 86 (MLK JR. BLVD) & AURA ACCESS #1 -- UNSIGNALIZED**

**NODE: 2**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,976.0	0.19	0.2	A
2	2,970.0	0.17	0.2	A
3	2,977.0	0.11	0.1	A
4	2,973.0	0.17	0.2	A
5	2,971.0	0.13	0.2	A
6	2,986.0	0.14	0.2	A
7	2,984.0	0.16	0.2	A
8	2,971.0	0.14	0.2	A
9	2,980.0	0.16	0.2	A
10	2,991.0	0.13	0.2	A
<b>Average:</b>	<b>2,977.9</b>	<b>0.15</b>	<b>0.2</b>	<b>A</b>

**SOMERSET DRIVE & LOCK7 MAIN ACCESS -- UNSIGNALIZED**

**NODE: 4**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	39.0	0.00	0.0	A
2	39.0	0.00	0.0	A
3	41.0	0.00	0.0	A

### Intersection Level of Service

4	40.0	0.00	0.0	A
5	39.0	0.00	0.0	A
6	36.0	0.00	0.0	A
7	39.0	0.00	0.0	A
8	40.0	0.00	0.0	A
9	40.0	0.00	0.0	A
10	43.0	0.00	0.0	A
<b>Average:</b>	<b>39.6</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>

## Intersection Level of Service

Project: Lock7 TIA 2025  
Scenario: Lock7 2025 No-Build - PM  
Run(s): Batch (10 runs)  
Simulated: Various  
Time: 17:00:00 - 18:00:00  
Interval: Summary  
Selection: --

## Intersection Level of Service - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
3	Estes Drive & Aura Access #2	Stop	0.6	0.0	0.6	0.7	10
70219	Estes Drive & Caswell Rd	Actuated	7.3	0.2	6.7	7.6	10
70527	Estes Drive & E. Franklin Street	Actuated	56.5	1.4	54.0	59.0	10
8	Estes Drive & Somerset Drive	Stop	0.2	0.1	0.2	0.3	10
70532	Estes Drive Extension, NC 86 (MLK Jr. Blvd) & Estes Drive	Actuated	76.0	5.3	68.0	83.0	10
2	NC 86 (MLK Jr. Blvd) & Aura Access #1	Stop	0.2	0.0	0.1	0.2	10
4	Somerset Drive & Lock7 Main Access	Stop	0.0	0.0	0.0	0.0	10

## Intersection Level of Service

Project: Lock7 TIA 2025  
Scenario: Lock7 2025 No-Build - PM  
Run(s): Batch (10 runs)  
Simulated: Various  
Time: 17:00:00 - 18:00:00  
Interval: Summary  
Selection: --

# Intersection Level of Service - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
3	Estes Drive & Aura Access #2	Stop	1.2	0.1	1.1	1.3	10
70219	Estes Drive & Caswell Rd	Actuated	14.4	0.5	13.3	15.2	10
70527	Estes Drive & E. Franklin Street	Actuated	55.5	1.4	53.3	58.1	10
8	Estes Drive & Somerset Drive	Stop	0.5	0.1	0.3	0.7	10
70532	Estes Drive Extension, NC 86 (MLK Jr. Blvd) & Estes Drive	Actuated	67.7	4.9	60.1	73.8	10
2	NC 86 (MLK Jr. Blvd) & Aura Access #1	Stop	0.2	0.0	0.1	0.2	10
4	Somerset Drive & Lock7 Main Access	Stop	0.0	0.0	0.0	0.0	10



Project: Lock7 TIA 2025  
 Scenario: Lock7 2025 No-Build - PM  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 17:00:00 - 18:00:00  
 Interval: Summary  
 Selection: --

# Intersection Level of Service by Lane Group - Overview

## ESTES DRIVE & AURA ACCESS #2 -- UNSIGNALIZED

NODE: 3

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>EB L on Estes Drive: Superlink ID 535</b>				
1	55.0	0.18	11.9	B
2	51.0	0.15	10.7	B
3	53.0	0.16	10.8	B
4	54.0	0.18	11.8	B
5	50.0	0.21	15.4	C
6	53.0	0.17	11.8	B
7	54.0	0.18	12.0	B
8	52.0	0.15	10.6	B
9	51.0	0.18	12.5	B
10	55.0	0.14	9.5	A
<b>Average:</b>	<b>52.0</b>	<b>0.17</b>	<b>11.7</b>	<b>B</b>

## EB T on Estes Drive: Superlink ID 535

1	737.0	0.06	0.3	A
2	707.0	0.05	0.3	A
3	739.0	0.05	0.2	A
4	731.0	0.06	0.3	A
5	705.0	0.04	0.2	A
6	730.0	0.02	0.1	A
7	732.0	0.05	0.2	A
8	731.0	0.05	0.3	A
9	739.0	0.06	0.3	A
10	740.0	0.03	0.1	A
<b>Average:</b>	<b>729.0</b>	<b>0.05</b>	<b>0.2</b>	<b>A</b>

## SB L on Aura Access #2: Superlink ID 538

1	36.0	0.28	27.9	D
2	38.0	0.35	33.6	D
3	39.0	0.31	28.8	D
4	37.0	0.39	37.7	E
5	38.0	0.29	27.1	D
6	38.0	0.29	27.9	D
7	38.0	0.27	26.0	D
8	38.0	0.32	30.6	D
9	37.0	0.32	31.4	D
10	37.0	0.32	31.5	D
<b>Average:</b>	<b>37.0</b>	<b>0.31</b>	<b>30.3</b>	<b>D</b>

## SB R on Aura Access #2: Superlink ID 538

Intersection Level of Service by Lane Group

**ESTES DRIVE & AURA ACCESS #2 -- UNSIGNALIZED**

**NODE: 3**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	27.0	0.07	9.8	A
2	25.0	0.08	10.9	B
3	24.0	0.06	9.4	A
4	25.0	0.05	6.9	A
5	25.0	0.07	10.3	B
6	25.0	0.06	9.4	A
7	25.0	0.07	10.2	B
8	26.0	0.07	10.4	B
9	26.0	0.06	8.4	A
10	26.0	0.07	9.1	A
<b>Average:</b>	<b>25.0</b>	<b>0.07</b>	<b>9.5</b>	<b>A</b>

**WB R on Estes Drive: Superlink ID 536**

1	52.0	0.00	0.0	A
2	52.0	0.00	0.0	A
3	50.0	0.00	0.0	A
4	50.0	0.00	0.0	A
5	53.0	0.00	0.0	A
6	45.0	0.00	0.0	A
7	48.0	0.00	0.0	A
8	49.0	0.00	0.0	A
9	50.0	0.00	0.0	A
10	52.0	0.00	0.0	A
<b>Average:</b>	<b>50.0</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>

**WB T on Estes Drive: Superlink ID 536**

1	918.0	0.00	0.0	A
2	923.0	0.00	0.0	A
3	922.0	0.00	0.0	A
4	928.0	0.00	0.0	A
5	913.0	0.00	0.0	A
6	928.0	0.00	0.0	A
7	931.0	0.00	0.0	A
8	928.0	0.00	0.0	A
9	915.0	0.00	0.0	A
10	920.0	0.00	0.0	A
<b>Average:</b>	<b>922.0</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>

**ESTES DRIVE & CASWELL RD -- SIGNALIZED**

**NODE: 70219**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>NEB LTR on Caswell Rd: Superlink ID 523</b>				
1	7.0	0.10	49.1	D
2	7.0	0.18	91.4	F
3	6.0	0.24	143.7	F
4	6.0	0.13	79.0	E
5	7.0	0.21	108.8	F

Intersection Level of Service by Lane Group

**ESTES DRIVE & CASWELL RD -- SIGNALIZED**

**NODE: 70219**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	7.0	0.17	85.8	F
7	7.0	0.35	178.2	F
8	7.0	0.32	162.1	F
9	7.0	0.16	83.8	F
10	7.0	0.40	204.4	F
<b>Average:</b>	<b>6.0</b>	<b>0.23</b>	<b>118.6</b>	<b>F</b>

**NWB L on Estes Drive: Superlink ID 525**

1	2.0	0.01	17.5	B
2	2.0	0.01	24.7	C
3	3.0	0.01	12.3	B
4	2.0	0.01	23.0	C
5	3.0	0.02	25.8	C
6	2.0	0.01	24.3	C
7	3.0	0.02	18.5	B
8	1.0	0.00	7.6	A
9	2.0	0.01	22.8	C
10	2.0	0.01	10.8	B
<b>Average:</b>	<b>2.0</b>	<b>0.01</b>	<b>18.7</b>	<b>B</b>

**NWB TR on Estes Drive: Superlink ID 525**

1	820.0	3.03	13.3	B
2	821.0	3.10	13.6	B
3	818.0	3.02	13.3	B
4	818.0	3.22	14.2	B
5	821.0	3.17	13.9	B
6	819.0	3.11	13.7	B
7	829.0	3.23	14.0	B
8	820.0	3.45	15.2	B
9	821.0	3.19	14.0	B
10	820.0	3.06	13.5	B
<b>Average:</b>	<b>820.0</b>	<b>3.16</b>	<b>13.9</b>	<b>B</b>

**SEB L on Estes Drive: Superlink ID 522**

1	113.0	0.39	12.5	B
2	111.0	0.40	12.9	B
3	117.0	0.37	11.5	B
4	117.0	0.44	13.4	B
5	111.0	0.38	12.3	B
6	117.0	0.46	14.3	B
7	118.0	0.44	13.4	B
8	113.0	0.35	11.1	B
9	116.0	0.34	10.4	B
10	118.0	0.42	12.9	B
<b>Average:</b>	<b>115.0</b>	<b>0.40</b>	<b>12.5</b>	<b>B</b>

Intersection Level of Service by Lane Group

**ESTES DRIVE & CASWELL RD -- SIGNALIZED**

**NODE: 70219**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>SEB TR on Estes Drive: Superlink ID 522</b>				
1	669.0	1.18	6.4	A
2	645.0	1.53	8.6	A
3	667.0	1.37	7.4	A
4	665.0	1.23	6.7	A
5	657.0	1.22	6.7	A
6	664.0	1.42	7.7	A
7	671.0	1.29	6.9	A
8	657.0	1.36	7.5	A
9	670.0	1.28	6.9	A
10	669.0	1.27	6.9	A
<b>Average:</b>	<b>663.0</b>	<b>1.32</b>	<b>7.2</b>	<b>A</b>

**SWB L on Caswell Rd: Superlink ID 524**

1	37.0	0.25	24.3	C
2	34.0	0.36	38.4	D
3	36.0	0.34	33.9	C
4	36.0	0.31	31.0	C
5	36.0	0.28	28.4	C
6	36.0	0.33	32.6	C
7	36.0	0.31	30.8	C
8	35.0	0.25	25.8	C
9	36.0	0.30	29.6	C
10	37.0	0.46	44.5	D
<b>Average:</b>	<b>35.0</b>	<b>0.32</b>	<b>31.9</b>	<b>C</b>

**SWB TR on Caswell Rd: Superlink ID 524**

1	172.0	1.75	36.6	D
2	172.0	1.77	37.1	D
3	174.0	1.98	40.9	D
4	173.0	1.76	36.6	D
5	174.0	2.07	42.8	D
6	173.0	1.83	38.0	D
7	174.0	1.74	36.0	D
8	174.0	1.88	38.8	D
9	172.0	1.81	37.9	D
10	174.0	1.76	36.4	D
<b>Average:</b>	<b>173.0</b>	<b>1.84</b>	<b>38.1</b>	<b>D</b>

**ESTES DRIVE & E. FRANKLIN STREET -- SIGNALIZED**

**NODE: 70527**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>EB L on Estes Drive: Superlink ID 525</b>				
1	334.0	7.12	76.8	E
2	330.0	7.33	79.9	E
3	343.0	7.31	76.7	E
4	335.0	6.47	69.5	E

Intersection Level of Service by Lane Group

**ESTES DRIVE & E. FRANKLIN STREET -- SIGNALIZED**

**NODE: 70527**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
5	326.0	7.12	78.6	E
6	332.0	6.28	68.0	E
7	340.0	10.24	108.4	F
8	325.0	7.70	85.3	F
9	336.0	7.84	84.0	F
10	339.0	6.47	68.7	E
<b>Average:</b>	<b>334.0</b>	<b>7.39</b>	<b>79.6</b>	<b>E</b>

**EB TR on Estes Drive: Superlink ID 525**

1	434.0	7.37	61.2	E
2	417.0	7.14	61.6	E
3	424.0	7.02	59.6	E
4	435.0	8.07	66.8	E
5	423.0	7.80	66.4	E
6	430.0	6.86	57.4	E
7	434.0	7.67	63.7	E
8	430.0	7.18	60.1	E
9	439.0	7.43	60.9	E
10	438.0	7.58	62.3	E
<b>Average:</b>	<b>430.0</b>	<b>7.41</b>	<b>62.0</b>	<b>E</b>

**NB L on E. Franklin Street: Superlink ID 533**

1	69.0	2.32	121.3	F
2	67.0	2.26	121.6	F
3	69.0	2.63	137.3	F
4	69.0	2.31	120.6	F
5	66.0	2.12	115.6	F
6	68.0	2.29	121.2	F
7	67.0	2.33	125.2	F
8	69.0	2.47	128.7	F
9	68.0	2.25	119.1	F
10	68.0	2.26	119.4	F
<b>Average:</b>	<b>68.0</b>	<b>2.32</b>	<b>123.0</b>	<b>F</b>

**NB T on E. Franklin Street: Superlink ID 533**

1	447.0	5.36	43.1	D
2	443.0	5.21	42.3	D
3	441.0	5.13	41.9	D
4	436.0	4.96	41.0	D
5	450.0	5.08	40.6	D
6	435.0	5.02	41.5	D
7	436.0	4.98	41.1	D
8	455.0	5.33	42.2	D
9	435.0	5.07	42.0	D
10	453.0	5.23	41.6	D
<b>Average:</b>	<b>443.0</b>	<b>5.14</b>	<b>41.7</b>	<b>D</b>

Intersection Level of Service by Lane Group

**ESTES DRIVE & E. FRANKLIN STREET -- SIGNALIZED**

**NODE: 70527**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>NB TR on E. Franklin Street: Superlink ID 533</b>				
1	489.0	6.33	46.6	D
2	485.0	6.24	46.3	D
3	498.0	6.21	44.9	D
4	474.0	6.05	46.0	D
5	494.0	6.15	44.8	D
6	483.0	6.13	45.7	D
7	479.0	6.14	46.2	D
8	488.0	6.35	46.8	D
9	481.0	6.15	46.0	D
10	482.0	6.17	46.1	D
<b>Average:</b>	<b>485.0</b>	<b>6.19</b>	<b>45.9</b>	<b>D</b>

<b>NWB L on Estes Drive: Superlink ID 528</b>				
1	185.0	3.72	72.3	E
2	187.0	2.98	57.4	E
3	188.0	3.31	63.4	E
4	188.0	3.52	67.4	E
5	190.0	3.29	62.3	E
6	188.0	3.11	59.5	E
7	190.0	3.51	66.5	E
8	188.0	2.82	54.1	D
9	187.0	4.18	80.5	F
10	185.0	3.53	68.8	E
<b>Average:</b>	<b>187.0</b>	<b>3.40</b>	<b>65.2</b>	<b>E</b>

<b>NWB R on Estes Drive: Superlink ID 528</b>				
1	247.0	3.12	45.5	D
2	247.0	3.01	43.9	D
3	247.0	3.14	45.8	D
4	249.0	3.29	47.5	D
5	247.0	3.37	49.2	D
6	248.0	3.21	46.6	D
7	249.0	3.18	46.0	D
8	247.0	2.99	43.6	D
9	248.0	3.28	47.7	D
10	248.0	3.25	47.2	D
<b>Average:</b>	<b>247.0</b>	<b>3.18</b>	<b>46.3</b>	<b>D</b>

<b>NWB T on Estes Drive: Superlink ID 528</b>				
1	341.0	7.56	79.9	E
2	344.0	6.69	70.0	E
3	346.0	6.56	68.2	E
4	346.0	7.55	78.5	E
5	344.0	6.63	69.4	E
6	347.0	6.34	65.7	E

Intersection Level of Service by Lane Group

**ESTES DRIVE & E. FRANKLIN STREET -- SIGNALIZED**

**NODE: 70527**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
7	349.0	6.60	68.1	E
8	345.0	6.20	64.7	E
9	345.0	7.97	83.1	F
10	343.0	7.11	74.6	E
<b>Average:</b>	<b>345.0</b>	<b>6.92</b>	<b>72.2</b>	<b>E</b>

**SB L on E. Franklin Street: Superlink ID 76**

1	119.0	2.69	81.4	F
2	119.0	2.95	89.2	F
3	120.0	2.62	78.5	E
4	121.0	2.73	81.2	F
5	119.0	2.61	78.9	E
6	120.0	3.01	90.2	F
7	121.0	2.79	83.0	F
8	119.0	2.56	77.4	E
9	121.0	2.74	81.4	F
10	120.0	2.68	80.4	F
<b>Average:</b>	<b>119.0</b>	<b>2.74</b>	<b>82.2</b>	<b>F</b>

**SB T on E. Franklin Street: Superlink ID 76**

1	438.0	5.03	41.4	D
2	458.0	5.14	40.4	D
3	444.0	5.06	41.0	D
4	442.0	4.81	39.1	D
5	460.0	5.03	39.4	D
6	446.0	5.08	41.0	D
7	439.0	4.82	39.5	D
8	448.0	4.96	39.9	D
9	435.0	4.69	38.8	D
10	449.0	4.94	39.6	D
<b>Average:</b>	<b>445.0</b>	<b>4.96</b>	<b>40.0</b>	<b>D</b>

**SB TR on E. Franklin Street: Superlink ID 76**

1	567.0	6.97	44.3	D
2	547.0	7.06	46.5	D
3	569.0	6.95	44.0	D
4	544.0	6.80	45.0	D
5	553.0	6.73	43.8	D
6	550.0	6.70	43.8	D
7	552.0	6.69	43.6	D
8	566.0	7.12	45.3	D
9	565.0	6.54	41.7	D
10	567.0	6.87	43.6	D
<b>Average:</b>	<b>558.0</b>	<b>6.84</b>	<b>44.2</b>	<b>D</b>

Intersection Level of Service by Lane Group

**ESTES DRIVE & SOMERSET DRIVE -- UNSIGNALIZED**

**NODE: 8**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>EB L on Estes Drive: Superlink ID 536</b>				
1	18.0	0.10	20.9	C
2	16.0	0.04	8.2	A
3	18.0	0.05	9.0	A
4	16.0	0.04	8.8	A
5	13.0	0.05	13.9	B
6	17.0	0.04	8.5	A
7	17.0	0.04	7.8	A
8	18.0	0.05	9.7	A
9	17.0	0.03	7.1	A
10	18.0	0.07	14.1	B
<b>Average:</b>	<b>16.0</b>	<b>0.05</b>	<b>10.8</b>	<b>B</b>

<b>EB T on Estes Drive: Superlink ID 536</b>				
1	759.0	0.04	0.2	A
2	732.0	0.02	0.1	A
3	763.0	0.01	0.1	A
4	752.0	0.02	0.1	A
5	735.0	0.01	0.1	A
6	754.0	0.04	0.2	A
7	753.0	0.01	0.1	A
8	753.0	0.02	0.1	A
9	760.0	0.01	0.1	A
10	763.0	0.05	0.2	A
<b>Average:</b>	<b>752.0</b>	<b>0.02</b>	<b>0.1</b>	<b>A</b>

<b>SB LR on Somerset Drive: Superlink ID 540</b>				
1	47.0	0.12	9.4	A
2	48.0	0.15	11.5	B
3	49.0	0.19	13.6	B
4	50.0	0.16	11.7	B
5	49.0	0.19	14.2	B
6	48.0	0.11	7.9	A
7	47.0	0.29	22.2	C
8	47.0	0.09	7.1	A
9	47.0	0.16	12.0	B
10	48.0	0.16	11.7	B
<b>Average:</b>	<b>48.0</b>	<b>0.16</b>	<b>12.1</b>	<b>B</b>

<b>WB TR on Estes Drive: Superlink ID 522</b>				
1	944.0	0.00	0.0	A
2	944.0	0.00	0.0	A
3	947.0	0.00	0.0	A
4	942.0	0.00	0.0	A
5	937.0	0.00	0.0	A
6	944.0	0.00	0.0	A



Intersection Level of Service by Lane Group

**ESTES DRIVE & SOMERSET DRIVE -- UNSIGNALIZED**

**NODE: 8**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
7	948.0	0.00	0.0	A
8	947.0	0.00	0.0	A
9	939.0	0.00	0.0	A
10	946.0	0.00	0.0	A
<b>Average:</b>	<b>943.0</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE -- SIGNALIZED**

**NODE: 70532**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>EB L on Estes Drive Extension: Superlink ID 374</b>				
1	242.0	5.30	78.8	E
2	242.0	5.57	82.8	F
3	243.0	5.87	86.9	F
4	243.0	5.33	79.0	E
5	241.0	5.68	84.8	F
6	245.0	6.16	90.5	F
7	244.0	5.47	80.7	F
8	243.0	5.68	84.2	F
9	243.0	5.41	80.1	F
10	244.0	6.20	91.5	F
<b>Average:</b>	<b>243.0</b>	<b>5.67</b>	<b>83.9</b>	<b>F</b>

**EB R on Estes Drive Extension: Superlink ID 374**

1	58.0	0.64	39.8	D
2	57.0	0.61	38.5	D
3	58.0	0.59	36.5	D
4	55.0	0.69	45.3	D
5	58.0	0.71	44.3	D
6	55.0	0.62	40.9	D
7	56.0	0.67	43.2	D
8	57.0	0.61	38.7	D
9	55.0	0.53	34.9	C
10	57.0	0.66	41.4	D
<b>Average:</b>	<b>56.0</b>	<b>0.63</b>	<b>40.4</b>	<b>D</b>

**EB T on Estes Drive Extension: Superlink ID 374**

1	256.0	4.00	56.3	E
2	253.0	3.84	54.7	D
3	255.0	3.89	55.0	D
4	251.0	3.66	52.4	D
5	256.0	3.99	56.1	E
6	249.0	3.86	55.8	E
7	249.0	3.45	49.8	D
8	253.0	3.94	56.1	E
9	249.0	3.83	55.3	E
10	252.0	3.78	54.0	D
<b>Average:</b>	<b>252.0</b>	<b>3.82</b>	<b>54.6</b>	<b>D</b>

Intersection Level of Service by Lane Group

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE -- SIGNALIZED**

**NODE: 70532**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>NB L on NC 86 (MLK Jr. Blvd): Superlink ID 377</b>				
1	63.0	1.76	100.7	F
2	63.0	2.15	122.8	F
3	62.0	1.86	108.0	F
4	62.0	2.46	142.9	F
5	62.0	2.41	140.1	F
6	62.0	2.05	118.8	F
7	65.0	1.78	98.5	F
8	61.0	1.91	112.5	F
9	64.0	2.38	133.8	F
10	65.0	1.66	92.2	F
<b>Average:</b>	<b>62.0</b>	<b>2.04</b>	<b>117.0</b>	<b>F</b>
<b>NB R on NC 86 (MLK Jr. Blvd): Superlink ID 377</b>				
1	240.0	4.74	71.1	E
2	208.0	5.10	88.2	F
3	239.0	5.21	78.5	E
4	227.0	6.62	105.0	F
5	204.0	5.55	97.9	F
6	230.0	5.48	85.7	F
7	236.0	4.48	68.3	E
8	229.0	5.16	81.0	F
9	242.0	6.40	95.3	F
10	244.0	4.30	63.5	E
<b>Average:</b>	<b>229.0</b>	<b>5.30</b>	<b>83.5</b>	<b>F</b>
<b>NB T on NC 86 (MLK Jr. Blvd): Superlink ID 377</b>				
1	1,085.0	28.76	95.4	F
2	1,082.0	33.91	112.8	F
3	1,086.0	29.20	96.8	F
4	1,086.0	37.55	124.5	F
5	1,086.0	36.82	122.1	F
6	1,086.0	32.77	108.6	F
7	1,089.0	27.89	92.2	F
8	1,082.0	31.22	103.9	F
9	1,088.0	35.09	116.1	F
10	1,100.0	25.93	84.8	F
<b>Average:</b>	<b>1,087.0</b>	<b>31.91</b>	<b>105.7</b>	<b>F</b>
<b>SB L on NC 86 (MLK Jr. Blvd): Superlink ID 534</b>				
1	296.0	5.26	63.9	E
2	297.0	4.88	59.2	E
3	301.0	6.33	75.7	E
4	303.0	5.47	65.0	E
5	298.0	5.24	63.3	E

Intersection Level of Service by Lane Group

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE -- SIGNALIZED** **NODE: 70532**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	298.0	4.98	60.2	E
7	296.0	5.16	62.8	E
8	298.0	5.09	61.5	E
9	295.0	6.73	82.2	F
10	296.0	4.74	57.7	E
<b>Average:</b>	<b>297.0</b>	<b>5.39</b>	<b>65.2</b>	<b>E</b>

**SB R on NC 86 (MLK Jr. Blvd): Superlink ID 534**

1	205.0	0.93	16.3	B
2	204.0	1.03	18.1	B
3	204.0	1.02	18.1	B
4	204.0	1.01	17.9	B
5	205.0	1.09	19.1	B
6	204.0	0.98	17.4	B
7	204.0	0.98	17.3	B
8	204.0	0.94	16.6	B
9	206.0	1.07	18.7	B
10	204.0	0.96	17.0	B
<b>Average:</b>	<b>204.0</b>	<b>1.00</b>	<b>17.7</b>	<b>B</b>

**SB T on NC 86 (MLK Jr. Blvd): Superlink ID 534**

1	662.0	5.92	32.2	C
2	662.0	5.98	32.5	C
3	663.0	6.12	33.2	C
4	665.0	6.06	32.8	C
5	664.0	6.28	34.1	C
6	662.0	5.82	31.7	C
7	662.0	5.86	31.9	C
8	663.0	6.11	33.2	C
9	663.0	5.91	32.1	C
10	663.0	5.86	31.8	C
<b>Average:</b>	<b>662.0</b>	<b>5.99</b>	<b>32.6</b>	<b>C</b>

**WB L on Estes Drive: Superlink ID 535**

1	197.0	4.54	82.9	F
2	191.0	4.22	79.5	E
3	194.0	4.51	83.7	F
4	201.0	4.31	77.2	E
5	193.0	4.56	85.0	F
6	197.0	4.45	81.3	F
7	200.0	4.59	82.6	F
8	201.0	4.61	82.6	F
9	192.0	4.19	78.6	E
10	196.0	4.33	79.4	E
<b>Average:</b>	<b>196.0</b>	<b>4.43</b>	<b>81.3</b>	<b>F</b>

Intersection Level of Service by Lane Group

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE -- SIGNALIZED**

**NODE: 70532**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>WB R on Estes Drive: Superlink ID 535</b>				
1	438.0	4.85	39.8	D
2	441.0	5.10	41.6	D
3	438.0	4.77	39.2	D
4	437.0	4.83	39.8	D
5	435.0	4.97	41.1	D
6	445.0	5.01	40.5	D
7	442.0	4.76	38.8	D
8	434.0	4.86	40.3	D
9	441.0	5.10	41.6	D
10	440.0	4.81	39.4	D
<b>Average:</b>	<b>439.0</b>	<b>4.91</b>	<b>40.2</b>	<b>D</b>

**WB T on Estes Drive: Superlink ID 535**

1	316.0	4.99	56.9	E
2	309.0	4.66	54.3	D
3	311.0	5.09	58.9	E
4	314.0	4.95	56.7	E
5	309.0	4.94	57.5	E
6	313.0	5.07	58.3	E
7	307.0	4.58	53.7	D
8	311.0	4.75	55.0	E
9	316.0	5.09	58.0	E
10	313.0	4.75	54.6	D
<b>Average:</b>	<b>311.0</b>	<b>4.89</b>	<b>56.4</b>	<b>E</b>

**NC 86 (MLK JR. BLVD) & AURA ACCESS #1 -- UNSIGNALIZED**

**NODE: 2**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>NB R on NC 86 (MLK Jr. Blvd): Superlink ID 534</b>				
1	26.0	0.00	0.0	A
2	25.0	0.00	0.0	A
3	25.0	0.00	0.0	A
4	25.0	0.00	0.0	A
5	20.0	0.00	0.0	A
6	26.0	0.00	0.0	A
7	24.0	0.00	0.0	A
8	23.0	0.00	0.0	A
9	29.0	0.00	0.0	A
10	25.0	0.00	0.0	A
<b>Average:</b>	<b>24.0</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>

**NB T on NC 86 (MLK Jr. Blvd): Superlink ID 534**

1	1,746.0	0.00	0.0	A
2	1,744.0	0.00	0.0	A
3	1,746.0	0.00	0.0	A
4	1,744.0	0.00	0.0	A

Intersection Level of Service by Lane Group

**NC 86 (MLK JR. BLVD) & AURA ACCESS #1 -- UNSIGNALIZED**

**NODE: 2**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
5	1,747.0	0.00	0.0	A
6	1,755.0	0.00	0.0	A
7	1,756.0	0.00	0.0	A
8	1,742.0	0.00	0.0	A
9	1,747.0	0.00	0.0	A
10	1,762.0	0.00	0.0	A
<b>Average:</b>	<b>1,748.0</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>

**SB T on NC 86 (MLK Jr. Blvd): Superlink ID 376**

1	1,170.0	0.00	0.0	A
2	1,167.0	0.00	0.0	A
3	1,172.0	0.00	0.0	A
4	1,170.0	0.00	0.0	A
5	1,170.0	0.00	0.0	A
6	1,171.0	0.00	0.0	A
7	1,170.0	0.00	0.0	A
8	1,172.0	0.00	0.0	A
9	1,170.0	0.00	0.0	A
10	1,170.0	0.00	0.0	A
<b>Average:</b>	<b>1,170.0</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>

**WB R on Aura Access #1: Superlink ID 537**

1	34.0	0.19	19.7	C
2	34.0	0.17	18.3	C
3	34.0	0.11	11.5	B
4	34.0	0.17	17.6	C
5	34.0	0.13	13.8	B
6	34.0	0.14	14.7	B
7	34.0	0.16	16.5	C
8	34.0	0.14	14.6	B
9	34.0	0.16	16.8	C
10	34.0	0.13	13.5	B
<b>Average:</b>	<b>34.0</b>	<b>0.15</b>	<b>15.7</b>	<b>C</b>

**SOMERSET DRIVE & LOCK7 MAIN ACCESS -- UNSIGNALIZED**

**NODE: 4**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>EB LR on Lock7 Main Access: Superlink ID 541</b>				
1	0.0	0.00	--	--
2	0.0	0.00	--	--
3	0.0	0.00	--	--
4	0.0	0.00	--	--
5	0.0	0.00	--	--
6	0.0	0.00	--	--
7	0.0	0.00	--	--
8	0.0	0.00	--	--
9	0.0	0.00	--	--

Intersection Level of Service by Lane Group

**SOMERSET DRIVE & LOCK7 MAIN ACCESS -- UNSIGNALIZED**

**NODE: 4**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	0.0	0.00	--	--
<b>Average:</b>	<b>0.0</b>	<b>0.00</b>	<b>--</b>	<b>--</b>

**NB LT on Somerset Drive: Superlink ID 540**

1	17.0	0.00	0.0	A
2	18.0	0.00	0.0	A
3	20.0	0.00	0.0	A
4	19.0	0.00	0.0	A
5	18.0	0.00	0.0	A
6	15.0	0.00	0.0	A
7	18.0	0.00	0.0	A
8	19.0	0.00	0.0	A
9	19.0	0.00	0.0	A
10	22.0	0.00	0.0	A
<b>Average:</b>	<b>18.0</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>

**SB TR on Somerset Drive: Superlink ID 539**

1	22.0	0.00	0.0	A
2	21.0	0.00	0.0	A
3	21.0	0.00	0.0	A
4	21.0	0.00	0.0	A
5	21.0	0.00	0.0	A
6	21.0	0.00	0.0	A
7	21.0	0.00	0.0	A
8	21.0	0.00	0.0	A
9	21.0	0.00	0.0	A
10	21.0	0.00	0.0	A
<b>Average:</b>	<b>21.0</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>

**Intersection Level of Service by Lane Group**

Project: Lock7 TIA 2025  
 Scenario: Lock7 2025 No-Build - PM  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 17:00:00 - 18:00:00  
 Interval: Summary  
 Selection: --

# Intersection Level of Service by Lane Group - Total Control Delay

**ESTES DRIVE & AURA ACCESS #2**

**NODE: 3**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive	535	0.2	0.0	0.1	0.2	10
EB T	Estes Drive	535	0.0	0.0	0.0	0.1	10
SB L	Aura Access #2	538	0.3	0.0	0.3	0.4	10
SB R	Aura Access #2	538	0.1	0.0	0.1	0.1	10
WB R	Estes Drive	536	0.0	0.0	0.0	0.0	10
WB T	Estes Drive	536	0.0	0.0	0.0	0.0	10

**ESTES DRIVE & CASWELL RD**

**NODE: 70219**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NEB LTR	Caswell Rd	523	0.2	0.1	0.1	0.4	10
NWB L	Estes Drive	525	0.0	0.0	0.0	0.0	10
NWB TR	Estes Drive	525	3.2	0.1	3.0	3.5	10
SEB L	Estes Drive	522	0.4	0.0	0.3	0.5	10
SEB TR	Estes Drive	522	1.3	0.1	1.2	1.5	10
SWB L	Caswell Rd	524	0.3	0.1	0.3	0.5	10
SWB TR	Caswell Rd	524	1.8	0.1	1.7	2.1	10

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive	525	7.4	1.1	6.3	10.2	10
EB TR	Estes Drive	525	7.4	0.4	6.9	8.1	10
NB L	E. Franklin Street	533	2.3	0.1	2.1	2.6	10
NB T	E. Franklin Street	533	5.1	0.1	5.0	5.4	10
NB TR	E. Franklin Street	533	6.2	0.1	6.1	6.4	10
NWB L	Estes Drive	528	3.4	0.4	2.8	4.2	10
NWB R	Estes Drive	528	3.2	0.1	3.0	3.4	10
NWB T	Estes Drive	528	6.9	0.6	6.2	8.0	10
SB L	E. Franklin Street	76	2.7	0.1	2.6	3.0	10
SB T	E. Franklin Street	76	5.0	0.1	4.7	5.1	10
SB TR	E. Franklin Street	76	6.8	0.2	6.5	7.1	10

**ESTES DRIVE & SOMERSET DRIVE**

**NODE: 8**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive	536	0.1	0.0	0.0	0.1	10
EB T	Estes Drive	536	0.0	0.0	0.0	0.1	10
SB LR	Somerset Drive	540	0.2	0.1	0.1	0.3	10
WB TR	Estes Drive	522	0.0	0.0	0.0	0.0	10

Intersection Level of Service by Lane Group

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive Extension	374	5.7	0.3	5.3	6.2	10
EB R	Estes Drive Extension	374	0.6	0.1	0.5	0.7	10
EB T	Estes Drive Extension	374	3.8	0.2	3.5	4.0	10
NB L	NC 86 (MLK Jr. Blvd)	377	2.0	0.3	1.7	2.5	10
NB R	NC 86 (MLK Jr. Blvd)	377	5.3	0.8	4.3	6.6	10
NB T	NC 86 (MLK Jr. Blvd)	377	31.9	4.0	25.9	37.6	10
SB L	NC 86 (MLK Jr. Blvd)	534	5.4	0.6	4.7	6.7	10
SB R	NC 86 (MLK Jr. Blvd)	534	1.0	0.1	0.9	1.1	10
SB T	NC 86 (MLK Jr. Blvd)	534	6.0	0.1	5.8	6.3	10
WB L	Estes Drive	535	4.4	0.2	4.2	4.6	10
WB R	Estes Drive	535	4.9	0.1	4.8	5.1	10
WB T	Estes Drive	535	4.9	0.2	4.6	5.1	10

**NC 86 (MLK JR. BLVD) & AURA ACCESS #1**

**NODE: 2**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB R	NC 86 (MLK Jr. Blvd)	534	0.0	0.0	0.0	0.0	10
NB T	NC 86 (MLK Jr. Blvd)	534	0.0	0.0	0.0	0.0	10
SB T	NC 86 (MLK Jr. Blvd)	376	0.0	0.0	0.0	0.0	10
WB R	Aura Access #1	537	0.2	0.0	0.1	0.2	10

**SOMERSET DRIVE & LOCK7 MAIN ACCESS**

**NODE: 4**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LR	Lock7 Main Access	541	0.0	0.0	0.0	0.0	10
NB LT	Somerset Drive	540	0.0	0.0	0.0	0.0	10
SB TR	Somerset Drive	539	0.0	0.0	0.0	0.0	10



**Intersection Level of Service by Lane Group**

Project: Lock7 TIA 2025  
 Scenario: Lock7 2025 No-Build - PM  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 17:00:00 - 18:00:00  
 Interval: Summary  
 Selection: --

# Intersection Level of Service by Lane Group - Avg Control Delay

**ESTES DRIVE & AURA ACCESS #2**

**NODE: 3**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive	535	11.7	1.6	9.5	15.4	10
EB T	Estes Drive	535	0.2	0.1	0.1	0.3	10
SB L	Aura Access #2	538	30.3	3.5	26.0	37.7	10
SB R	Aura Access #2	538	9.5	1.2	6.9	10.9	10
WB R	Estes Drive	536	0.0	0.0	0.0	0.0	10
WB T	Estes Drive	536	0.0	0.0	0.0	0.0	10

**ESTES DRIVE & CASWELL RD**

**NODE: 70219**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NEB LTR	Caswell Rd	523	118.6	50.5	49.1	204.4	10
NWB L	Estes Drive	525	18.7	6.5	7.6	25.8	10
NWB TR	Estes Drive	525	13.9	0.6	13.3	15.2	10
SEB L	Estes Drive	522	12.5	1.2	10.4	14.3	10
SEB TR	Estes Drive	522	7.2	0.6	6.4	8.6	10
SWB L	Caswell Rd	524	31.9	6.0	24.3	44.5	10
SWB TR	Caswell Rd	524	38.1	2.2	36.0	42.8	10

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive	525	79.6	11.8	68.0	108.4	10
EB TR	Estes Drive	525	62.0	2.9	57.4	66.8	10
NB L	E. Franklin Street	533	123.0	6.1	115.6	137.3	10
NB T	E. Franklin Street	533	41.7	0.7	40.6	43.1	10
NB TR	E. Franklin Street	533	45.9	0.7	44.8	46.8	10
NWB L	Estes Drive	528	65.2	7.7	54.1	80.5	10
NWB R	Estes Drive	528	46.3	1.7	43.6	49.2	10
NWB T	Estes Drive	528	72.2	6.4	64.7	83.1	10
SB L	E. Franklin Street	76	82.2	4.3	77.4	90.2	10
SB T	E. Franklin Street	76	40.0	0.9	38.8	41.4	10
SB TR	E. Franklin Street	76	44.2	1.3	41.7	46.5	10

**ESTES DRIVE & SOMERSET DRIVE**

**NODE: 8**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive	536	10.8	4.3	7.1	20.9	10
EB T	Estes Drive	536	0.1	0.0	0.1	0.2	10
SB LR	Somerset Drive	540	12.1	4.2	7.1	22.2	10
WB TR	Estes Drive	522	0.0	0.0	0.0	0.0	10

Intersection Level of Service by Lane Group

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive Extension	374	83.9	4.6	78.8	91.5	10
EB R	Estes Drive Extension	374	40.4	3.3	34.9	45.3	10
EB T	Estes Drive Extension	374	54.6	2.0	49.8	56.3	10
NB L	NC 86 (MLK Jr. Blvd)	377	117.0	17.8	92.2	142.9	10
NB R	NC 86 (MLK Jr. Blvd)	377	83.5	13.5	63.5	105.0	10
NB T	NC 86 (MLK Jr. Blvd)	377	105.7	13.3	84.8	124.5	10
SB L	NC 86 (MLK Jr. Blvd)	534	65.2	7.8	57.7	82.2	10
SB R	NC 86 (MLK Jr. Blvd)	534	17.7	0.9	16.3	19.1	10
SB T	NC 86 (MLK Jr. Blvd)	534	32.6	0.8	31.7	34.1	10
WB L	Estes Drive	535	81.3	2.5	77.2	85.0	10
WB R	Estes Drive	535	40.2	1.0	38.8	41.6	10
WB T	Estes Drive	535	56.4	1.9	53.7	58.9	10

**NC 86 (MLK JR. BLVD) & AURA ACCESS #1**

**NODE: 2**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB R	NC 86 (MLK Jr. Blvd)	534	0.0	0.0	0.0	0.0	10
NB T	NC 86 (MLK Jr. Blvd)	534	0.0	0.0	0.0	0.0	10
SB T	NC 86 (MLK Jr. Blvd)	376	0.0	0.0	0.0	0.0	10
WB R	Aura Access #1	537	15.7	2.5	11.5	19.7	10

**SOMERSET DRIVE & LOCK7 MAIN ACCESS**

**NODE: 4**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB LT	Somerset Drive	540	0.0	0.0	0.0	0.0	10
SB TR	Somerset Drive	539	0.0	0.0	0.0	0.0	10

Project: Lock7 TIA 2025  
 Scenario: Lock 7 2025 Build - AM  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 08:00:00 - 09:00:00  
 Interval: Summary  
 Selection: --

# Intersection Level of Service - Overview

## ESTES DRIVE & AURA ACCESS #2 -- UNSIGNALIZED

NODE: 3

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,508.0	0.37	0.9	A
2	1,504.0	0.39	0.9	A
3	1,509.0	0.33	0.8	A
4	1,505.0	0.42	1.0	A
5	1,511.0	0.37	0.9	A
6	1,510.0	0.41	1.0	A
7	1,506.0	0.31	0.8	A
8	1,525.0	0.44	1.0	A
9	1,507.0	0.36	0.9	A
10	1,512.0	0.34	0.8	A
<b>Average:</b>	<b>1,509.7</b>	<b>0.37</b>	<b>0.9</b>	<b>A</b>

## ESTES DRIVE & CASWELL RD -- SIGNALIZED

NODE: 70219

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,672.0	5.39	11.6	B
2	1,659.0	5.63	12.2	B
3	1,672.0	5.66	12.2	B
4	1,660.0	5.89	12.8	B
5	1,673.0	5.81	12.5	B
6	1,664.0	5.87	12.7	B
7	1,669.0	6.12	13.2	B
8	1,681.0	5.82	12.5	B
9	1,669.0	5.71	12.3	B
10	1,673.0	6.14	13.2	B
<b>Average:</b>	<b>1,669.2</b>	<b>5.80</b>	<b>12.5</b>	<b>B</b>

## ESTES DRIVE & E. FRANKLIN STREET -- SIGNALIZED

NODE: 70527

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,614.0	28.38	39.1	D
2	2,620.0	28.95	39.8	D
3	2,627.0	28.75	39.4	D
4	2,627.0	28.75	39.4	D
5	2,620.0	27.74	38.1	D
6	2,624.0	28.20	38.7	D
7	2,629.0	28.55	39.1	D
8	2,634.0	28.57	39.0	D
9	2,630.0	32.16	44.0	D
10	2,634.0	29.37	40.1	D
<b>Average:</b>	<b>2,625.9</b>	<b>28.94</b>	<b>39.7</b>	<b>D</b>

Intersection Level of Service

**ESTES DRIVE & SOMERSET DRIVE -- UNSIGNALIZED**

**NODE: 8**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,485.0	0.22	0.5	A
2	1,485.0	0.18	0.4	A
3	1,480.0	0.23	0.6	A
4	1,472.0	0.24	0.6	A
5	1,482.0	0.28	0.7	A
6	1,478.0	0.25	0.6	A
7	1,484.0	0.25	0.6	A
8	1,493.0	0.24	0.6	A
9	1,483.0	0.25	0.6	A
10	1,476.0	0.21	0.5	A
<b>Average:</b>	<b>1,481.8</b>	<b>0.24</b>	<b>0.6</b>	<b>A</b>

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE -- SIGNALIZED**

**NODE: 70532**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	3,456.0	35.29	36.8	D
2	3,459.0	35.49	36.9	D
3	3,469.0	34.27	35.6	D
4	3,452.0	35.01	36.5	D
5	3,462.0	35.56	37.0	D
6	3,481.0	35.55	36.8	D
7	3,467.0	34.63	36.0	D
8	3,476.0	35.32	36.6	D
9	3,477.0	36.10	37.4	D
10	3,461.0	34.99	36.4	D
<b>Average:</b>	<b>3,466.0</b>	<b>35.22</b>	<b>36.6</b>	<b>D</b>

**NC 86 (MLK JR. BLVD) & AURA ACCESS #1 -- UNSIGNALIZED**

**NODE: 2**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,620.0	0.09	0.1	A
2	2,627.0	0.10	0.1	A
3	2,622.0	0.12	0.2	A
4	2,614.0	0.10	0.1	A
5	2,623.0	0.10	0.1	A
6	2,625.0	0.13	0.2	A
7	2,615.0	0.09	0.1	A
8	2,628.0	0.10	0.1	A
9	2,630.0	0.11	0.2	A
10	2,623.0	0.12	0.2	A
<b>Average:</b>	<b>2,622.7</b>	<b>0.11</b>	<b>0.1</b>	<b>A</b>

**SOMERSET DRIVE & LOCK7 MAIN ACCESS -- UNSIGNALIZED**

**NODE: 4**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	96.0	0.03	1.1	A
2	90.0	0.03	1.1	A
3	96.0	0.03	1.2	A

### Intersection Level of Service

4	93.0	0.03	1.2	A
5	93.0	0.03	1.2	A
6	91.0	0.03	1.2	A
7	96.0	0.03	1.1	A
8	91.0	0.03	1.2	A
9	93.0	0.03	1.2	A
10	91.0	0.03	1.2	A
<b>Average:</b>	<b>93.0</b>	<b>0.03</b>	<b>1.2</b>	<b>A</b>

**Intersection Level of Service**

Project: Lock7 TIA 2025  
 Scenario: Lock 7 2025 Build - AM  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 08:00:00 - 09:00:00  
 Interval: Summary  
 Selection: --

## Intersection Level of Service - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
3	Estes Drive & Aura Access #2	Stop	0.4	0.0	0.3	0.4	10
70219	Estes Drive & Caswell Rd	Actuated	5.8	0.2	5.4	6.1	10
70527	Estes Drive & E. Franklin Street	Actuated	28.9	1.2	27.7	32.2	10
8	Estes Drive & Somerset Drive	Stop	0.2	0.0	0.2	0.3	10
70532	Estes Drive Extension, NC 86 (MLK Jr. Blvd) & Estes Drive	Actuated	35.2	0.5	34.3	36.1	10
2	NC 86 (MLK Jr. Blvd) & Aura Access #1	Stop	0.1	0.0	0.1	0.1	10
4	Somerset Drive & Lock7 Main Access	Stop	0.0	0.0	0.0	0.0	10

## Intersection Level of Service

Project: Lock7 TIA 2025  
Scenario: Lock 7 2025 Build - AM  
Run(s): Batch (10 runs)  
Simulated: Various  
Time: 08:00:00 - 09:00:00  
Interval: Summary  
Selection: --

# Intersection Level of Service - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
3	Estes Drive & Aura Access #2	Stop	0.9	0.1	0.8	1.0	10
70219	Estes Drive & Caswell Rd	Actuated	12.5	0.5	11.6	13.2	10
70527	Estes Drive & E. Franklin Street	Actuated	39.7	1.6	38.1	44.0	10
8	Estes Drive & Somerset Drive	Stop	0.6	0.1	0.4	0.7	10
70532	Estes Drive Extension, NC 86 (MLK Jr. Blvd) & Estes Drive	Actuated	36.6	0.5	35.6	37.4	10
2	NC 86 (MLK Jr. Blvd) & Aura Access #1	Stop	0.1	0.1	0.1	0.2	10
4	Somerset Drive & Lock7 Main Access	Stop	1.2	0.0	1.1	1.2	10

Project: Lock7 TIA 2025  
 Scenario: Lock 7 2025 Build - AM  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 08:00:00 - 09:00:00  
 Interval: Summary  
 Selection: --

# Intersection Level of Service by Lane Group - Overview

## ESTES DRIVE & AURA ACCESS #2 -- UNSIGNALIZED

NODE: 3

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>EB L on Estes Drive: Superlink ID 535</b>				
1	33.0	0.04	4.8	A
2	33.0	0.03	3.8	A
3	33.0	0.05	5.3	A
4	37.0	0.05	4.7	A
5	36.0	0.03	3.2	A
6	36.0	0.03	3.4	A
7	37.0	0.04	4.3	A
8	34.0	0.06	5.9	A
9	34.0	0.05	5.8	A
10	32.0	0.04	4.0	A
<b>Average:</b>	<b>34.0</b>	<b>0.04</b>	<b>4.5</b>	<b>A</b>

## EB T on Estes Drive: Superlink ID 535

1	793.0	0.02	0.1	A
2	793.0	0.03	0.1	A
3	802.0	0.01	0.1	A
4	793.0	0.04	0.2	A
5	800.0	0.02	0.1	A
6	797.0	0.01	0.1	A
7	800.0	0.02	0.1	A
8	799.0	0.03	0.2	A
9	802.0	0.02	0.1	A
10	796.0	0.03	0.1	A
<b>Average:</b>	<b>797.0</b>	<b>0.02</b>	<b>0.1</b>	<b>A</b>

## SB L on Aura Access #2: Superlink ID 538

1	53.0	0.26	17.8	C
2	54.0	0.28	18.7	C
3	51.0	0.22	15.6	C
4	53.0	0.27	18.2	C
5	52.0	0.28	19.1	C
6	53.0	0.30	20.6	C
7	52.0	0.20	13.9	B
8	51.0	0.29	20.6	C
9	52.0	0.24	16.3	C
10	55.0	0.21	13.8	B
<b>Average:</b>	<b>52.0</b>	<b>0.26</b>	<b>17.5</b>	<b>C</b>

## SB R on Aura Access #2: Superlink ID 538



Intersection Level of Service by Lane Group

**ESTES DRIVE & AURA ACCESS #2 -- UNSIGNALIZED**

**NODE: 3**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	33.0	0.04	4.8	A
2	31.0	0.05	5.9	A
3	34.0	0.04	4.7	A
4	31.0	0.06	6.8	A
5	32.0	0.05	5.7	A
6	32.0	0.06	6.6	A
7	33.0	0.05	5.7	A
8	33.0	0.06	6.5	A
9	33.0	0.05	5.7	A
10	33.0	0.07	7.1	A
<b>Average:</b>	<b>32.0</b>	<b>0.05</b>	<b>6.0</b>	<b>A</b>

**WB R on Estes Drive: Superlink ID 536**

1	33.0	0.00	0.0	A
2	32.0	0.00	0.0	A
3	34.0	0.00	0.0	A
4	33.0	0.00	0.0	A
5	33.0	0.00	0.0	A
6	29.0	0.00	0.0	A
7	34.0	0.00	0.0	A
8	35.0	0.00	0.0	A
9	30.0	0.00	0.0	A
10	32.0	0.00	0.0	A
<b>Average:</b>	<b>32.0</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>

**WB T on Estes Drive: Superlink ID 536**

1	563.0	0.00	0.0	A
2	561.0	0.00	0.0	A
3	555.0	0.00	0.0	A
4	558.0	0.00	0.0	A
5	558.0	0.00	0.0	A
6	563.0	0.00	0.0	A
7	550.0	0.00	0.0	A
8	573.0	0.00	0.0	A
9	556.0	0.00	0.0	A
10	564.0	0.00	0.0	A
<b>Average:</b>	<b>560.0</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>

**ESTES DRIVE & CASWELL RD -- SIGNALIZED**

**NODE: 70219**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>NEB LTR on Caswell Rd: Superlink ID 523</b>				
1	25.0	0.33	47.4	D
2	25.0	0.28	40.6	D
3	25.0	0.39	55.4	E
4	21.0	0.28	48.0	D
5	22.0	0.41	66.5	E

Intersection Level of Service by Lane Group

**ESTES DRIVE & CASWELL RD -- SIGNALIZED**

**NODE: 70219**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	25.0	0.46	66.0	E
7	25.0	0.79	113.8	F
8	25.0	0.45	65.5	E
9	25.0	0.47	67.9	E
10	25.0	0.55	79.3	E
<b>Average:</b>	<b>24.0</b>	<b>0.44</b>	<b>65.0</b>	<b>E</b>

**NWB L on Estes Drive: Superlink ID 525**

1	1.0	0.01	43.8	D
2	0.0	0.00	--	--
3	1.0	0.00	0.0	A
4	1.0	0.00	6.6	A
5	1.0	0.01	22.6	C
6	2.0	0.01	11.8	B
7	0.0	0.00	--	--
8	1.0	0.01	49.6	D
9	1.0	0.00	8.0	A
10	1.0	0.00	0.0	A
<b>Average:</b>	<b>0.0</b>	<b>0.00</b>	<b>17.8</b>	<b>B</b>

**NWB TR on Estes Drive: Superlink ID 525**

1	531.0	1.78	12.1	B
2	521.0	1.64	11.3	B
3	535.0	1.97	13.3	B
4	525.0	2.08	14.3	B
5	535.0	1.96	13.2	B
6	529.0	1.82	12.4	B
7	528.0	1.75	11.9	B
8	538.0	1.96	13.1	B
9	524.0	1.90	13.1	B
10	527.0	1.87	12.7	B
<b>Average:</b>	<b>529.0</b>	<b>1.87</b>	<b>12.7</b>	<b>B</b>

**SEB L on Estes Drive: Superlink ID 522**

1	187.0	0.48	9.2	A
2	188.0	0.46	8.9	A
3	185.0	0.43	8.3	A
4	184.0	0.42	8.3	A
5	186.0	0.47	9.2	A
6	183.0	0.48	9.4	A
7	187.0	0.51	9.8	A
8	188.0	0.49	9.3	A
9	188.0	0.42	8.0	A
10	187.0	0.50	9.7	A
<b>Average:</b>	<b>186.0</b>	<b>0.47</b>	<b>9.0</b>	<b>A</b>

Intersection Level of Service by Lane Group

**ESTES DRIVE & CASWELL RD -- SIGNALIZED**

**NODE: 70219**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>SEB TR on Estes Drive: Superlink ID 522</b>				
1	753.0	1.16	5.5	A
2	750.0	1.39	6.7	A
3	752.0	1.27	6.1	A
4	753.0	1.42	6.8	A
5	754.0	1.32	6.3	A
6	750.0	1.23	5.9	A
7	751.0	1.26	6.0	A
8	752.0	1.28	6.1	A
9	756.0	1.11	5.3	A
10	756.0	1.37	6.5	A
<b>Average:</b>	<b>752.0</b>	<b>1.28</b>	<b>6.1</b>	<b>A</b>

**SWB L on Caswell Rd: Superlink ID 524**

1	44.0	0.42	34.6	C
2	43.0	0.47	39.2	D
3	45.0	0.41	33.1	C
4	44.0	0.36	29.4	C
5	43.0	0.36	29.9	C
6	44.0	0.52	42.5	D
7	45.0	0.43	34.1	C
8	45.0	0.45	36.0	D
9	43.0	0.44	36.9	D
10	45.0	0.43	34.7	C
<b>Average:</b>	<b>44.0</b>	<b>0.43</b>	<b>35.0</b>	<b>D</b>

**SWB TR on Caswell Rd: Superlink ID 524**

1	131.0	1.20	33.1	C
2	132.0	1.39	37.8	D
3	129.0	1.19	33.2	C
4	132.0	1.32	36.0	D
5	132.0	1.29	35.2	D
6	131.0	1.35	37.1	D
7	133.0	1.39	37.5	D
8	132.0	1.18	32.1	C
9	132.0	1.37	37.3	D
10	132.0	1.41	38.6	D
<b>Average:</b>	<b>131.0</b>	<b>1.31</b>	<b>35.8</b>	<b>D</b>

**ESTES DRIVE & E. FRANKLIN STREET -- SIGNALIZED**

**NODE: 70527**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>EB L on Estes Drive: Superlink ID 525</b>				
1	366.0	5.59	55.0	D
2	364.0	6.98	69.0	E
3	366.0	6.48	63.8	E
4	369.0	5.97	58.2	E

Intersection Level of Service by Lane Group

**ESTES DRIVE & E. FRANKLIN STREET -- SIGNALIZED**

**NODE: 70527**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
5	364.0	5.36	53.0	D
6	362.0	6.30	62.7	E
7	365.0	5.50	54.3	D
8	370.0	6.85	66.6	E
9	365.0	9.02	88.9	F
10	369.0	7.12	69.5	E
<b>Average:</b>	<b>366.0</b>	<b>6.52</b>	<b>64.1</b>	<b>E</b>

**EB TR on Estes Drive: Superlink ID 525**

1	417.0	4.43	38.3	D
2	414.0	4.26	37.0	D
3	408.0	4.22	37.2	D
4	417.0	4.30	37.1	D
5	411.0	4.76	41.7	D
6	419.0	4.32	37.1	D
7	416.0	4.48	38.8	D
8	416.0	4.08	35.3	D
9	420.0	4.86	41.7	D
10	419.0	4.65	39.9	D
<b>Average:</b>	<b>415.0</b>	<b>4.44</b>	<b>38.4</b>	<b>D</b>

**NB L on E. Franklin Street: Superlink ID 533**

1	54.0	0.97	64.9	E
2	52.0	0.92	63.5	E
3	56.0	1.02	65.6	E
4	50.0	0.83	60.0	E
5	54.0	0.97	64.5	E
6	52.0	0.85	59.0	E
7	53.0	0.98	66.8	E
8	51.0	0.99	70.1	E
9	50.0	1.02	73.2	E
10	51.0	0.86	60.7	E
<b>Average:</b>	<b>52.0</b>	<b>0.94</b>	<b>64.8</b>	<b>E</b>

**NB T on E. Franklin Street: Superlink ID 533**

1	211.0	1.59	27.2	C
2	204.0	1.48	26.1	C
3	205.0	1.63	28.6	C
4	205.0	1.65	29.0	C
5	221.0	1.59	25.9	C
6	198.0	1.64	29.7	C
7	205.0	1.62	28.4	C
8	215.0	1.67	27.9	C
9	207.0	1.56	27.2	C
10	209.0	1.54	26.6	C
<b>Average:</b>	<b>208.0</b>	<b>1.60</b>	<b>27.7</b>	<b>C</b>

Intersection Level of Service by Lane Group

**ESTES DRIVE & E. FRANKLIN STREET -- SIGNALIZED**

**NODE: 70527**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>NB TR on E. Franklin Street: Superlink ID 533</b>				
1	234.0	1.84	28.3	C
2	245.0	1.95	28.6	C
3	242.0	1.91	28.4	C
4	246.0	1.96	28.7	C
5	228.0	1.73	27.3	C
6	251.0	1.80	25.8	C
7	245.0	1.92	28.2	C
8	235.0	1.72	26.3	C
9	242.0	1.83	27.2	C
10	242.0	1.79	26.7	C
<b>Average:</b>	<b>241.0</b>	<b>1.85</b>	<b>27.6</b>	<b>C</b>

<b>NWB L on Estes Drive: Superlink ID 528</b>				
1	107.0	1.09	36.6	D
2	105.0	0.99	34.1	C
3	107.0	1.05	35.4	D
4	106.0	1.15	39.0	D
5	106.0	1.08	36.7	D
6	106.0	1.05	35.6	D
7	106.0	1.08	36.8	D
8	105.0	1.14	39.0	D
9	106.0	1.04	35.3	D
10	108.0	1.12	37.3	D
<b>Average:</b>	<b>106.0</b>	<b>1.08</b>	<b>36.6</b>	<b>D</b>

<b>NWB R on Estes Drive: Superlink ID 528</b>				
1	110.0	1.12	36.7	D
2	109.0	0.92	30.3	C
3	110.0	1.02	33.4	C
4	110.0	1.18	38.7	D
5	110.0	1.13	36.9	D
6	110.0	0.93	30.4	C
7	108.0	1.04	34.6	C
8	112.0	1.06	34.2	C
9	109.0	1.02	33.8	C
10	109.0	1.00	33.1	C
<b>Average:</b>	<b>109.0</b>	<b>1.04</b>	<b>34.2</b>	<b>C</b>

<b>NWB T on Estes Drive: Superlink ID 528</b>				
1	216.0	3.60	60.0	E
2	217.0	3.43	56.8	E
3	216.0	3.39	56.5	E
4	218.0	3.44	56.9	E
5	216.0	3.32	55.4	E
6	217.0	3.13	52.0	D

Intersection Level of Service by Lane Group

**ESTES DRIVE & E. FRANKLIN STREET -- SIGNALIZED**

**NODE: 70527**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
7	217.0	3.44	57.1	E
8	217.0	3.31	54.9	D
9	218.0	3.51	58.0	E
10	215.0	3.34	56.0	E
<b>Average:</b>	<b>216.0</b>	<b>3.39</b>	<b>56.4</b>	<b>E</b>

**SB L on E. Franklin Street: Superlink ID 76**

1	91.0	1.54	60.8	E
2	92.0	1.16	45.3	D
3	94.0	1.37	52.3	D
4	89.0	1.36	54.8	D
5	91.0	1.58	62.7	E
6	90.0	1.21	48.6	D
7	94.0	1.51	57.8	E
8	94.0	1.20	45.9	D
9	90.0	1.39	55.8	E
10	91.0	1.47	58.3	E
<b>Average:</b>	<b>91.0</b>	<b>1.38</b>	<b>54.2</b>	<b>D</b>

**SB T on E. Franklin Street: Superlink ID 76**

1	368.0	2.90	28.4	C
2	366.0	3.04	29.9	C
3	362.0	2.95	29.3	C
4	379.0	3.12	29.6	C
5	362.0	2.76	27.5	C
6	374.0	3.10	29.8	C
7	375.0	3.07	29.5	C
8	361.0	2.97	29.6	C
9	363.0	3.04	30.1	C
10	363.0	2.84	28.2	C
<b>Average:</b>	<b>367.0</b>	<b>2.98</b>	<b>29.2</b>	<b>C</b>

**SB TR on E. Franklin Street: Superlink ID 76**

1	440.0	3.70	30.3	C
2	452.0	3.83	30.5	C
3	461.0	3.72	29.0	C
4	438.0	3.79	31.1	C
5	457.0	3.45	27.2	C
6	445.0	3.87	31.3	C
7	445.0	3.90	31.6	C
8	458.0	3.60	28.3	C
9	460.0	3.87	30.3	C
10	458.0	3.63	28.5	C
<b>Average:</b>	<b>451.0</b>	<b>3.74</b>	<b>29.8</b>	<b>C</b>

Intersection Level of Service by Lane Group

**ESTES DRIVE & SOMERSET DRIVE -- UNSIGNALIZED**

**NODE: 8**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>EB L on Estes Drive: Superlink ID 536</b>				
1	28.0	0.04	5.5	A
2	26.0	0.03	4.0	A
3	26.0	0.03	4.5	A
4	27.0	0.04	5.7	A
5	26.0	0.04	4.9	A
6	26.0	0.05	6.5	A
7	29.0	0.04	5.5	A
8	26.0	0.05	7.5	A
9	26.0	0.03	3.7	A
10	26.0	0.04	5.1	A
<b>Average:</b>	<b>26.0</b>	<b>0.04</b>	<b>5.3</b>	<b>A</b>

<b>EB T on Estes Drive: Superlink ID 536</b>				
1	821.0	0.02	0.1	A
2	823.0	0.01	0.0	A
3	822.0	0.03	0.1	A
4	819.0	0.03	0.1	A
5	823.0	0.01	0.1	A
6	821.0	0.02	0.1	A
7	823.0	0.03	0.1	A
8	821.0	0.04	0.2	A
9	826.0	0.01	0.1	A
10	822.0	0.02	0.1	A
<b>Average:</b>	<b>822.0</b>	<b>0.02</b>	<b>0.1</b>	<b>A</b>

<b>SB LR on Somerset Drive: Superlink ID 540</b>				
1	48.0	0.15	11.6	B
2	50.0	0.14	10.3	B
3	50.0	0.17	12.4	B
4	50.0	0.17	12.3	B
5	50.0	0.23	16.3	C
6	49.0	0.19	13.9	B
7	48.0	0.18	13.2	B
8	49.0	0.15	11.3	B
9	50.0	0.21	15.1	C
10	49.0	0.15	10.8	B
<b>Average:</b>	<b>49.0</b>	<b>0.17</b>	<b>12.7</b>	<b>B</b>

<b>WB TR on Estes Drive: Superlink ID 522</b>				
1	588.0	0.00	0.0	A
2	586.0	0.00	0.0	A
3	582.0	0.00	0.0	A
4	576.0	0.00	0.0	A
5	583.0	0.00	0.0	A
6	582.0	0.00	0.0	A

Intersection Level of Service by Lane Group

**ESTES DRIVE & SOMERSET DRIVE -- UNSIGNALIZED**

**NODE: 8**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
7	584.0	0.00	0.0	A
8	597.0	0.00	0.0	A
9	581.0	0.00	0.0	A
10	579.0	0.00	0.0	A
<b>Average:</b>	<b>583.0</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE -- SIGNALIZED**

**NODE: 70532**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>EB L on Estes Drive Extension: Superlink ID 374</b>				
1	276.0	4.60	60.0	E
2	276.0	4.90	63.9	E
3	276.0	4.53	59.1	E
4	273.0	4.58	60.4	E
5	272.0	4.43	58.6	E
6	274.0	4.33	56.9	E
7	275.0	4.49	58.7	E
8	277.0	4.79	62.3	E
9	278.0	4.84	62.7	E
10	276.0	4.61	60.1	E
<b>Average:</b>	<b>275.0</b>	<b>4.61</b>	<b>60.3</b>	<b>E</b>

**EB R on Estes Drive Extension: Superlink ID 374**

1	82.0	0.75	33.1	C
2	82.0	0.74	32.4	C
3	82.0	0.77	33.7	C
4	82.0	0.81	35.8	D
5	82.0	0.84	36.9	D
6	81.0	0.73	32.7	C
7	82.0	0.83	36.5	D
8	82.0	0.78	34.0	C
9	82.0	0.70	30.7	C
10	82.0	0.62	27.1	C
<b>Average:</b>	<b>81.0</b>	<b>0.76</b>	<b>33.3</b>	<b>C</b>

**EB T on Estes Drive Extension: Superlink ID 374**

1	310.0	4.03	46.8	D
2	311.0	4.28	49.6	D
3	309.0	3.79	44.1	D
4	310.0	3.99	46.4	D
5	310.0	4.06	47.2	D
6	312.0	3.87	44.6	D
7	310.0	3.99	46.3	D
8	310.0	4.17	48.4	D
9	308.0	3.89	45.4	D
10	308.0	3.96	46.3	D
<b>Average:</b>	<b>309.0</b>	<b>4.00</b>	<b>46.5</b>	<b>D</b>



Intersection Level of Service by Lane Group

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE -- SIGNALIZED**

**NODE: 70532**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>NB L on NC 86 (MLK Jr. Blvd): Superlink ID 377</b>				
1	36.0	0.31	30.9	C
2	36.0	0.26	25.5	C
3	36.0	0.29	29.2	C
4	35.0	0.35	35.9	D
5	34.0	0.24	25.9	C
6	35.0	0.32	33.0	C
7	35.0	0.29	29.5	C
8	34.0	0.37	39.4	D
9	35.0	0.37	38.0	D
10	36.0	0.39	38.8	D
<b>Average:</b>	<b>35.0</b>	<b>0.32</b>	<b>32.6</b>	<b>C</b>
<b>NB R on NC 86 (MLK Jr. Blvd): Superlink ID 377</b>				
1	124.0	0.80	23.2	C
2	126.0	0.63	18.1	B
3	127.0	0.95	27.1	C
4	124.0	0.74	21.6	C
5	127.0	0.88	25.0	C
6	126.0	0.88	25.2	C
7	127.0	0.88	24.9	C
8	123.0	0.78	22.8	C
9	125.0	0.94	27.0	C
10	124.0	1.01	29.4	C
<b>Average:</b>	<b>125.0</b>	<b>0.85</b>	<b>24.4</b>	<b>C</b>
<b>NB T on NC 86 (MLK Jr. Blvd): Superlink ID 377</b>				
1	447.0	4.86	39.2	D
2	447.0	4.82	38.8	D
3	451.0	4.76	38.0	D
4	449.0	4.82	38.6	D
5	451.0	5.07	40.5	D
6	458.0	4.84	38.0	D
7	449.0	4.92	39.5	D
8	448.0	4.81	38.7	D
9	449.0	4.95	39.6	D
10	449.0	4.81	38.6	D
<b>Average:</b>	<b>449.0</b>	<b>4.87</b>	<b>39.0</b>	<b>D</b>
<b>SB L on NC 86 (MLK Jr. Blvd): Superlink ID 534</b>				
1	398.0	3.99	36.1	D
2	396.0	3.83	34.8	C
3	399.0	3.51	31.7	C
4	398.0	3.72	33.6	C
5	401.0	3.83	34.4	C

Intersection Level of Service by Lane Group

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE -- SIGNALIZED** **NODE: 70532**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	395.0	4.10	37.3	D
7	403.0	3.43	30.6	C
8	398.0	3.36	30.4	C
9	404.0	3.82	34.1	C
10	399.0	3.56	32.1	C
<b>Average:</b>	<b>399.0</b>	<b>3.72</b>	<b>33.5</b>	<b>C</b>

**SB R on NC 86 (MLK Jr. Blvd): Superlink ID 534**

1	223.0	0.91	14.7	B
2	224.0	0.92	14.8	B
3	223.0	0.91	14.7	B
4	222.0	0.93	15.0	B
5	224.0	0.86	13.9	B
6	224.0	0.84	13.5	B
7	224.0	0.93	14.9	B
8	225.0	0.97	15.5	B
9	225.0	0.97	15.5	B
10	224.0	0.96	15.4	B
<b>Average:</b>	<b>223.0</b>	<b>0.92</b>	<b>14.8</b>	<b>B</b>

**SB T on NC 86 (MLK Jr. Blvd): Superlink ID 534**

1	961.0	7.82	29.3	C
2	962.0	7.76	29.0	C
3	968.0	7.96	29.6	C
4	968.0	8.04	29.9	C
5	966.0	7.83	29.2	C
6	970.0	7.99	29.6	C
7	971.0	7.87	29.2	C
8	971.0	8.09	30.0	C
9	975.0	8.17	30.2	C
10	965.0	8.08	30.1	C
<b>Average:</b>	<b>967.0</b>	<b>7.96</b>	<b>29.6</b>	<b>C</b>

**WB L on Estes Drive: Superlink ID 535**

1	195.0	3.39	62.6	E
2	195.0	3.64	67.2	E
3	193.0	3.03	56.5	E
4	187.0	3.36	64.6	E
5	193.0	3.58	66.7	E
6	195.0	3.49	64.4	E
7	193.0	3.24	60.4	E
8	197.0	3.33	60.9	E
9	195.0	3.22	59.4	E
10	192.0	3.15	59.1	E
<b>Average:</b>	<b>193.0</b>	<b>3.34</b>	<b>62.2</b>	<b>E</b>

Intersection Level of Service by Lane Group

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE -- SIGNALIZED**

**NODE: 70532**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>WB R on Estes Drive: Superlink ID 535</b>				
1	244.0	1.79	26.5	C
2	248.0	1.88	27.3	C
3	244.0	1.84	27.2	C
4	246.0	1.56	22.9	C
5	242.0	1.78	26.4	C
6	246.0	1.86	27.2	C
7	239.0	1.77	26.7	C
8	248.0	1.77	25.6	C
9	243.0	1.94	28.7	C
10	245.0	1.90	27.9	C
<b>Average:</b>	<b>244.0</b>	<b>1.81</b>	<b>26.6</b>	<b>C</b>

**WB T on Estes Drive: Superlink ID 535**

1	160.0	2.03	45.7	D
2	156.0	1.84	42.6	D
3	161.0	1.91	42.7	D
4	158.0	2.09	47.7	D
5	160.0	2.15	48.4	D
6	165.0	2.31	50.4	D
7	159.0	2.01	45.4	D
8	163.0	2.10	46.4	D
9	158.0	2.30	52.5	D
10	161.0	1.93	43.2	D
<b>Average:</b>	<b>160.0</b>	<b>2.07</b>	<b>46.5</b>	<b>D</b>

**NC 86 (MLK JR. BLVD) & AURA ACCESS #1 -- UNSIGNALIZED**

**NODE: 2**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>NB R on NC 86 (MLK Jr. Blvd): Superlink ID 534</b>				
1	15.0	0.00	0.0	A
2	18.0	0.00	0.0	A
3	15.0	0.00	0.0	A
4	15.0	0.00	0.0	A
5	16.0	0.00	0.0	A
6	19.0	0.00	0.0	A
7	13.0	0.00	0.0	A
8	19.0	0.00	0.0	A
9	18.0	0.00	0.0	A
10	18.0	0.00	0.0	A
<b>Average:</b>	<b>16.0</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>

**NB T on NC 86 (MLK Jr. Blvd): Superlink ID 534**

1	953.0	0.00	0.0	A
2	955.0	0.00	0.0	A
3	953.0	0.00	0.0	A
4	951.0	0.00	0.0	A

Intersection Level of Service by Lane Group

**NC 86 (MLK JR. BLVD) & AURA ACCESS #1 -- UNSIGNALIZED**

**NODE: 2**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
5	948.0	0.00	0.0	A
6	955.0	0.00	0.0	A
7	948.0	0.00	0.0	A
8	954.0	0.00	0.0	A
9	953.0	0.00	0.0	A
10	951.0	0.00	0.0	A
<b>Average:</b>	<b>952.0</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>

**SB T on NC 86 (MLK Jr. Blvd): Superlink ID 376**

1	1,603.0	0.00	0.0	A
2	1,604.0	0.00	0.0	A
3	1,604.0	0.01	0.0	A
4	1,598.0	0.00	0.0	A
5	1,609.0	0.00	0.0	A
6	1,601.0	0.02	0.0	A
7	1,604.0	0.01	0.0	A
8	1,605.0	0.00	0.0	A
9	1,609.0	0.02	0.0	A
10	1,604.0	0.02	0.0	A
<b>Average:</b>	<b>1,604.0</b>	<b>0.01</b>	<b>0.0</b>	<b>A</b>

**WB R on Aura Access #1: Superlink ID 537**

1	49.0	0.09	6.5	A
2	50.0	0.09	6.7	A
3	50.0	0.11	8.1	A
4	50.0	0.10	7.0	A
5	50.0	0.09	6.6	A
6	50.0	0.12	8.3	A
7	50.0	0.09	6.2	A
8	50.0	0.10	7.0	A
9	50.0	0.09	6.6	A
10	50.0	0.11	7.6	A
<b>Average:</b>	<b>49.0</b>	<b>0.10</b>	<b>7.1</b>	<b>A</b>

**SOMERSET DRIVE & LOCK7 MAIN ACCESS -- UNSIGNALIZED**

**NODE: 4**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>EB LR on Lock7 Main Access: Superlink ID 541</b>				
1	25.0	0.03	4.1	A
2	25.0	0.03	4.1	A
3	25.0	0.03	4.4	A
4	25.0	0.03	4.5	A
5	25.0	0.03	4.3	A
6	25.0	0.03	4.4	A
7	25.0	0.03	4.2	A
8	25.0	0.03	4.2	A
9	25.0	0.03	4.5	A

Intersection Level of Service by Lane Group

**SOMERSET DRIVE & LOCK7 MAIN ACCESS -- UNSIGNALIZED**

**NODE: 4**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	25.0	0.03	4.2	A
<b>Average:</b>	<b>25.0</b>	<b>0.03</b>	<b>4.3</b>	<b>A</b>

**NB LT on Somerset Drive: Superlink ID 540**

1	47.0	0.00	0.0	A
2	41.0	0.00	0.0	A
3	46.0	0.00	0.1	A
4	43.0	0.00	0.0	A
5	44.0	0.00	0.0	A
6	42.0	0.00	0.0	A
7	47.0	0.00	0.0	A
8	42.0	0.00	0.0	A
9	44.0	0.00	0.0	A
10	42.0	0.00	0.1	A
<b>Average:</b>	<b>43.0</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>

**SB TR on Somerset Drive: Superlink ID 539**

1	24.0	0.00	0.0	A
2	24.0	0.00	0.0	A
3	25.0	0.00	0.0	A
4	25.0	0.00	0.0	A
5	24.0	0.00	0.0	A
6	24.0	0.00	0.0	A
7	24.0	0.00	0.0	A
8	24.0	0.00	0.0	A
9	24.0	0.00	0.0	A
10	24.0	0.00	0.0	A
<b>Average:</b>	<b>24.0</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>

**Intersection Level of Service by Lane Group**

Project: Lock7 TIA 2025  
 Scenario: Lock 7 2025 Build - AM  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 08:00:00 - 09:00:00  
 Interval: Summary  
 Selection: --

# Intersection Level of Service by Lane Group - Total Control Delay

**ESTES DRIVE & AURA ACCESS #2**

**NODE: 3**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive	535	0.0	0.0	0.0	0.1	10
EB T	Estes Drive	535	0.0	0.0	0.0	0.0	10
SB L	Aura Access #2	538	0.3	0.0	0.2	0.3	10
SB R	Aura Access #2	538	0.1	0.0	0.0	0.1	10
WB R	Estes Drive	536	0.0	0.0	0.0	0.0	10
WB T	Estes Drive	536	0.0	0.0	0.0	0.0	10

**ESTES DRIVE & CASWELL RD**

**NODE: 70219**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NEB LTR	Caswell Rd	523	0.4	0.2	0.3	0.8	10
NWB L	Estes Drive	525	0.0	0.0	0.0	0.0	10
NWB TR	Estes Drive	525	1.9	0.1	1.6	2.1	10
SEB L	Estes Drive	522	0.5	0.0	0.4	0.5	10
SEB TR	Estes Drive	522	1.3	0.1	1.1	1.4	10
SWB L	Caswell Rd	524	0.4	0.0	0.4	0.5	10
SWB TR	Caswell Rd	524	1.3	0.1	1.2	1.4	10

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive	525	6.5	1.1	5.4	9.0	10
EB TR	Estes Drive	525	4.4	0.3	4.1	4.9	10
NB L	E. Franklin Street	533	0.9	0.1	0.8	1.0	10
NB T	E. Franklin Street	533	1.6	0.1	1.5	1.7	10
NB TR	E. Franklin Street	533	1.8	0.1	1.7	2.0	10
NWB L	Estes Drive	528	1.1	0.0	1.0	1.2	10
NWB R	Estes Drive	528	1.0	0.1	0.9	1.2	10
NWB T	Estes Drive	528	3.4	0.1	3.1	3.6	10
SB L	E. Franklin Street	76	1.4	0.1	1.2	1.6	10
SB T	E. Franklin Street	76	3.0	0.1	2.8	3.1	10
SB TR	E. Franklin Street	76	3.7	0.1	3.5	3.9	10

**ESTES DRIVE & SOMERSET DRIVE**

**NODE: 8**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive	536	0.0	0.0	0.0	0.1	10
EB T	Estes Drive	536	0.0	0.0	0.0	0.0	10
SB LR	Somerset Drive	540	0.2	0.0	0.1	0.2	10
WB TR	Estes Drive	522	0.0	0.0	0.0	0.0	10

Intersection Level of Service by Lane Group

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive Extension	374	4.6	0.2	4.3	4.9	10
EB R	Estes Drive Extension	374	0.8	0.1	0.6	0.8	10
EB T	Estes Drive Extension	374	4.0	0.1	3.8	4.3	10
NB L	NC 86 (MLK Jr. Blvd)	377	0.3	0.1	0.2	0.4	10
NB R	NC 86 (MLK Jr. Blvd)	377	0.8	0.1	0.6	1.0	10
NB T	NC 86 (MLK Jr. Blvd)	377	4.9	0.1	4.8	5.1	10
SB L	NC 86 (MLK Jr. Blvd)	534	3.7	0.2	3.4	4.1	10
SB R	NC 86 (MLK Jr. Blvd)	534	0.9	0.0	0.8	1.0	10
SB T	NC 86 (MLK Jr. Blvd)	534	8.0	0.1	7.8	8.2	10
WB L	Estes Drive	535	3.3	0.2	3.0	3.6	10
WB R	Estes Drive	535	1.8	0.1	1.6	1.9	10
WB T	Estes Drive	535	2.1	0.2	1.8	2.3	10

**NC 86 (MLK JR. BLVD) & AURA ACCESS #1**

**NODE: 2**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB R	NC 86 (MLK Jr. Blvd)	534	0.0	0.0	0.0	0.0	10
NB T	NC 86 (MLK Jr. Blvd)	534	0.0	0.0	0.0	0.0	10
SB T	NC 86 (MLK Jr. Blvd)	376	0.0	0.0	0.0	0.0	10
WB R	Aura Access #1	537	0.1	0.0	0.1	0.1	10

**SOMERSET DRIVE & LOCK7 MAIN ACCESS**

**NODE: 4**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LR	Lock7 Main Access	541	0.0	0.0	0.0	0.0	10
NB LT	Somerset Drive	540	0.0	0.0	0.0	0.0	10
SB TR	Somerset Drive	539	0.0	0.0	0.0	0.0	10

**Intersection Level of Service by Lane Group**

Project: Lock7 TIA 2025  
 Scenario: Lock 7 2025 Build - AM  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 08:00:00 - 09:00:00  
 Interval: Summary  
 Selection: --

# Intersection Level of Service by Lane Group - Avg Control Delay

**ESTES DRIVE & AURA ACCESS #2**

**NODE: 3**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive	535	4.5	0.9	3.2	5.9	10
EB T	Estes Drive	535	0.1	0.0	0.1	0.2	10
SB L	Aura Access #2	538	17.5	2.5	13.8	20.6	10
SB R	Aura Access #2	538	6.0	0.8	4.7	7.1	10
WB R	Estes Drive	536	0.0	0.0	0.0	0.0	10
WB T	Estes Drive	536	0.0	0.0	0.0	0.0	10

**ESTES DRIVE & CASWELL RD**

**NODE: 70219**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NEB LTR	Caswell Rd	523	65.0	20.8	40.6	113.8	10
NWB L	Estes Drive	525	17.8	19.3	0.0	49.6	8
NWB TR	Estes Drive	525	12.7	0.9	11.3	14.3	10
SEB L	Estes Drive	522	9.0	0.6	8.0	9.8	10
SEB TR	Estes Drive	522	6.1	0.5	5.3	6.8	10
SWB L	Caswell Rd	524	35.0	4.0	29.4	42.5	10
SWB TR	Caswell Rd	524	35.8	2.3	32.1	38.6	10

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive	525	64.1	10.6	53.0	88.9	10
EB TR	Estes Drive	525	38.4	2.1	35.3	41.7	10
NB L	E. Franklin Street	533	64.8	4.5	59.0	73.2	10
NB T	E. Franklin Street	533	27.7	1.3	25.9	29.7	10
NB TR	E. Franklin Street	533	27.6	1.0	25.8	28.7	10
NWB L	Estes Drive	528	36.6	1.6	34.1	39.0	10
NWB R	Estes Drive	528	34.2	2.7	30.3	38.7	10
NWB T	Estes Drive	528	56.4	2.1	52.0	60.0	10
SB L	E. Franklin Street	76	54.2	6.1	45.3	62.7	10
SB T	E. Franklin Street	76	29.2	0.9	27.5	30.1	10
SB TR	E. Franklin Street	76	29.8	1.5	27.2	31.6	10

**ESTES DRIVE & SOMERSET DRIVE**

**NODE: 8**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive	536	5.3	1.1	3.7	7.5	10
EB T	Estes Drive	536	0.1	0.0	0.0	0.2	10
SB LR	Somerset Drive	540	12.7	1.9	10.3	16.3	10
WB TR	Estes Drive	522	0.0	0.0	0.0	0.0	10



Intersection Level of Service by Lane Group

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive Extension	374	60.3	2.1	56.9	63.9	10
EB R	Estes Drive Extension	374	33.3	2.9	27.1	36.9	10
EB T	Estes Drive Extension	374	46.5	1.6	44.1	49.6	10
NB L	NC 86 (MLK Jr. Blvd)	377	32.6	5.2	25.5	39.4	10
NB R	NC 86 (MLK Jr. Blvd)	377	24.4	3.2	18.1	29.4	10
NB T	NC 86 (MLK Jr. Blvd)	377	39.0	0.8	38.0	40.5	10
SB L	NC 86 (MLK Jr. Blvd)	534	33.5	2.3	30.4	37.3	10
SB R	NC 86 (MLK Jr. Blvd)	534	14.8	0.7	13.5	15.5	10
SB T	NC 86 (MLK Jr. Blvd)	534	29.6	0.4	29.0	30.2	10
WB L	Estes Drive	535	62.2	3.5	56.5	67.2	10
WB R	Estes Drive	535	26.6	1.6	22.9	28.7	10
WB T	Estes Drive	535	46.5	3.3	42.6	52.5	10

**NC 86 (MLK JR. BLVD) & AURA ACCESS #1**

**NODE: 2**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB R	NC 86 (MLK Jr. Blvd)	534	0.0	0.0	0.0	0.0	10
NB T	NC 86 (MLK Jr. Blvd)	534	0.0	0.0	0.0	0.0	10
SB T	NC 86 (MLK Jr. Blvd)	376	0.0	0.0	0.0	0.0	10
WB R	Aura Access #1	537	7.1	0.7	6.2	8.3	10

**SOMERSET DRIVE & LOCK7 MAIN ACCESS**

**NODE: 4**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LR	Lock7 Main Access	541	4.3	0.2	4.1	4.5	10
NB LT	Somerset Drive	540	0.0	0.0	0.0	0.1	10
SB TR	Somerset Drive	539	0.0	0.0	0.0	0.0	10

Project: Lock7 TIA 2025  
 Scenario: Lock 7 2025 Build - NN  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 12:00:00 - 13:00:00  
 Interval: Summary  
 Selection: --

# Intersection Level of Service - Overview

## ESTES DRIVE & AURA ACCESS #2 -- UNSIGNALIZED

NODE: 3

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,287.0	0.27	0.8	A
2	1,285.0	0.34	1.0	A
3	1,289.0	0.31	0.9	A
4	1,286.0	0.32	0.9	A
5	1,284.0	0.31	0.9	A
6	1,288.0	0.23	0.7	A
7	1,290.0	0.27	0.8	A
8	1,278.0	0.31	0.9	A
9	1,295.0	0.35	1.0	A
10	1,288.0	0.31	0.9	A
<b>Average:</b>	<b>1,287.0</b>	<b>0.30</b>	<b>0.9</b>	<b>A</b>

## ESTES DRIVE & CASWELL RD -- SIGNALIZED

NODE: 70219

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,221.0	2.64	7.8	A
2	1,215.0	2.91	8.6	A
3	1,224.0	3.19	9.4	A
4	1,218.0	2.96	8.7	A
5	1,218.0	3.30	9.8	A
6	1,214.0	2.70	8.0	A
7	1,222.0	3.27	9.6	A
8	1,212.0	2.77	8.2	A
9	1,208.0	3.16	9.4	A
10	1,224.0	3.04	8.9	A
<b>Average:</b>	<b>1,217.6</b>	<b>2.99</b>	<b>8.8</b>	<b>A</b>

## ESTES DRIVE & E. FRANKLIN STREET -- SIGNALIZED

NODE: 70527

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,693.0	29.01	38.8	D
2	2,694.0	28.64	38.3	D
3	2,687.0	29.53	39.6	D
4	2,683.0	29.67	39.8	D
5	2,677.0	28.56	38.4	D
6	2,686.0	28.07	37.6	D
7	2,689.0	28.85	38.6	D
8	2,678.0	27.46	36.9	D
9	2,683.0	28.43	38.2	D
10	2,686.0	28.34	38.0	D
<b>Average:</b>	<b>2,685.6</b>	<b>28.66</b>	<b>38.4</b>	<b>D</b>

Intersection Level of Service

**ESTES DRIVE & SOMERSET DRIVE -- UNSIGNALIZED**

**NODE: 8**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,223.0	0.16	0.5	A
2	1,216.0	0.20	0.6	A
3	1,219.0	0.19	0.6	A
4	1,214.0	0.15	0.5	A
5	1,214.0	0.17	0.5	A
6	1,221.0	0.17	0.5	A
7	1,225.0	0.18	0.5	A
8	1,217.0	0.18	0.5	A
9	1,216.0	0.16	0.5	A
10	1,222.0	0.17	0.5	A
<b>Average:</b>	<b>1,218.7</b>	<b>0.17</b>	<b>0.5</b>	<b>A</b>

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE -- SIGNALIZED**

**NODE: 70532**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,534.0	18.52	26.3	C
2	2,532.0	18.45	26.2	C
3	2,545.0	19.23	27.2	C
4	2,546.0	19.21	27.2	C
5	2,543.0	18.57	26.3	C
6	2,534.0	18.78	26.7	C
7	2,543.0	19.14	27.1	C
8	2,529.0	19.38	27.6	C
9	2,551.0	19.18	27.1	C
10	2,534.0	18.85	26.8	C
<b>Average:</b>	<b>2,539.1</b>	<b>18.93</b>	<b>26.9</b>	<b>C</b>

**NC 86 (MLK JR. BLVD) & AURA ACCESS #1 -- UNSIGNALIZED**

**NODE: 2**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,824.0	0.08	0.2	A
2	1,825.0	0.07	0.1	A
3	1,825.0	0.07	0.1	A
4	1,820.0	0.07	0.1	A
5	1,820.0	0.08	0.2	A
6	1,824.0	0.07	0.1	A
7	1,822.0	0.08	0.2	A
8	1,819.0	0.06	0.1	A
9	1,828.0	0.07	0.1	A
10	1,820.0	0.07	0.1	A
<b>Average:</b>	<b>1,822.7</b>	<b>0.07</b>	<b>0.1</b>	<b>A</b>

**SOMERSET DRIVE & LOCK7 MAIN ACCESS -- UNSIGNALIZED**

**NODE: 4**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	101.0	0.02	0.9	A
2	97.0	0.03	1.0	A
3	94.0	0.03	1.0	A

### Intersection Level of Service

4	99.0	0.02	0.8	A
5	96.0	0.02	0.8	A
6	101.0	0.02	0.8	A
7	98.0	0.02	0.7	A
8	98.0	0.02	0.9	A
9	99.0	0.02	0.8	A
10	94.0	0.02	0.9	A
<b>Average:</b>	<b>97.7</b>	<b>0.02</b>	<b>0.9</b>	<b>A</b>

## Intersection Level of Service

Project: Lock7 TIA 2025  
Scenario: Lock 7 2025 Build - NN  
Run(s): Batch (10 runs)  
Simulated: Various  
Time: 12:00:00 - 13:00:00  
Interval: Summary  
Selection: --

## Intersection Level of Service - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
3	Estes Drive & Aura Access #2	Stop	0.3	0.0	0.2	0.4	10
70219	Estes Drive & Caswell Rd	Actuated	3.0	0.2	2.6	3.3	10
70527	Estes Drive & E. Franklin Street	Actuated	28.7	0.7	27.5	29.7	10
8	Estes Drive & Somerset Drive	Stop	0.2	0.0	0.2	0.2	10
70532	Estes Drive Extension, NC 86 (MLK Jr. Blvd) & Estes Drive	Actuated	18.9	0.3	18.5	19.4	10
2	NC 86 (MLK Jr. Blvd) & Aura Access #1	Stop	0.1	0.0	0.1	0.1	10
4	Somerset Drive & Lock7 Main Access	Stop	0.0	0.0	0.0	0.0	10

## Intersection Level of Service

Project: Lock7 TIA 2025  
Scenario: Lock 7 2025 Build - NN  
Run(s): Batch (10 runs)  
Simulated: Various  
Time: 12:00:00 - 13:00:00  
Interval: Summary  
Selection: --

# Intersection Level of Service - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
3	Estes Drive & Aura Access #2	Stop	0.9	0.1	0.7	1.0	10
70219	Estes Drive & Caswell Rd	Actuated	8.8	0.7	7.8	9.8	10
70527	Estes Drive & E. Franklin Street	Actuated	38.4	0.9	36.9	39.8	10
8	Estes Drive & Somerset Drive	Stop	0.5	0.0	0.5	0.6	10
70532	Estes Drive Extension, NC 86 (MLK Jr. Blvd) & Estes Drive	Actuated	26.9	0.5	26.2	27.6	10
2	NC 86 (MLK Jr. Blvd) & Aura Access #1	Stop	0.1	0.0	0.1	0.2	10
4	Somerset Drive & Lock7 Main Access	Stop	0.9	0.1	0.7	1.0	10

Project: Lock7 TIA 2025  
 Scenario: Lock 7 2025 Build - NN  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 12:00:00 - 13:00:00  
 Interval: Summary  
 Selection: --

# Intersection Level of Service by Lane Group - Overview

## ESTES DRIVE & AURA ACCESS #2 -- UNSIGNALIZED

NODE: 3

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>EB L on Estes Drive: Superlink ID 535</b>				
1	45.0	0.05	4.0	A
2	45.0	0.06	4.7	A
3	44.0	0.07	5.4	A
4	47.0	0.07	5.4	A
5	47.0	0.07	5.5	A
6	46.0	0.04	3.5	A
7	44.0	0.04	3.5	A
8	43.0	0.06	5.0	A
9	44.0	0.09	7.0	A
10	45.0	0.06	5.1	A
<b>Average:</b>	<b>45.0</b>	<b>0.06</b>	<b>4.9</b>	<b>A</b>

## EB T on Estes Drive: Superlink ID 535

1	541.0	0.01	0.1	A
2	541.0	0.01	0.0	A
3	546.0	0.01	0.1	A
4	547.0	0.01	0.1	A
5	548.0	0.01	0.1	A
6	543.0	0.01	0.1	A
7	553.0	0.00	0.0	A
8	550.0	0.00	0.0	A
9	547.0	0.01	0.1	A
10	545.0	0.01	0.1	A
<b>Average:</b>	<b>546.0</b>	<b>0.01</b>	<b>0.1</b>	<b>A</b>

## SB L on Aura Access #2: Superlink ID 538

1	46.0	0.16	12.8	B
2	48.0	0.22	16.2	C
3	47.0	0.17	13.3	B
4	45.0	0.19	15.1	C
5	45.0	0.17	13.6	B
6	46.0	0.14	11.0	B
7	46.0	0.17	13.6	B
8	45.0	0.19	14.8	B
9	46.0	0.21	16.8	C
10	48.0	0.19	14.2	B
<b>Average:</b>	<b>46.0</b>	<b>0.18</b>	<b>14.1</b>	<b>B</b>

## SB R on Aura Access #2: Superlink ID 538

Intersection Level of Service by Lane Group

**ESTES DRIVE & AURA ACCESS #2 -- UNSIGNALIZED**

**NODE: 3**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	28.0	0.05	6.3	A
2	27.0	0.06	8.4	A
3	28.0	0.06	7.7	A
4	28.0	0.05	6.0	A
5	28.0	0.06	7.4	A
6	28.0	0.04	5.2	A
7	27.0	0.05	6.5	A
8	29.0	0.06	7.0	A
9	30.0	0.04	4.9	A
10	27.0	0.05	6.4	A
<b>Average:</b>	<b>28.0</b>	<b>0.05</b>	<b>6.6</b>	<b>A</b>

**WB R on Estes Drive: Superlink ID 536**

1	42.0	0.00	0.0	A
2	46.0	0.00	0.0	A
3	45.0	0.00	0.0	A
4	43.0	0.00	0.0	A
5	43.0	0.00	0.0	A
6	45.0	0.00	0.0	A
7	43.0	0.00	0.0	A
8	41.0	0.00	0.0	A
9	43.0	0.00	0.0	A
10	44.0	0.00	0.0	A
<b>Average:</b>	<b>43.0</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>

**WB T on Estes Drive: Superlink ID 536**

1	585.0	0.00	0.0	A
2	578.0	0.00	0.0	A
3	579.0	0.00	0.0	A
4	576.0	0.00	0.0	A
5	573.0	0.00	0.0	A
6	580.0	0.00	0.0	A
7	577.0	0.00	0.0	A
8	570.0	0.00	0.0	A
9	585.0	0.00	0.0	A
10	579.0	0.00	0.0	A
<b>Average:</b>	<b>578.0</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>

**ESTES DRIVE & CASWELL RD -- SIGNALIZED**

**NODE: 70219**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>NEB LTR on Caswell Rd: Superlink ID 523</b>				
1	9.0	0.06	23.1	C
2	8.0	0.12	55.8	E
3	8.0	0.12	52.8	D
4	9.0	0.08	32.4	C
5	9.0	0.21	83.9	F



Intersection Level of Service by Lane Group

**ESTES DRIVE & CASWELL RD -- SIGNALIZED**

**NODE: 70219**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	9.0	0.11	44.8	D
7	9.0	0.11	45.0	D
8	9.0	0.17	67.6	E
9	9.0	0.13	53.6	D
10	8.0	0.11	51.2	D
<b>Average:</b>	<b>8.0</b>	<b>0.12</b>	<b>51.0</b>	<b>D</b>

**NWB L on Estes Drive: Superlink ID 525**

1	0.0	0.00	--	--
2	0.0	0.00	--	--
3	1.0	0.01	33.0	C
4	1.0	0.00	2.9	A
5	0.0	0.00	--	--
6	0.0	0.00	--	--
7	0.0	0.00	--	--
8	1.0	0.00	6.1	A
9	2.0	0.00	0.0	A
10	1.0	0.00	0.0	A
<b>Average:</b>	<b>0.0</b>	<b>0.00</b>	<b>8.4</b>	<b>A</b>

**NWB TR on Estes Drive: Superlink ID 525**

1	533.0	1.07	7.2	A
2	526.0	1.01	6.9	A
3	534.0	1.43	9.7	A
4	531.0	1.18	8.0	A
5	523.0	1.38	9.5	A
6	530.0	1.01	6.9	A
7	529.0	1.34	9.1	A
8	519.0	1.13	7.8	A
9	524.0	1.22	8.4	A
10	534.0	1.34	9.0	A
<b>Average:</b>	<b>528.0</b>	<b>1.21</b>	<b>8.3</b>	<b>A</b>

**SEB L on Estes Drive: Superlink ID 522**

1	57.0	0.08	4.9	A
2	54.0	0.06	4.1	A
3	55.0	0.07	4.5	A
4	55.0	0.09	6.0	A
5	57.0	0.13	8.0	A
6	53.0	0.08	5.5	A
7	56.0	0.09	5.5	A
8	57.0	0.06	4.1	A
9	57.0	0.07	4.5	A
10	55.0	0.06	3.8	A
<b>Average:</b>	<b>55.0</b>	<b>0.08</b>	<b>5.1</b>	<b>A</b>

Intersection Level of Service by Lane Group

**ESTES DRIVE & CASWELL RD -- SIGNALIZED**

**NODE: 70219**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>SEB TR on Estes Drive: Superlink ID 522</b>				
1	520.0	0.35	2.4	A
2	523.0	0.52	3.6	A
3	527.0	0.54	3.7	A
4	521.0	0.54	3.7	A
5	529.0	0.47	3.2	A
6	520.0	0.40	2.8	A
7	526.0	0.58	4.0	A
8	525.0	0.34	2.3	A
9	517.0	0.61	4.2	A
10	524.0	0.41	2.8	A
<b>Average:</b>	<b>523.0</b>	<b>0.48</b>	<b>3.3</b>	<b>A</b>

**SWB L on Caswell Rd: Superlink ID 524**

1	23.0	0.27	42.3	D
2	25.0	0.30	43.2	D
3	22.0	0.23	37.0	D
4	23.0	0.30	46.8	D
5	23.0	0.25	39.8	D
6	23.0	0.24	37.9	D
7	23.0	0.25	39.2	D
8	24.0	0.20	30.4	C
9	22.0	0.25	41.2	D
10	22.0	0.21	34.4	C
<b>Average:</b>	<b>23.0</b>	<b>0.25</b>	<b>39.2</b>	<b>D</b>

**SWB TR on Caswell Rd: Superlink ID 524**

1	79.0	0.81	37.1	D
2	79.0	0.90	40.8	D
3	77.0	0.80	37.3	D
4	78.0	0.77	35.4	D
5	77.0	0.87	40.6	D
6	79.0	0.84	38.4	D
7	79.0	0.91	41.3	D
8	77.0	0.86	40.2	D
9	77.0	0.87	40.7	D
10	80.0	0.91	40.9	D
<b>Average:</b>	<b>78.0</b>	<b>0.85</b>	<b>39.3</b>	<b>D</b>

**ESTES DRIVE & E. FRANKLIN STREET -- SIGNALIZED**

**NODE: 70527**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>EB L on Estes Drive: Superlink ID 525</b>				
1	292.0	4.63	57.1	E
2	293.0	4.52	55.5	E
3	285.0	4.16	52.5	D
4	285.0	4.83	61.0	E

Intersection Level of Service by Lane Group

**ESTES DRIVE & E. FRANKLIN STREET -- SIGNALIZED**

**NODE: 70527**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
5	291.0	4.47	55.3	E
6	293.0	4.48	55.0	D
7	292.0	4.67	57.5	E
8	290.0	4.25	52.8	D
9	294.0	4.78	58.5	E
10	286.0	4.21	53.0	D
<b>Average:</b>	<b>290.0</b>	<b>4.50</b>	<b>55.8</b>	<b>E</b>

**EB TR on Estes Drive: Superlink ID 525**

1	359.0	4.46	44.7	D
2	361.0	4.20	41.9	D
3	355.0	4.78	48.5	D
4	358.0	4.38	44.0	D
5	362.0	4.40	43.7	D
6	351.0	3.87	39.7	D
7	357.0	4.10	41.4	D
8	361.0	3.92	39.1	D
9	357.0	3.86	38.9	D
10	359.0	4.05	40.6	D
<b>Average:</b>	<b>358.0</b>	<b>4.20</b>	<b>42.3</b>	<b>D</b>

**NB L on E. Franklin Street: Superlink ID 533**

1	60.0	1.05	62.7	E
2	59.0	1.03	62.7	E
3	62.0	1.12	64.9	E
4	60.0	1.09	65.4	E
5	61.0	1.03	60.5	E
6	61.0	1.17	69.3	E
7	61.0	1.02	60.3	E
8	60.0	0.88	52.5	D
9	60.0	1.14	68.5	E
10	60.0	1.12	67.3	E
<b>Average:</b>	<b>60.0</b>	<b>1.07</b>	<b>63.4</b>	<b>E</b>

**NB T on E. Franklin Street: Superlink ID 533**

1	245.0	1.98	29.1	C
2	237.0	1.96	29.8	C
3	256.0	2.10	29.5	C
4	252.0	2.09	29.9	C
5	243.0	1.96	29.0	C
6	244.0	2.05	30.2	C
7	247.0	2.10	30.6	C
8	251.0	1.91	27.4	C
9	246.0	2.10	30.7	C
10	239.0	2.04	30.8	C
<b>Average:</b>	<b>246.0</b>	<b>2.03</b>	<b>29.7</b>	<b>C</b>

Intersection Level of Service by Lane Group

**ESTES DRIVE & E. FRANKLIN STREET -- SIGNALIZED**

**NODE: 70527**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>NB TR on E. Franklin Street: Superlink ID 533</b>				
1	293.0	2.42	29.7	C
2	302.0	2.42	28.8	C
3	287.0	2.63	33.0	C
4	288.0	2.47	30.9	C
5	288.0	2.37	29.6	C
6	299.0	2.47	29.8	C
7	296.0	2.40	29.2	C
8	289.0	2.46	30.7	C
9	289.0	2.36	29.5	C
10	305.0	2.42	28.6	C
<b>Average:</b>	<b>293.0</b>	<b>2.44</b>	<b>30.0</b>	<b>C</b>

<b>NWB L on Estes Drive: Superlink ID 528</b>				
1	162.0	1.50	33.2	C
2	161.0	1.45	32.5	C
3	160.0	1.61	36.2	D
4	159.0	1.58	35.7	D
5	160.0	1.45	32.6	C
6	161.0	1.46	32.6	C
7	161.0	1.56	34.9	C
8	160.0	1.53	34.5	C
9	161.0	1.81	40.6	D
10	162.0	1.66	36.9	D
<b>Average:</b>	<b>160.0</b>	<b>1.56</b>	<b>35.0</b>	<b>C</b>

<b>NWB R on Estes Drive: Superlink ID 528</b>				
1	189.0	1.66	31.5	C
2	189.0	1.65	31.5	C
3	189.0	1.65	31.4	C
4	189.0	1.50	28.6	C
5	189.0	1.56	29.8	C
6	187.0	1.45	27.8	C
7	187.0	1.67	32.1	C
8	189.0	1.71	32.5	C
9	188.0	1.47	28.1	C
10	187.0	1.61	30.9	C
<b>Average:</b>	<b>188.0</b>	<b>1.59</b>	<b>30.4</b>	<b>C</b>

<b>NWB T on Estes Drive: Superlink ID 528</b>				
1	304.0	4.17	49.4	D
2	307.0	4.22	49.5	D
3	307.0	4.52	53.0	D
4	306.0	4.42	52.1	D
5	310.0	4.13	48.0	D
6	307.0	4.25	49.8	D

Intersection Level of Service by Lane Group

**ESTES DRIVE & E. FRANKLIN STREET -- SIGNALIZED**

**NODE: 70527**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
7	304.0	4.18	49.5	D
8	301.0	4.09	49.0	D
9	306.0	4.16	48.9	D
10	305.0	4.08	48.2	D
<b>Average:</b>	<b>305.0</b>	<b>4.22</b>	<b>49.7</b>	<b>D</b>

**SB L on E. Franklin Street: Superlink ID 76**

1	125.0	2.03	58.3	E
2	125.0	2.09	60.2	E
3	123.0	1.96	57.4	E
4	125.0	1.98	56.9	E
5	125.0	2.16	62.3	E
6	123.0	1.77	51.9	D
7	123.0	2.14	62.5	E
8	124.0	1.97	57.3	E
9	124.0	1.83	53.3	D
10	123.0	1.96	57.4	E
<b>Average:</b>	<b>124.0</b>	<b>1.99</b>	<b>57.8</b>	<b>E</b>

**SB T on E. Franklin Street: Superlink ID 76**

1	281.0	2.13	27.3	C
2	273.0	2.19	28.9	C
3	270.0	2.00	26.6	C
4	287.0	2.20	27.6	C
5	281.0	2.05	26.3	C
6	277.0	2.07	26.9	C
7	279.0	2.12	27.3	C
8	266.0	2.06	27.9	C
9	277.0	2.10	27.3	C
10	284.0	2.17	27.5	C
<b>Average:</b>	<b>277.0</b>	<b>2.11</b>	<b>27.4</b>	<b>C</b>

**SB TR on E. Franklin Street: Superlink ID 76**

1	383.0	3.00	28.2	C
2	387.0	2.90	27.0	C
3	393.0	3.01	27.6	C
4	374.0	3.13	30.1	C
5	367.0	2.97	29.2	C
6	383.0	3.03	28.5	C
7	382.0	2.89	27.2	C
8	387.0	2.67	24.8	C
9	381.0	2.82	26.6	C
10	376.0	3.01	28.8	C
<b>Average:</b>	<b>381.0</b>	<b>2.94</b>	<b>27.8</b>	<b>C</b>

Intersection Level of Service by Lane Group

**ESTES DRIVE & SOMERSET DRIVE -- UNSIGNALIZED**

**NODE: 8**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>EB L on Estes Drive: Superlink ID 536</b>				
1	32.0	0.04	4.6	A
2	32.0	0.06	6.8	A
3	31.0	0.04	4.1	A
4	33.0	0.05	5.3	A
5	31.0	0.04	5.0	A
6	33.0	0.05	5.5	A
7	30.0	0.04	5.1	A
8	31.0	0.04	4.6	A
9	32.0	0.05	5.4	A
10	31.0	0.03	3.1	A
<b>Average:</b>	<b>31.0</b>	<b>0.04</b>	<b>5.0</b>	<b>A</b>

<b>EB T on Estes Drive: Superlink ID 536</b>				
1	558.0	0.01	0.1	A
2	558.0	0.02	0.1	A
3	564.0	0.01	0.1	A
4	560.0	0.01	0.1	A
5	564.0	0.01	0.1	A
6	558.0	0.01	0.1	A
7	566.0	0.01	0.1	A
8	565.0	0.00	0.0	A
9	561.0	0.01	0.1	A
10	564.0	0.02	0.1	A
<b>Average:</b>	<b>561.0</b>	<b>0.01</b>	<b>0.1</b>	<b>A</b>

<b>SB LR on Somerset Drive: Superlink ID 540</b>				
1	40.0	0.11	9.6	A
2	40.0	0.11	10.3	B
3	40.0	0.15	13.3	B
4	39.0	0.09	8.5	A
5	40.0	0.11	10.2	B
6	40.0	0.11	9.6	A
7	40.0	0.13	11.4	B
8	42.0	0.13	11.5	B
9	40.0	0.10	9.3	A
10	40.0	0.13	11.5	B
<b>Average:</b>	<b>40.0</b>	<b>0.12</b>	<b>10.5</b>	<b>B</b>

<b>WB TR on Estes Drive: Superlink ID 522</b>				
1	593.0	0.00	0.0	A
2	586.0	0.00	0.0	A
3	584.0	0.00	0.0	A
4	582.0	0.00	0.0	A
5	579.0	0.00	0.0	A
6	590.0	0.00	0.0	A

Intersection Level of Service by Lane Group

**ESTES DRIVE & SOMERSET DRIVE -- UNSIGNALIZED**

**NODE: 8**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
7	589.0	0.00	0.0	A
8	579.0	0.00	0.0	A
9	583.0	0.00	0.0	A
10	587.0	0.00	0.0	A
<b>Average:</b>	<b>585.0</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE -- SIGNALIZED**

**NODE: 70532**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>EB L on Estes Drive Extension: Superlink ID 374</b>				
1	178.0	1.96	39.6	D
2	180.0	2.11	42.3	D
3	177.0	1.95	39.6	D
4	177.0	2.01	40.8	D
5	177.0	2.01	41.0	D
6	177.0	2.06	42.0	D
7	179.0	2.13	42.8	D
8	178.0	2.05	41.4	D
9	177.0	2.10	42.8	D
10	177.0	2.04	41.5	D
<b>Average:</b>	<b>177.0</b>	<b>2.04</b>	<b>41.4</b>	<b>D</b>

**EB R on Estes Drive Extension: Superlink ID 374**

1	24.0	0.16	24.0	C
2	24.0	0.18	26.7	C
3	24.0	0.17	24.9	C
4	25.0	0.13	19.2	B
5	25.0	0.11	15.3	B
6	25.0	0.18	25.4	C
7	24.0	0.19	28.8	C
8	25.0	0.19	26.7	C
9	24.0	0.13	18.9	B
10	25.0	0.14	20.1	C
<b>Average:</b>	<b>24.0</b>	<b>0.16</b>	<b>23.0</b>	<b>C</b>

**EB T on Estes Drive Extension: Superlink ID 374**

1	180.0	1.57	31.4	C
2	182.0	1.81	35.8	D
3	182.0	1.89	37.3	D
4	184.0	1.71	33.4	C
5	182.0	1.73	34.2	C
6	180.0	1.56	31.3	C
7	182.0	1.95	38.5	D
8	184.0	1.73	33.9	C
9	184.0	1.82	35.5	D
10	185.0	1.65	32.1	C
<b>Average:</b>	<b>182.0</b>	<b>1.74</b>	<b>34.3</b>	<b>C</b>

Intersection Level of Service by Lane Group

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE -- SIGNALIZED**

**NODE: 70532**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>NB L on NC 86 (MLK Jr. Blvd): Superlink ID 377</b>				
1	43.0	0.22	18.3	B
2	41.0	0.27	23.7	C
3	41.0	0.22	18.9	B
4	43.0	0.27	22.7	C
5	42.0	0.23	20.0	B
6	42.0	0.23	20.0	B
7	42.0	0.23	19.7	B
8	43.0	0.26	22.0	C
9	42.0	0.21	17.9	B
10	42.0	0.24	20.5	C
<b>Average:</b>	<b>42.0</b>	<b>0.24</b>	<b>20.4</b>	<b>C</b>
<b>NB R on NC 86 (MLK Jr. Blvd): Superlink ID 377</b>				
1	136.0	0.64	17.0	B
2	135.0	0.54	14.4	B
3	137.0	0.62	16.3	B
4	140.0	0.70	18.1	B
5	139.0	0.61	15.9	B
6	138.0	0.71	18.4	B
7	141.0	0.64	16.4	B
8	137.0	0.58	15.2	B
9	135.0	0.62	16.6	B
10	137.0	0.60	15.7	B
<b>Average:</b>	<b>137.0</b>	<b>0.63</b>	<b>16.4</b>	<b>B</b>
<b>NB T on NC 86 (MLK Jr. Blvd): Superlink ID 377</b>				
1	468.0	3.62	27.8	C
2	467.0	3.54	27.3	C
3	475.0	3.68	27.9	C
4	484.0	3.91	29.1	C
5	475.0	3.72	28.2	C
6	470.0	3.57	27.3	C
7	482.0	3.96	29.6	C
8	467.0	3.99	30.8	C
9	480.0	3.71	27.9	C
10	465.0	3.73	28.9	C
<b>Average:</b>	<b>473.0</b>	<b>3.74</b>	<b>28.5</b>	<b>C</b>
<b>SB L on NC 86 (MLK Jr. Blvd): Superlink ID 534</b>				
1	272.0	1.53	20.3	C
2	274.0	1.39	18.3	B
3	271.0	1.57	20.8	C
4	271.0	1.75	23.3	C
5	274.0	1.61	21.1	C



Intersection Level of Service by Lane Group

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE -- SIGNALIZED** **NODE: 70532**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	274.0	1.66	21.8	C
7	272.0	1.46	19.3	B
8	274.0	1.63	21.4	C
9	271.0	1.55	20.6	C
10	274.0	1.77	23.3	C
<b>Average:</b>	<b>272.0</b>	<b>1.59</b>	<b>21.0</b>	<b>C</b>

**SB R on NC 86 (MLK Jr. Blvd): Superlink ID 534**

1	163.0	0.45	10.0	B
2	164.0	0.43	9.4	A
3	163.0	0.50	11.0	B
4	163.0	0.49	10.9	B
5	163.0	0.47	10.3	B
6	162.0	0.47	10.5	B
7	162.0	0.49	11.0	B
8	162.0	0.51	11.4	B
9	163.0	0.52	11.4	B
10	162.0	0.54	12.1	B
<b>Average:</b>	<b>162.0</b>	<b>0.49</b>	<b>10.8</b>	<b>B</b>

**SB T on NC 86 (MLK Jr. Blvd): Superlink ID 534**

1	461.0	2.77	21.6	C
2	464.0	2.66	20.6	C
3	464.0	2.87	22.3	C
4	465.0	2.87	22.3	C
5	465.0	2.78	21.5	C
6	460.0	2.75	21.5	C
7	465.0	2.64	20.4	C
8	461.0	2.93	22.9	C
9	464.0	2.78	21.5	C
10	462.0	2.59	20.2	C
<b>Average:</b>	<b>463.0</b>	<b>2.76</b>	<b>21.5</b>	<b>C</b>

**WB L on Estes Drive: Superlink ID 535**

1	164.0	1.93	42.5	D
2	163.0	2.04	45.1	D
3	170.0	2.07	43.7	D
4	161.0	1.97	44.1	D
5	164.0	1.83	40.1	D
6	164.0	2.09	45.8	D
7	164.0	1.98	43.5	D
8	164.0	1.86	40.9	D
9	168.0	1.97	42.2	D
10	162.0	1.88	41.9	D
<b>Average:</b>	<b>164.0</b>	<b>1.96</b>	<b>43.0</b>	<b>D</b>

Intersection Level of Service by Lane Group

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE -- SIGNALIZED**

**NODE: 70532**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>WB R on Estes Drive: Superlink ID 535</b>				
1	233.0	1.38	21.3	C
2	231.0	1.34	20.8	C
3	232.0	1.49	23.2	C
4	224.0	1.23	19.8	B
5	227.0	1.30	20.6	C
6	232.0	1.32	20.5	C
7	226.0	1.26	20.0	C
8	224.0	1.23	19.8	B
9	234.0	1.45	22.3	C
10	231.0	1.48	23.0	C
<b>Average:</b>	<b>229.0</b>	<b>1.35</b>	<b>21.1</b>	<b>C</b>

**WB T on Estes Drive: Superlink ID 535**

1	212.0	2.29	38.9	D
2	207.0	2.14	37.1	D
3	209.0	2.23	38.4	D
4	209.0	2.16	37.2	D
5	210.0	2.17	37.2	D
6	210.0	2.18	37.3	D
7	204.0	2.22	39.1	D
8	210.0	2.41	41.3	D
9	209.0	2.33	40.1	D
10	212.0	2.18	37.1	D
<b>Average:</b>	<b>209.0</b>	<b>2.23</b>	<b>38.4</b>	<b>D</b>

**NC 86 (MLK JR. BLVD) & AURA ACCESS #1 -- UNSIGNALIZED**

**NODE: 2**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>NB R on NC 86 (MLK Jr. Blvd): Superlink ID 534</b>				
1	22.0	0.00	0.0	A
2	20.0	0.00	0.0	A
3	22.0	0.00	0.0	A
4	22.0	0.00	0.0	A
5	22.0	0.00	0.0	A
6	22.0	0.00	0.0	A
7	21.0	0.00	0.0	A
8	24.0	0.00	0.0	A
9	25.0	0.00	0.0	A
10	22.0	0.00	0.0	A
<b>Average:</b>	<b>22.0</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>

**NB T on NC 86 (MLK Jr. Blvd): Superlink ID 534**

1	862.0	0.00	0.0	A
2	864.0	0.00	0.0	A
3	863.0	0.00	0.0	A
4	858.0	0.00	0.0	A

Intersection Level of Service by Lane Group

**NC 86 (MLK JR. BLVD) & AURA ACCESS #1 -- UNSIGNALIZED**

**NODE: 2**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
5	854.0	0.00	0.0	A
6	862.0	0.00	0.0	A
7	858.0	0.00	0.0	A
8	851.0	0.00	0.0	A
9	862.0	0.00	0.0	A
10	856.0	0.00	0.0	A
<b>Average:</b>	<b>859.0</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>

**SB T on NC 86 (MLK Jr. Blvd): Superlink ID 376**

1	898.0	0.00	0.0	A
2	899.0	0.00	0.0	A
3	898.0	0.00	0.0	A
4	898.0	0.00	0.0	A
5	901.0	0.00	0.0	A
6	898.0	0.00	0.0	A
7	901.0	0.00	0.0	A
8	902.0	0.00	0.0	A
9	899.0	0.00	0.0	A
10	900.0	0.00	0.0	A
<b>Average:</b>	<b>899.0</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>

**WB R on Aura Access #1: Superlink ID 537**

1	42.0	0.07	6.3	A
2	42.0	0.07	6.1	A
3	42.0	0.07	6.1	A
4	42.0	0.07	5.9	A
5	43.0	0.08	6.4	A
6	42.0	0.07	6.2	A
7	42.0	0.08	6.7	A
8	42.0	0.06	5.2	A
9	42.0	0.07	5.6	A
10	42.0	0.07	5.8	A
<b>Average:</b>	<b>42.0</b>	<b>0.07</b>	<b>6.0</b>	<b>A</b>

**SOMERSET DRIVE & LOCK7 MAIN ACCESS -- UNSIGNALIZED**

**NODE: 4**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>EB LR on Lock7 Main Access: Superlink ID 541</b>				
1	19.0	0.02	4.7	A
2	19.0	0.02	4.6	A
3	19.0	0.02	4.6	A
4	19.0	0.02	4.4	A
5	19.0	0.02	3.9	A
6	19.0	0.02	4.2	A
7	19.0	0.02	3.7	A
8	19.0	0.02	4.3	A
9	19.0	0.02	3.8	A

Intersection Level of Service by Lane Group

**SOMERSET DRIVE & LOCK7 MAIN ACCESS -- UNSIGNALIZED**

**NODE: 4**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	19.0	0.02	4.6	A
<b>Average:</b>	<b>19.0</b>	<b>0.02</b>	<b>4.3</b>	<b>A</b>

**NB LT on Somerset Drive: Superlink ID 540**

1	61.0	0.00	0.0	A
2	57.0	0.00	0.1	A
3	54.0	0.00	0.1	A
4	59.0	0.00	0.0	A
5	56.0	0.00	0.0	A
6	61.0	0.00	0.0	A
7	58.0	0.00	0.0	A
8	58.0	0.00	0.0	A
9	59.0	0.00	0.0	A
10	54.0	0.00	0.0	A
<b>Average:</b>	<b>57.0</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>

**SB TR on Somerset Drive: Superlink ID 539**

1	21.0	0.00	0.0	A
2	21.0	0.00	0.0	A
3	21.0	0.00	0.0	A
4	21.0	0.00	0.0	A
5	21.0	0.00	0.0	A
6	21.0	0.00	0.0	A
7	21.0	0.00	0.0	A
8	21.0	0.00	0.0	A
9	21.0	0.00	0.0	A
10	21.0	0.00	0.0	A
<b>Average:</b>	<b>21.0</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>

**Intersection Level of Service by Lane Group**

Project: Lock7 TIA 2025  
 Scenario: Lock 7 2025 Build - NN  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 12:00:00 - 13:00:00  
 Interval: Summary  
 Selection: --

# Intersection Level of Service by Lane Group - Total Control Delay

**ESTES DRIVE & AURA ACCESS #2**

**NODE: 3**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive	535	0.1	0.0	0.0	0.1	10
EB T	Estes Drive	535	0.0	0.0	0.0	0.0	10
SB L	Aura Access #2	538	0.2	0.0	0.1	0.2	10
SB R	Aura Access #2	538	0.1	0.0	0.0	0.1	10
WB R	Estes Drive	536	0.0	0.0	0.0	0.0	10
WB T	Estes Drive	536	0.0	0.0	0.0	0.0	10

**ESTES DRIVE & CASWELL RD**

**NODE: 70219**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NEB LTR	Caswell Rd	523	0.1	0.0	0.1	0.2	10
NWB L	Estes Drive	525	0.0	0.0	0.0	0.0	10
NWB TR	Estes Drive	525	1.2	0.2	1.0	1.4	10
SEB L	Estes Drive	522	0.1	0.0	0.1	0.1	10
SEB TR	Estes Drive	522	0.5	0.1	0.3	0.6	10
SWB L	Caswell Rd	524	0.3	0.0	0.2	0.3	10
SWB TR	Caswell Rd	524	0.9	0.0	0.8	0.9	10

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive	525	4.5	0.2	4.2	4.8	10
EB TR	Estes Drive	525	4.2	0.3	3.9	4.8	10
NB L	E. Franklin Street	533	1.1	0.1	0.9	1.2	10
NB T	E. Franklin Street	533	2.0	0.1	1.9	2.1	10
NB TR	E. Franklin Street	533	2.4	0.1	2.4	2.6	10
NWB L	Estes Drive	528	1.6	0.1	1.5	1.8	10
NWB R	Estes Drive	528	1.6	0.1	1.5	1.7	10
NWB T	Estes Drive	528	4.2	0.1	4.1	4.5	10
SB L	E. Franklin Street	76	2.0	0.1	1.8	2.2	10
SB T	E. Franklin Street	76	2.1	0.1	2.0	2.2	10
SB TR	E. Franklin Street	76	2.9	0.1	2.7	3.1	10

**ESTES DRIVE & SOMERSET DRIVE**

**NODE: 8**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive	536	0.0	0.0	0.0	0.1	10
EB T	Estes Drive	536	0.0	0.0	0.0	0.0	10
SB LR	Somerset Drive	540	0.1	0.0	0.1	0.2	10
WB TR	Estes Drive	522	0.0	0.0	0.0	0.0	10

Intersection Level of Service by Lane Group

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive Extension	374	2.0	0.1	2.0	2.1	10
EB R	Estes Drive Extension	374	0.2	0.0	0.1	0.2	10
EB T	Estes Drive Extension	374	1.7	0.1	1.6	2.0	10
NB L	NC 86 (MLK Jr. Blvd)	377	0.2	0.0	0.2	0.3	10
NB R	NC 86 (MLK Jr. Blvd)	377	0.6	0.1	0.5	0.7	10
NB T	NC 86 (MLK Jr. Blvd)	377	3.7	0.2	3.5	4.0	10
SB L	NC 86 (MLK Jr. Blvd)	534	1.6	0.1	1.4	1.8	10
SB R	NC 86 (MLK Jr. Blvd)	534	0.5	0.0	0.4	0.5	10
SB T	NC 86 (MLK Jr. Blvd)	534	2.8	0.1	2.6	2.9	10
WB L	Estes Drive	535	2.0	0.1	1.8	2.1	10
WB R	Estes Drive	535	1.3	0.1	1.2	1.5	10
WB T	Estes Drive	535	2.2	0.1	2.1	2.4	10

**NC 86 (MLK JR. BLVD) & AURA ACCESS #1**

**NODE: 2**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB R	NC 86 (MLK Jr. Blvd)	534	0.0	0.0	0.0	0.0	10
NB T	NC 86 (MLK Jr. Blvd)	534	0.0	0.0	0.0	0.0	10
SB T	NC 86 (MLK Jr. Blvd)	376	0.0	0.0	0.0	0.0	10
WB R	Aura Access #1	537	0.1	0.0	0.1	0.1	10

**SOMERSET DRIVE & LOCK7 MAIN ACCESS**

**NODE: 4**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LR	Lock7 Main Access	541	0.0	0.0	0.0	0.0	10
NB LT	Somerset Drive	540	0.0	0.0	0.0	0.0	10
SB TR	Somerset Drive	539	0.0	0.0	0.0	0.0	10

**Intersection Level of Service by Lane Group**

Project: Lock7 TIA 2025  
 Scenario: Lock 7 2025 Build - NN  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 12:00:00 - 13:00:00  
 Interval: Summary  
 Selection: --

# Intersection Level of Service by Lane Group - Avg Control Delay

**ESTES DRIVE & AURA ACCESS #2**

**NODE: 3**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive	535	4.9	1.1	3.5	7.0	10
EB T	Estes Drive	535	0.1	0.0	0.0	0.1	10
SB L	Aura Access #2	538	14.1	1.7	11.0	16.8	10
SB R	Aura Access #2	538	6.6	1.1	4.9	8.4	10
WB R	Estes Drive	536	0.0	0.0	0.0	0.0	10
WB T	Estes Drive	536	0.0	0.0	0.0	0.0	10

**ESTES DRIVE & CASWELL RD**

**NODE: 70219**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NEB LTR	Caswell Rd	523	51.0	17.0	23.1	83.9	10
NWB L	Estes Drive	525	8.4	14.0	0.0	33.0	5
NWB TR	Estes Drive	525	8.3	1.1	6.9	9.7	10
SEB L	Estes Drive	522	5.1	1.2	3.8	8.0	10
SEB TR	Estes Drive	522	3.3	0.7	2.3	4.2	10
SWB L	Caswell Rd	524	39.2	4.7	30.4	46.8	10
SWB TR	Caswell Rd	524	39.3	2.1	35.4	41.3	10

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive	525	55.8	2.7	52.5	61.0	10
EB TR	Estes Drive	525	42.3	3.0	38.9	48.5	10
NB L	E. Franklin Street	533	63.4	4.9	52.5	69.3	10
NB T	E. Franklin Street	533	29.7	1.0	27.4	30.8	10
NB TR	E. Franklin Street	533	30.0	1.3	28.6	33.0	10
NWB L	Estes Drive	528	35.0	2.5	32.5	40.6	10
NWB R	Estes Drive	528	30.4	1.7	27.8	32.5	10
NWB T	Estes Drive	528	49.7	1.6	48.0	53.0	10
SB L	E. Franklin Street	76	57.8	3.4	51.9	62.5	10
SB T	E. Franklin Street	76	27.4	0.7	26.3	28.9	10
SB TR	E. Franklin Street	76	27.8	1.5	24.8	30.1	10

**ESTES DRIVE & SOMERSET DRIVE**

**NODE: 8**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive	536	5.0	1.0	3.1	6.8	10
EB T	Estes Drive	536	0.1	0.0	0.0	0.1	10
SB LR	Somerset Drive	540	10.5	1.4	8.5	13.3	10
WB TR	Estes Drive	522	0.0	0.0	0.0	0.0	10

Intersection Level of Service by Lane Group

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive Extension	374	41.4	1.2	39.6	42.8	10
EB R	Estes Drive Extension	374	23.0	4.4	15.3	28.8	10
EB T	Estes Drive Extension	374	34.3	2.4	31.3	38.5	10
NB L	NC 86 (MLK Jr. Blvd)	377	20.4	1.9	17.9	23.7	10
NB R	NC 86 (MLK Jr. Blvd)	377	16.4	1.2	14.4	18.4	10
NB T	NC 86 (MLK Jr. Blvd)	377	28.5	1.1	27.3	30.8	10
SB L	NC 86 (MLK Jr. Blvd)	534	21.0	1.6	18.3	23.3	10
SB R	NC 86 (MLK Jr. Blvd)	534	10.8	0.8	9.4	12.1	10
SB T	NC 86 (MLK Jr. Blvd)	534	21.5	0.9	20.2	22.9	10
WB L	Estes Drive	535	43.0	1.8	40.1	45.8	10
WB R	Estes Drive	535	21.1	1.3	19.8	23.2	10
WB T	Estes Drive	535	38.4	1.5	37.1	41.3	10

**NC 86 (MLK JR. BLVD) & AURA ACCESS #1**

**NODE: 2**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB R	NC 86 (MLK Jr. Blvd)	534	0.0	0.0	0.0	0.0	10
NB T	NC 86 (MLK Jr. Blvd)	534	0.0	0.0	0.0	0.0	10
SB T	NC 86 (MLK Jr. Blvd)	376	0.0	0.0	0.0	0.0	10
WB R	Aura Access #1	537	6.0	0.4	5.2	6.7	10

**SOMERSET DRIVE & LOCK7 MAIN ACCESS**

**NODE: 4**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LR	Lock7 Main Access	541	4.3	0.4	3.7	4.7	10
NB LT	Somerset Drive	540	0.0	0.0	0.0	0.1	10
SB TR	Somerset Drive	539	0.0	0.0	0.0	0.0	10



Project: Lock7 TIA 2025  
 Scenario: Lock 7 2025 Build - PM  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 17:00:00 - 18:00:00  
 Interval: Summary  
 Selection: --

# Intersection Level of Service - Overview

## ESTES DRIVE & AURA ACCESS #2 -- UNSIGNALIZED

NODE: 3

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,815.0	0.63	1.3	A
2	1,847.0	0.67	1.3	A
3	1,824.0	0.55	1.1	A
4	1,824.0	0.65	1.3	A
5	1,828.0	0.60	1.2	A
6	1,823.0	0.59	1.2	A
7	1,828.0	0.62	1.2	A
8	1,828.0	0.51	1.0	A
9	1,822.0	0.56	1.1	A
10	1,827.0	0.64	1.3	A
<b>Average:</b>	<b>1,826.6</b>	<b>0.60</b>	<b>1.2</b>	<b>A</b>

## ESTES DRIVE & CASWELL RD -- SIGNALIZED

NODE: 70219

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,818.0	6.80	13.5	B
2	1,834.0	7.34	14.4	B
3	1,808.0	7.25	14.4	B
4	1,825.0	7.01	13.8	B
5	1,819.0	7.96	15.8	B
6	1,826.0	7.22	14.2	B
7	1,815.0	7.50	14.9	B
8	1,811.0	6.92	13.8	B
9	1,822.0	7.63	15.1	B
10	1,820.0	7.33	14.5	B
<b>Average:</b>	<b>1,819.8</b>	<b>7.30</b>	<b>14.4</b>	<b>B</b>

## ESTES DRIVE & E. FRANKLIN STREET -- SIGNALIZED

NODE: 70527

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	3,693.0	57.93	56.5	E
2	3,701.0	57.81	56.2	E
3	3,647.0	56.28	55.6	E
4	3,663.0	57.65	56.7	E
5	3,666.0	59.12	58.1	E
6	3,674.0	56.91	55.8	E
7	3,629.0	57.01	56.6	E
8	3,659.0	56.40	55.5	E
9	3,664.0	58.10	57.1	E
10	3,678.0	55.16	54.0	D
<b>Average:</b>	<b>3,667.4</b>	<b>57.24</b>	<b>56.2</b>	<b>E</b>

Intersection Level of Service

**ESTES DRIVE & SOMERSET DRIVE -- UNSIGNALIZED**

**NODE: 8**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,777.0	0.43	0.9	A
2	1,796.0	0.33	0.7	A
3	1,781.0	0.36	0.7	A
4	1,780.0	0.40	0.8	A
5	1,775.0	0.39	0.8	A
6	1,781.0	0.45	0.9	A
7	1,777.0	0.43	0.9	A
8	1,777.0	0.37	0.7	A
9	1,778.0	0.38	0.8	A
10	1,794.0	0.45	0.9	A
<b>Average:</b>	<b>1,781.6</b>	<b>0.40</b>	<b>0.8</b>	<b>A</b>

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE -- SIGNALIZED**

**NODE: 70532**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	4,063.0	75.39	66.8	E
2	4,071.0	72.80	64.4	E
3	4,046.0	82.05	73.0	E
4	4,038.0	81.79	72.9	E
5	4,067.0	85.97	76.1	E
6	4,060.0	76.03	67.4	E
7	4,057.0	81.51	72.3	E
8	4,062.0	83.59	74.1	E
9	4,056.0	81.77	72.6	E
10	4,059.0	79.75	70.7	E
<b>Average:</b>	<b>4,057.9</b>	<b>80.07</b>	<b>71.0</b>	<b>E</b>

**NC 86 (MLK JR. BLVD) & AURA ACCESS #1 -- UNSIGNALIZED**

**NODE: 2**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,984.0	0.14	0.2	A
2	2,983.0	0.20	0.2	A
3	2,991.0	0.16	0.2	A
4	2,970.0	0.19	0.2	A
5	2,994.0	0.21	0.2	A
6	2,994.0	0.17	0.2	A
7	2,993.0	0.21	0.3	A
8	2,988.0	0.19	0.2	A
9	2,984.0	0.17	0.2	A
10	2,989.0	0.18	0.2	A
<b>Average:</b>	<b>2,987.0</b>	<b>0.18</b>	<b>0.2</b>	<b>A</b>

**SOMERSET DRIVE & LOCK7 MAIN ACCESS -- UNSIGNALIZED**

**NODE: 4**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	76.0	0.02	0.8	A
2	75.0	0.01	0.7	A
3	78.0	0.02	0.7	A

### Intersection Level of Service

4	78.0	0.01	0.7	A
5	73.0	0.02	0.9	A
6	77.0	0.02	0.9	A
7	77.0	0.02	0.8	A
8	78.0	0.02	0.8	A
9	76.0	0.02	0.8	A
10	84.0	0.02	0.9	A
<b>Average:</b>	<b>77.2</b>	<b>0.02</b>	<b>0.8</b>	<b>A</b>

**Intersection Level of Service**

Project: Lock7 TIA 2025  
 Scenario: Lock 7 2025 Build - PM  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 17:00:00 - 18:00:00  
 Interval: Summary  
 Selection: --

# Intersection Level of Service - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
3	Estes Drive & Aura Access #2	Stop	0.6	0.1	0.5	0.7	10
70219	Estes Drive & Caswell Rd	Actuated	7.3	0.3	6.8	8.0	10
70527	Estes Drive & E. Franklin Street	Actuated	57.2	1.1	55.2	59.1	10
8	Estes Drive & Somerset Drive	Stop	0.4	0.0	0.3	0.5	10
70532	Estes Drive Extension, NC 86 (MLK Jr. Blvd) & Estes Drive	Actuated	80.1	4.1	72.8	86.0	10
2	NC 86 (MLK Jr. Blvd) & Aura Access #1	Stop	0.2	0.0	0.1	0.2	10
4	Somerset Drive & Lock7 Main Access	Stop	0.0	0.0	0.0	0.0	10

## Intersection Level of Service

Project: Lock7 TIA 2025  
Scenario: Lock 7 2025 Build - PM  
Run(s): Batch (10 runs)  
Simulated: Various  
Time: 17:00:00 - 18:00:00  
Interval: Summary  
Selection: --

# Intersection Level of Service - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
3	Estes Drive & Aura Access #2	Stop	1.2	0.1	1.0	1.3	10
70219	Estes Drive & Caswell Rd	Actuated	14.4	0.7	13.5	15.8	10
70527	Estes Drive & E. Franklin Street	Actuated	56.2	1.1	54.0	58.1	10
8	Estes Drive & Somerset Drive	Stop	0.8	0.1	0.7	0.9	10
70532	Estes Drive Extension, NC 86 (MLK Jr. Blvd) & Estes Drive	Actuated	71.0	3.7	64.4	76.1	10
2	NC 86 (MLK Jr. Blvd) & Aura Access #1	Stop	0.2	0.0	0.2	0.3	10
4	Somerset Drive & Lock7 Main Access	Stop	0.8	0.1	0.7	0.9	10

Project: Lock7 TIA 2025  
 Scenario: Lock 7 2025 Build - PM  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 17:00:00 - 18:00:00  
 Interval: Summary  
 Selection: --

# Intersection Level of Service by Lane Group - Overview

## ESTES DRIVE & AURA ACCESS #2 -- UNSIGNALIZED

NODE: 3

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>EB L on Estes Drive: Superlink ID 535</b>				
1	53.0	0.18	12.4	B
2	52.0	0.22	15.2	C
3	51.0	0.17	12.2	B
4	53.0	0.22	15.2	C
5	53.0	0.21	14.1	B
6	53.0	0.21	14.2	B
7	54.0	0.17	11.4	B
8	53.0	0.15	10.3	B
9	52.0	0.15	10.1	B
10	53.0	0.21	14.3	B
<b>Average:</b>	<b>52.0</b>	<b>0.19</b>	<b>12.9</b>	<b>B</b>

## EB T on Estes Drive: Superlink ID 535

1	728.0	0.05	0.3	A
2	741.0	0.03	0.2	A
3	721.0	0.03	0.2	A
4	733.0	0.05	0.2	A
5	725.0	0.05	0.3	A
6	731.0	0.04	0.2	A
7	721.0	0.04	0.2	A
8	731.0	0.06	0.3	A
9	725.0	0.03	0.2	A
10	730.0	0.03	0.2	A
<b>Average:</b>	<b>728.0</b>	<b>0.04</b>	<b>0.2</b>	<b>A</b>

## SB L on Aura Access #2: Superlink ID 538

1	38.0	0.33	31.6	D
2	38.0	0.36	33.9	D
3	38.0	0.28	26.3	D
4	38.0	0.30	28.8	D
5	36.0	0.27	26.8	D
6	38.0	0.29	27.1	D
7	38.0	0.33	31.0	D
8	35.0	0.23	24.1	C
9	38.0	0.30	28.1	D
10	37.0	0.32	31.4	D
<b>Average:</b>	<b>37.0</b>	<b>0.30</b>	<b>28.9</b>	<b>D</b>

## SB R on Aura Access #2: Superlink ID 538

Intersection Level of Service by Lane Group

**ESTES DRIVE & AURA ACCESS #2 -- UNSIGNALIZED**

**NODE: 3**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	26.0	0.07	9.3	A
2	26.0	0.06	8.2	A
3	25.0	0.07	10.2	B
4	26.0	0.07	10.0	B
5	26.0	0.07	9.6	A
6	25.0	0.06	8.5	A
7	25.0	0.09	12.3	B
8	27.0	0.07	9.0	A
9	25.0	0.09	12.4	B
10	25.0	0.07	10.2	B
<b>Average:</b>	<b>25.0</b>	<b>0.07</b>	<b>10.0</b>	<b>A</b>

**WB R on Estes Drive: Superlink ID 536**

1	48.0	0.00	0.0	A
2	51.0	0.00	0.0	A
3	49.0	0.00	0.0	A
4	51.0	0.00	0.0	A
5	51.0	0.00	0.0	A
6	50.0	0.00	0.0	A
7	50.0	0.00	0.0	A
8	50.0	0.00	0.0	A
9	50.0	0.00	0.0	A
10	53.0	0.00	0.0	A
<b>Average:</b>	<b>50.0</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>

**WB T on Estes Drive: Superlink ID 536**

1	922.0	0.00	0.0	A
2	939.0	0.00	0.0	A
3	940.0	0.00	0.0	A
4	923.0	0.00	0.0	A
5	937.0	0.00	0.0	A
6	926.0	0.00	0.0	A
7	940.0	0.00	0.0	A
8	932.0	0.00	0.0	A
9	932.0	0.00	0.0	A
10	929.0	0.00	0.0	A
<b>Average:</b>	<b>932.0</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>

**ESTES DRIVE & CASWELL RD -- SIGNALIZED**

**NODE: 70219**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>NEB LTR on Caswell Rd: Superlink ID 523</b>				
1	6.0	0.19	114.7	F
2	8.0	0.43	195.5	F
3	7.0	0.08	40.4	D
4	6.0	0.09	51.7	D
5	7.0	0.50	258.0	F

Intersection Level of Service by Lane Group

**ESTES DRIVE & CASWELL RD -- SIGNALIZED**

**NODE: 70219**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	6.0	0.22	131.7	F
7	7.0	0.22	114.6	F
8	7.0	0.08	38.6	D
9	7.0	0.38	197.2	F
10	7.0	0.41	210.5	F
<b>Average:</b>	<b>6.0</b>	<b>0.26</b>	<b>135.3</b>	<b>F</b>

**NWB L on Estes Drive: Superlink ID 525**

1	2.0	0.01	11.4	B
2	1.0	0.00	0.0	A
3	1.0	0.01	24.7	C
4	2.0	0.03	49.1	D
5	2.0	0.02	27.8	C
6	2.0	0.00	0.0	A
7	2.0	0.01	14.3	B
8	2.0	0.01	23.4	C
9	2.0	0.01	16.4	B
10	2.0	0.01	22.7	C
<b>Average:</b>	<b>1.0</b>	<b>0.01</b>	<b>19.0</b>	<b>B</b>

**NWB TR on Estes Drive: Superlink ID 525**

1	831.0	2.90	12.6	B
2	832.0	3.16	13.7	B
3	834.0	3.05	13.2	B
4	833.0	3.18	13.8	B
5	831.0	3.54	15.3	B
6	828.0	3.10	13.5	B
7	834.0	3.45	14.9	B
8	825.0	3.20	13.9	B
9	834.0	3.51	15.1	B
10	836.0	3.38	14.6	B
<b>Average:</b>	<b>831.0</b>	<b>3.25</b>	<b>14.1</b>	<b>B</b>

**SEB L on Estes Drive: Superlink ID 522**

1	115.0	0.37	11.6	B
2	116.0	0.36	11.1	B
3	111.0	0.46	14.9	B
4	113.0	0.40	12.6	B
5	113.0	0.36	11.6	B
6	115.0	0.56	17.6	B
7	112.0	0.49	15.8	B
8	111.0	0.37	12.0	B
9	113.0	0.45	14.2	B
10	116.0	0.43	13.4	B
<b>Average:</b>	<b>113.0</b>	<b>0.43</b>	<b>13.5</b>	<b>B</b>



Intersection Level of Service by Lane Group

**ESTES DRIVE & CASWELL RD -- SIGNALIZED**

**NODE: 70219**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>SEB TR on Estes Drive: Superlink ID 522</b>				
1	651.0	1.28	7.1	A
2	664.0	1.29	7.0	A
3	643.0	1.46	8.2	A
4	659.0	1.19	6.5	A
5	652.0	1.30	7.2	A
6	664.0	1.13	6.1	A
7	649.0	1.27	7.0	A
8	653.0	1.19	6.5	A
9	654.0	1.30	7.1	A
10	648.0	1.00	5.6	A
<b>Average:</b>	<b>653.0</b>	<b>1.24</b>	<b>6.8</b>	<b>A</b>

**SWB L on Caswell Rd: Superlink ID 524**

1	37.0	0.29	28.3	C
2	36.0	0.36	36.4	D
3	34.0	0.30	31.9	C
4	37.0	0.29	28.6	C
5	36.0	0.38	37.7	D
6	37.0	0.34	33.5	C
7	36.0	0.33	32.8	C
8	36.0	0.33	32.7	C
9	36.0	0.33	32.7	C
10	35.0	0.32	32.5	C
<b>Average:</b>	<b>36.0</b>	<b>0.33</b>	<b>32.7</b>	<b>C</b>

**SWB TR on Caswell Rd: Superlink ID 524**

1	176.0	1.76	36.0	D
2	177.0	1.72	35.1	D
3	178.0	1.89	38.3	D
4	175.0	1.83	37.7	D
5	178.0	1.87	37.8	D
6	174.0	1.87	38.7	D
7	175.0	1.73	35.6	D
8	177.0	1.76	35.7	D
9	176.0	1.66	33.9	C
10	176.0	1.77	36.2	D
<b>Average:</b>	<b>176.0</b>	<b>1.79</b>	<b>36.5</b>	<b>D</b>

**ESTES DRIVE & E. FRANKLIN STREET -- SIGNALIZED**

**NODE: 70527**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>EB L on Estes Drive: Superlink ID 525</b>				
1	339.0	8.78	93.2	F
2	340.0	7.87	83.3	F
3	327.0	7.24	79.7	E
4	327.0	6.34	69.8	E

Intersection Level of Service by Lane Group

**ESTES DRIVE & E. FRANKLIN STREET -- SIGNALIZED**

**NODE: 70527**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
5	336.0	7.83	83.9	F
6	338.0	6.44	68.6	E
7	319.0	7.53	84.9	F
8	325.0	8.72	96.6	F
9	330.0	7.27	79.3	E
10	328.0	6.55	71.9	E
<b>Average:</b>	<b>330.0</b>	<b>7.46</b>	<b>81.1</b>	<b>F</b>

**EB TR on Estes Drive: Superlink ID 525**

1	428.0	7.40	62.3	E
2	429.0	7.67	64.4	E
3	424.0	6.88	58.4	E
4	431.0	7.37	61.6	E
5	422.0	7.64	65.1	E
6	436.0	7.76	64.1	E
7	433.0	7.67	63.8	E
8	432.0	7.67	63.9	E
9	430.0	7.03	58.9	E
10	427.0	7.06	59.6	E
<b>Average:</b>	<b>429.0</b>	<b>7.42</b>	<b>62.2</b>	<b>E</b>

**NB L on E. Franklin Street: Superlink ID 533**

1	73.0	2.21	108.8	F
2	71.0	2.46	124.9	F
3	72.0	2.35	117.7	F
4	73.0	2.44	120.1	F
5	72.0	2.28	114.1	F
6	74.0	2.62	127.5	F
7	76.0	2.66	126.2	F
8	72.0	2.29	114.5	F
9	73.0	2.21	108.9	F
10	72.0	2.54	126.9	F
<b>Average:</b>	<b>72.0</b>	<b>2.41</b>	<b>119.0</b>	<b>F</b>

**NB T on E. Franklin Street: Superlink ID 533**

1	439.0	5.21	42.7	D
2	451.0	5.31	42.4	D
3	435.0	5.31	43.9	D
4	432.0	5.11	42.6	D
5	455.0	5.41	42.8	D
6	438.0	5.11	42.0	D
7	429.0	5.10	42.8	D
8	434.0	5.13	42.6	D
9	431.0	5.32	44.4	D
10	431.0	5.25	43.8	D
<b>Average:</b>	<b>437.0</b>	<b>5.23</b>	<b>43.0</b>	<b>D</b>

Intersection Level of Service by Lane Group

**ESTES DRIVE & E. FRANKLIN STREET -- SIGNALIZED**

**NODE: 70527**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>NB TR on E. Franklin Street: Superlink ID 533</b>				
1	494.0	6.23	45.4	D
2	489.0	6.12	45.0	D
3	485.0	6.41	47.6	D
4	494.0	6.22	45.4	D
5	473.0	6.61	50.3	D
6	481.0	6.34	47.4	D
7	480.0	5.92	44.4	D
8	495.0	6.32	46.0	D
9	490.0	6.29	46.2	D
10	501.0	6.47	46.5	D
<b>Average:</b>	<b>488.0</b>	<b>6.29</b>	<b>46.4</b>	<b>D</b>

<b>NWB L on Estes Drive: Superlink ID 528</b>				
1	193.0	3.61	67.3	E
2	190.0	3.25	61.5	E
3	190.0	3.32	62.8	E
4	188.0	4.11	78.8	E
5	188.0	3.99	76.3	E
6	190.0	3.49	66.2	E
7	187.0	3.49	67.2	E
8	186.0	3.18	61.5	E
9	189.0	3.91	74.6	E
10	189.0	3.14	59.8	E
<b>Average:</b>	<b>189.0</b>	<b>3.55</b>	<b>67.6</b>	<b>E</b>

<b>NWB R on Estes Drive: Superlink ID 528</b>				
1	249.0	3.07	44.3	D
2	248.0	3.22	46.8	D
3	249.0	3.04	43.9	D
4	248.0	3.15	45.8	D
5	248.0	2.88	41.7	D
6	247.0	3.26	47.6	D
7	249.0	3.13	45.3	D
8	248.0	2.95	42.9	D
9	248.0	3.02	43.8	D
10	249.0	3.13	45.3	D
<b>Average:</b>	<b>248.0</b>	<b>3.09</b>	<b>44.7</b>	<b>D</b>

<b>NWB T on Estes Drive: Superlink ID 528</b>				
1	347.0	7.03	72.9	E
2	350.0	7.17	73.7	E
3	350.0	7.32	75.3	E
4	345.0	7.55	78.8	E
5	344.0	7.60	79.6	E
6	352.0	6.83	69.9	E

Intersection Level of Service by Lane Group

**ESTES DRIVE & E. FRANKLIN STREET -- SIGNALIZED**

**NODE: 70527**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
7	353.0	7.31	74.5	E
8	349.0	6.31	65.1	E
9	348.0	8.06	83.4	F
10	348.0	7.03	72.7	E
<b>Average:</b>	<b>348.0</b>	<b>7.22</b>	<b>74.6</b>	<b>E</b>

**SB L on E. Franklin Street: Superlink ID 76**

1	120.0	2.59	77.7	E
2	120.0	2.82	84.7	F
3	118.0	2.76	84.2	F
4	119.0	3.01	91.0	F
5	120.0	2.72	81.6	F
6	120.0	2.80	84.0	F
7	120.0	2.97	89.1	F
8	120.0	2.47	74.2	E
9	120.0	2.77	83.2	F
10	119.0	2.56	77.4	E
<b>Average:</b>	<b>119.0</b>	<b>2.75</b>	<b>82.7</b>	<b>F</b>

**SB T on E. Franklin Street: Superlink ID 76**

1	444.0	4.93	40.0	D
2	461.0	4.95	38.6	D
3	445.0	4.90	39.7	D
4	451.0	5.13	41.0	D
5	456.0	5.17	40.8	D
6	447.0	5.03	40.5	D
7	439.0	4.71	38.6	D
8	441.0	4.84	39.5	D
9	443.0	5.12	41.6	D
10	448.0	4.67	37.6	D
<b>Average:</b>	<b>447.0</b>	<b>4.95</b>	<b>39.8</b>	<b>D</b>

**SB TR on E. Franklin Street: Superlink ID 76**

1	567.0	6.88	43.7	D
2	552.0	6.96	45.4	D
3	552.0	6.76	44.1	D
4	555.0	7.21	46.8	D
5	552.0	7.00	45.6	D
6	551.0	7.22	47.2	D
7	544.0	6.52	43.1	D
8	557.0	6.51	42.1	D
9	562.0	7.10	45.5	D
10	566.0	6.76	43.0	D
<b>Average:</b>	<b>555.0</b>	<b>6.89</b>	<b>44.7</b>	<b>D</b>

Intersection Level of Service by Lane Group

**ESTES DRIVE & SOMERSET DRIVE -- UNSIGNALIZED**

**NODE: 8**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>EB L on Estes Drive: Superlink ID 536</b>				
1	26.0	0.06	8.6	A
2	25.0	0.06	9.1	A
3	30.0	0.08	9.8	A
4	30.0	0.09	11.2	B
5	29.0	0.09	11.1	B
6	27.0	0.07	9.4	A
7	27.0	0.07	10.0	A
8	28.0	0.08	9.7	A
9	30.0	0.11	12.9	B
10	29.0	0.11	14.1	B
<b>Average:</b>	<b>28.0</b>	<b>0.08</b>	<b>10.6</b>	<b>B</b>

**EB T on Estes Drive: Superlink ID 536**

1	735.0	0.02	0.1	A
2	751.0	0.02	0.1	A
3	724.0	0.04	0.2	A
4	739.0	0.03	0.1	A
5	731.0	0.04	0.2	A
6	742.0	0.09	0.4	A
7	729.0	0.02	0.1	A
8	732.0	0.02	0.1	A
9	733.0	0.04	0.2	A
10	737.0	0.04	0.2	A
<b>Average:</b>	<b>735.0</b>	<b>0.04</b>	<b>0.2</b>	<b>A</b>

**SB LR on Somerset Drive: Superlink ID 540**

1	63.0	0.34	19.6	C
2	62.0	0.25	14.3	B
3	64.0	0.24	13.6	B
4	59.0	0.28	17.1	C
5	63.0	0.26	14.6	B
6	61.0	0.29	17.3	C
7	63.0	0.34	19.3	C
8	64.0	0.27	15.3	C
9	62.0	0.23	13.5	B
10	62.0	0.30	17.4	C
<b>Average:</b>	<b>62.0</b>	<b>0.28</b>	<b>16.2</b>	<b>C</b>

**WB TR on Estes Drive: Superlink ID 522**

1	953.0	0.00	0.0	A
2	958.0	0.00	0.0	A
3	963.0	0.00	0.0	A
4	952.0	0.00	0.0	A
5	952.0	0.00	0.0	A
6	951.0	0.00	0.0	A

Intersection Level of Service by Lane Group

**ESTES DRIVE & SOMERSET DRIVE -- UNSIGNALIZED**

**NODE: 8**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
7	958.0	0.00	0.0	A
8	953.0	0.00	0.0	A
9	953.0	0.00	0.0	A
10	966.0	0.00	0.0	A
<b>Average:</b>	<b>955.0</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE -- SIGNALIZED**

**NODE: 70532**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>EB L on Estes Drive Extension: Superlink ID 374</b>				
1	243.0	5.11	75.7	E
2	245.0	5.75	84.5	F
3	243.0	5.68	84.1	F
4	243.0	5.50	81.5	F
5	243.0	5.37	79.6	E
6	242.0	6.73	100.1	F
7	244.0	5.60	82.7	F
8	240.0	5.38	80.7	F
9	243.0	5.29	78.3	E
10	244.0	5.42	79.9	E
<b>Average:</b>	<b>243.0</b>	<b>5.58</b>	<b>82.7</b>	<b>F</b>

**EB R on Estes Drive Extension: Superlink ID 374**

1	58.0	0.67	41.7	D
2	57.0	0.74	46.4	D
3	58.0	0.59	36.3	D
4	57.0	0.75	47.2	D
5	57.0	0.56	35.3	D
6	57.0	0.64	40.2	D
7	56.0	0.65	41.7	D
8	57.0	0.65	41.0	D
9	56.0	0.64	41.3	D
10	57.0	0.55	34.8	C
<b>Average:</b>	<b>57.0</b>	<b>0.64</b>	<b>40.6</b>	<b>D</b>

**EB T on Estes Drive Extension: Superlink ID 374**

1	250.0	3.46	49.8	D
2	260.0	3.71	51.4	D
3	253.0	3.89	55.4	E
4	249.0	3.81	55.1	E
5	249.0	3.47	50.2	D
6	257.0	4.42	62.0	E
7	259.0	3.90	54.3	D
8	254.0	3.69	52.3	D
9	254.0	3.58	50.7	D
10	252.0	3.52	50.3	D
<b>Average:</b>	<b>253.0</b>	<b>3.75</b>	<b>53.2</b>	<b>D</b>

Intersection Level of Service by Lane Group

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE -- SIGNALIZED**

**NODE: 70532**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>NB L on NC 86 (MLK Jr. Blvd): Superlink ID 377</b>				
1	65.0	2.13	118.2	F
2	63.0	1.93	110.2	F
3	59.0	2.18	133.1	F
4	63.0	2.34	133.7	F
5	63.0	2.61	149.2	F
6	63.0	2.03	116.2	F
7	63.0	2.39	136.7	F
8	62.0	2.60	150.9	F
9	63.0	2.24	128.0	F
10	64.0	2.23	125.3	F
<b>Average:</b>	<b>62.0</b>	<b>2.27</b>	<b>130.2</b>	<b>F</b>
<b>NB R on NC 86 (MLK Jr. Blvd): Superlink ID 377</b>				
1	229.0	5.25	82.6	F
2	233.0	4.85	75.0	E
3	213.0	5.76	97.3	F
4	228.0	6.56	103.5	F
5	223.0	6.41	103.5	F
6	224.0	4.66	74.9	E
7	213.0	5.75	97.2	F
8	226.0	6.51	103.7	F
9	218.0	5.74	94.8	F
10	227.0	6.10	96.8	F
<b>Average:</b>	<b>223.0</b>	<b>5.76</b>	<b>92.9</b>	<b>F</b>
<b>NB T on NC 86 (MLK Jr. Blvd): Superlink ID 377</b>				
1	1,089.0	32.00	105.8	F
2	1,089.0	29.53	97.6	F
3	1,088.0	36.12	119.5	F
4	1,077.0	36.27	121.2	F
5	1,092.0	38.45	126.7	F
6	1,093.0	31.65	104.2	F
7	1,094.0	36.49	120.1	F
8	1,093.0	37.46	123.4	F
9	1,089.0	36.90	122.0	F
10	1,092.0	35.53	117.1	F
<b>Average:</b>	<b>1,089.0</b>	<b>35.04</b>	<b>115.8</b>	<b>F</b>
<b>SB L on NC 86 (MLK Jr. Blvd): Superlink ID 534</b>				
1	304.0	6.06	71.7	E
2	301.0	5.11	61.1	E
3	304.0	6.34	75.1	E
4	306.0	5.56	65.4	E
5	302.0	7.55	90.0	F

Intersection Level of Service by Lane Group

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE -- SIGNALIZED** **NODE: 70532**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	306.0	5.49	64.6	E
7	304.0	5.44	64.4	E
8	301.0	5.77	69.0	E
9	303.0	5.90	70.1	E
10	301.0	4.97	59.4	E
<b>Average:</b>	<b>303.0</b>	<b>5.82</b>	<b>69.1</b>	<b>E</b>

**SB R on NC 86 (MLK Jr. Blvd): Superlink ID 534**

1	207.0	0.97	16.8	B
2	205.0	0.90	15.8	B
3	204.0	1.05	18.5	B
4	204.0	1.01	17.8	B
5	205.0	1.01	17.7	B
6	206.0	0.98	17.1	B
7	206.0	1.05	18.4	B
8	206.0	1.01	17.7	B
9	205.0	1.02	17.9	B
10	206.0	1.01	17.7	B
<b>Average:</b>	<b>205.0</b>	<b>1.00</b>	<b>17.5</b>	<b>B</b>

**SB T on NC 86 (MLK Jr. Blvd): Superlink ID 534**

1	664.0	5.91	32.1	C
2	665.0	5.91	32.0	C
3	664.0	5.90	32.0	C
4	664.0	6.03	32.7	C
5	666.0	6.41	34.7	C
6	663.0	5.84	31.7	C
7	664.0	5.92	32.1	C
8	663.0	6.12	33.2	C
9	666.0	6.25	33.8	C
10	665.0	5.95	32.2	C
<b>Average:</b>	<b>664.0</b>	<b>6.02</b>	<b>32.7</b>	<b>C</b>

**WB L on Estes Drive: Superlink ID 535**

1	204.0	4.22	74.4	E
2	203.0	4.44	78.7	E
3	206.0	4.74	82.9	F
4	201.0	4.41	78.9	E
5	205.0	4.71	82.7	F
6	197.0	4.39	80.3	F
7	201.0	4.35	78.0	E
8	205.0	4.42	77.6	E
9	203.0	4.58	81.3	F
10	203.0	4.25	75.4	E
<b>Average:</b>	<b>202.0</b>	<b>4.45</b>	<b>79.0</b>	<b>E</b>



Intersection Level of Service by Lane Group

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE -- SIGNALIZED**

**NODE: 70532**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>WB R on Estes Drive: Superlink ID 535</b>				
1	438.0	4.71	38.7	D
2	437.0	5.03	41.4	D
3	442.0	4.88	39.8	D
4	434.0	4.85	40.2	D
5	445.0	4.88	39.5	D
6	443.0	4.67	37.9	D
7	438.0	5.06	41.6	D
8	443.0	5.08	41.3	D
9	441.0	4.95	40.4	D
10	437.0	4.97	40.9	D
<b>Average:</b>	<b>439.0</b>	<b>4.91</b>	<b>40.2</b>	<b>D</b>

**WB T on Estes Drive: Superlink ID 535**

1	312.0	4.91	56.7	E
2	313.0	4.91	56.4	E
3	312.0	4.92	56.8	E
4	312.0	4.71	54.4	D
5	317.0	4.54	51.6	D
6	309.0	4.52	52.7	D
7	315.0	4.89	55.9	E
8	312.0	4.89	56.4	E
9	315.0	4.67	53.4	D
10	311.0	5.24	60.7	E
<b>Average:</b>	<b>312.0</b>	<b>4.82</b>	<b>55.5</b>	<b>E</b>

**NC 86 (MLK JR. BLVD) & AURA ACCESS #1 -- UNSIGNALIZED**

**NODE: 2**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>NB R on NC 86 (MLK Jr. Blvd): Superlink ID 534</b>				
1	27.0	0.00	0.0	A
2	31.0	0.00	0.0	A
3	32.0	0.00	0.0	A
4	30.0	0.00	0.0	A
5	32.0	0.00	0.0	A
6	34.0	0.00	0.0	A
7	31.0	0.00	0.0	A
8	31.0	0.00	0.0	A
9	32.0	0.00	0.0	A
10	28.0	0.00	0.0	A
<b>Average:</b>	<b>30.0</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>

**NB T on NC 86 (MLK Jr. Blvd): Superlink ID 534**

1	1,742.0	0.00	0.0	A
2	1,738.0	0.00	0.0	A
3	1,742.0	0.00	0.0	A
4	1,723.0	0.00	0.0	A

Intersection Level of Service by Lane Group

**NC 86 (MLK JR. BLVD) & AURA ACCESS #1 -- UNSIGNALIZED**

**NODE: 2**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
5	1,746.0	0.00	0.0	A
6	1,744.0	0.00	0.0	A
7	1,747.0	0.00	0.0	A
8	1,743.0	0.00	0.0	A
9	1,737.0	0.00	0.0	A
10	1,745.0	0.00	0.0	A
<b>Average:</b>	<b>1,740.0</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>

**SB T on NC 86 (MLK Jr. Blvd): Superlink ID 376**

1	1,178.0	0.00	0.0	A
2	1,176.0	0.00	0.0	A
3	1,179.0	0.00	0.0	A
4	1,178.0	0.00	0.0	A
5	1,177.0	0.03	0.1	A
6	1,178.0	0.00	0.0	A
7	1,177.0	0.00	0.0	A
8	1,176.0	0.00	0.0	A
9	1,177.0	0.00	0.0	A
10	1,178.0	0.00	0.0	A
<b>Average:</b>	<b>1,177.0</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>

**WB R on Aura Access #1: Superlink ID 537**

1	37.0	0.14	13.8	B
2	38.0	0.20	19.1	C
3	38.0	0.16	15.3	C
4	39.0	0.19	17.6	C
5	39.0	0.18	16.2	C
6	38.0	0.17	16.1	C
7	38.0	0.21	19.8	C
8	38.0	0.19	17.7	C
9	38.0	0.17	16.1	C
10	38.0	0.18	16.8	C
<b>Average:</b>	<b>38.0</b>	<b>0.18</b>	<b>16.9</b>	<b>C</b>

**SOMERSET DRIVE & LOCK7 MAIN ACCESS -- UNSIGNALIZED**

**NODE: 4**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>EB LR on Lock7 Main Access: Superlink ID 541</b>				
1	14.0	0.02	4.1	A
2	14.0	0.01	3.8	A
3	14.0	0.02	4.0	A
4	13.0	0.01	4.0	A
5	14.0	0.02	4.2	A
6	15.0	0.02	4.4	A
7	14.0	0.02	4.6	A
8	14.0	0.02	4.3	A
9	14.0	0.02	4.4	A

Intersection Level of Service by Lane Group

**SOMERSET DRIVE & LOCK7 MAIN ACCESS -- UNSIGNALIZED**

**NODE: 4**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	14.0	0.02	4.7	A
<b>Average:</b>	<b>14.0</b>	<b>0.02</b>	<b>4.3</b>	<b>A</b>

**NB LT on Somerset Drive: Superlink ID 540**

1	41.0	0.00	0.0	A
2	40.0	0.00	0.0	A
3	43.0	0.00	0.0	A
4	44.0	0.00	0.0	A
5	38.0	0.00	0.1	A
6	41.0	0.00	0.0	A
7	42.0	0.00	0.0	A
8	43.0	0.00	0.0	A
9	41.0	0.00	0.0	A
10	49.0	0.00	0.1	A
<b>Average:</b>	<b>42.0</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>

**SB TR on Somerset Drive: Superlink ID 539**

1	21.0	0.00	0.0	A
2	21.0	0.00	0.0	A
3	21.0	0.00	0.0	A
4	21.0	0.00	0.0	A
5	21.0	0.00	0.0	A
6	21.0	0.00	0.0	A
7	21.0	0.00	0.0	A
8	21.0	0.00	0.0	A
9	21.0	0.00	0.0	A
10	21.0	0.00	0.0	A
<b>Average:</b>	<b>21.0</b>	<b>0.00</b>	<b>0.0</b>	<b>A</b>

**Intersection Level of Service by Lane Group**

Project: Lock7 TIA 2025  
 Scenario: Lock 7 2025 Build - PM  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 17:00:00 - 18:00:00  
 Interval: Summary  
 Selection: --

# Intersection Level of Service by Lane Group - Total Control Delay

**ESTES DRIVE & AURA ACCESS #2**

**NODE: 3**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive	535	0.2	0.0	0.2	0.2	10
EB T	Estes Drive	535	0.0	0.0	0.0	0.1	10
SB L	Aura Access #2	538	0.3	0.0	0.2	0.4	10
SB R	Aura Access #2	538	0.1	0.0	0.1	0.1	10
WB R	Estes Drive	536	0.0	0.0	0.0	0.0	10
WB T	Estes Drive	536	0.0	0.0	0.0	0.0	10

**ESTES DRIVE & CASWELL RD**

**NODE: 70219**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NEB LTR	Caswell Rd	523	0.3	0.2	0.1	0.5	10
NWB L	Estes Drive	525	0.0	0.0	0.0	0.0	10
NWB TR	Estes Drive	525	3.2	0.2	2.9	3.5	10
SEB L	Estes Drive	522	0.4	0.1	0.4	0.6	10
SEB TR	Estes Drive	522	1.2	0.1	1.0	1.5	10
SWB L	Caswell Rd	524	0.3	0.0	0.3	0.4	10
SWB TR	Caswell Rd	524	1.8	0.1	1.7	1.9	10

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive	525	7.5	0.9	6.3	8.8	10
EB TR	Estes Drive	525	7.4	0.3	6.9	7.8	10
NB L	E. Franklin Street	533	2.4	0.2	2.2	2.7	10
NB T	E. Franklin Street	533	5.2	0.1	5.1	5.4	10
NB TR	E. Franklin Street	533	6.3	0.2	5.9	6.6	10
NWB L	Estes Drive	528	3.5	0.3	3.1	4.1	10
NWB R	Estes Drive	528	3.1	0.1	2.9	3.3	10
NWB T	Estes Drive	528	7.2	0.5	6.3	8.1	10
SB L	E. Franklin Street	76	2.7	0.2	2.5	3.0	10
SB T	E. Franklin Street	76	4.9	0.2	4.7	5.2	10
SB TR	E. Franklin Street	76	6.9	0.3	6.5	7.2	10

**ESTES DRIVE & SOMERSET DRIVE**

**NODE: 8**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive	536	0.1	0.0	0.1	0.1	10
EB T	Estes Drive	536	0.0	0.0	0.0	0.1	10
SB LR	Somerset Drive	540	0.3	0.0	0.2	0.3	10
WB TR	Estes Drive	522	0.0	0.0	0.0	0.0	10

Intersection Level of Service by Lane Group

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive Extension	374	5.6	0.4	5.1	6.7	10
EB R	Estes Drive Extension	374	0.6	0.1	0.6	0.8	10
EB T	Estes Drive Extension	374	3.7	0.3	3.5	4.4	10
NB L	NC 86 (MLK Jr. Blvd)	377	2.3	0.2	1.9	2.6	10
NB R	NC 86 (MLK Jr. Blvd)	377	5.8	0.7	4.7	6.6	10
NB T	NC 86 (MLK Jr. Blvd)	377	35.0	2.9	29.5	38.5	10
SB L	NC 86 (MLK Jr. Blvd)	534	5.8	0.7	5.0	7.6	10
SB R	NC 86 (MLK Jr. Blvd)	534	1.0	0.0	0.9	1.1	10
SB T	NC 86 (MLK Jr. Blvd)	534	6.0	0.2	5.8	6.4	10
WB L	Estes Drive	535	4.5	0.2	4.2	4.7	10
WB R	Estes Drive	535	4.9	0.1	4.7	5.1	10
WB T	Estes Drive	535	4.8	0.2	4.5	5.2	10

**NC 86 (MLK JR. BLVD) & AURA ACCESS #1**

**NODE: 2**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB R	NC 86 (MLK Jr. Blvd)	534	0.0	0.0	0.0	0.0	10
NB T	NC 86 (MLK Jr. Blvd)	534	0.0	0.0	0.0	0.0	10
SB T	NC 86 (MLK Jr. Blvd)	376	0.0	0.0	0.0	0.0	10
WB R	Aura Access #1	537	0.2	0.0	0.1	0.2	10

**SOMERSET DRIVE & LOCK7 MAIN ACCESS**

**NODE: 4**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LR	Lock7 Main Access	541	0.0	0.0	0.0	0.0	10
NB LT	Somerset Drive	540	0.0	0.0	0.0	0.0	10
SB TR	Somerset Drive	539	0.0	0.0	0.0	0.0	10

**Intersection Level of Service by Lane Group**

Project: Lock7 TIA 2025  
 Scenario: Lock 7 2025 Build - PM  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 17:00:00 - 18:00:00  
 Interval: Summary  
 Selection: --

# Intersection Level of Service by Lane Group - Avg Control Delay

**ESTES DRIVE & AURA ACCESS #2**

**NODE: 3**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive	535	12.9	1.9	10.1	15.2	10
EB T	Estes Drive	535	0.2	0.0	0.2	0.3	10
SB L	Aura Access #2	538	28.9	3.0	24.1	33.9	10
SB R	Aura Access #2	538	10.0	1.4	8.2	12.4	10
WB R	Estes Drive	536	0.0	0.0	0.0	0.0	10
WB T	Estes Drive	536	0.0	0.0	0.0	0.0	10

**ESTES DRIVE & CASWELL RD**

**NODE: 70219**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NEB LTR	Caswell Rd	523	135.3	77.7	38.6	258.0	10
NWB L	Estes Drive	525	19.0	14.4	0.0	49.1	10
NWB TR	Estes Drive	525	14.1	0.9	12.6	15.3	10
SEB L	Estes Drive	522	13.5	2.1	11.1	17.6	10
SEB TR	Estes Drive	522	6.8	0.7	5.6	8.2	10
SWB L	Caswell Rd	524	32.7	2.9	28.3	37.7	10
SWB TR	Caswell Rd	524	36.5	1.6	33.9	38.7	10

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive	525	81.1	9.4	68.6	96.6	10
EB TR	Estes Drive	525	62.2	2.5	58.4	65.1	10
NB L	E. Franklin Street	533	119.0	7.3	108.8	127.5	10
NB T	E. Franklin Street	533	43.0	0.8	42.0	44.4	10
NB TR	E. Franklin Street	533	46.4	1.7	44.4	50.3	10
NWB L	Estes Drive	528	67.6	6.8	59.8	78.8	10
NWB R	Estes Drive	528	44.7	1.8	41.7	47.6	10
NWB T	Estes Drive	528	74.6	5.2	65.1	83.4	10
SB L	E. Franklin Street	76	82.7	5.2	74.2	91.0	10
SB T	E. Franklin Street	76	39.8	1.2	37.6	41.6	10
SB TR	E. Franklin Street	76	44.7	1.7	42.1	47.2	10

**ESTES DRIVE & SOMERSET DRIVE**

**NODE: 8**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive	536	10.6	1.8	8.6	14.1	10
EB T	Estes Drive	536	0.2	0.1	0.1	0.4	10
SB LR	Somerset Drive	540	16.2	2.3	13.5	19.6	10
WB TR	Estes Drive	522	0.0	0.0	0.0	0.0	10

Intersection Level of Service by Lane Group

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive Extension	374	82.7	6.7	75.7	100.1	10
EB R	Estes Drive Extension	374	40.6	4.2	34.8	47.2	10
EB T	Estes Drive Extension	374	53.2	3.7	49.8	62.0	10
NB L	NC 86 (MLK Jr. Blvd)	377	130.2	13.4	110.2	150.9	10
NB R	NC 86 (MLK Jr. Blvd)	377	92.9	11.3	74.9	103.7	10
NB T	NC 86 (MLK Jr. Blvd)	377	115.8	9.7	97.6	126.7	10
SB L	NC 86 (MLK Jr. Blvd)	534	69.1	8.8	59.4	90.0	10
SB R	NC 86 (MLK Jr. Blvd)	534	17.5	0.8	15.8	18.5	10
SB T	NC 86 (MLK Jr. Blvd)	534	32.7	1.0	31.7	34.7	10
WB L	Estes Drive	535	79.0	2.8	74.4	82.9	10
WB R	Estes Drive	535	40.2	1.2	37.9	41.6	10
WB T	Estes Drive	535	55.5	2.6	51.6	60.7	10

**NC 86 (MLK JR. BLVD) & AURA ACCESS #1**

**NODE: 2**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB R	NC 86 (MLK Jr. Blvd)	534	0.0	0.0	0.0	0.0	10
NB T	NC 86 (MLK Jr. Blvd)	534	0.0	0.0	0.0	0.0	10
SB T	NC 86 (MLK Jr. Blvd)	376	0.0	0.0	0.0	0.1	10
WB R	Aura Access #1	537	16.9	1.8	13.8	19.8	10

**SOMERSET DRIVE & LOCK7 MAIN ACCESS**

**NODE: 4**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LR	Lock7 Main Access	541	4.3	0.3	3.8	4.7	10
NB LT	Somerset Drive	540	0.0	0.0	0.0	0.1	10
SB TR	Somerset Drive	539	0.0	0.0	0.0	0.0	10

Project: Lock7 TIA 2025 Mitigation  
 Scenario: Lock 7 2025 Mitigation - AM  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 08:00:00 - 09:00:00  
 Interval: Summary  
 Selection: MOEs

# Intersection Level of Service - Overview

## ESTES DRIVE & E. FRANKLIN STREET -- SIGNALIZED

NODE: 70527

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,637.0	25.97	35.5	D
2	2,654.0	26.69	36.2	D
3	2,651.0	26.98	36.6	D
4	2,637.0	26.40	36.0	D
5	2,616.0	25.62	35.3	D
6	2,652.0	26.64	36.2	D
7	2,645.0	25.79	35.1	D
8	2,653.0	26.28	35.7	D
9	2,643.0	25.48	34.7	C
10	2,648.0	26.08	35.5	D
<b>Average:</b>	<b>2,643.6</b>	<b>26.19</b>	<b>35.7</b>	<b>D</b>

## ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE -- SIGNALIZED

NODE: 70532

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	3,498.0	33.75	34.7	C
2	3,479.0	32.52	33.7	C
3	3,491.0	32.65	33.7	C
4	3,473.0	32.75	33.9	C
5	3,495.0	33.13	34.1	C
6	3,503.0	32.87	33.8	C
7	3,483.0	32.06	33.1	C
8	3,486.0	32.52	33.6	C
9	3,484.0	31.87	32.9	C
10	3,490.0	32.05	33.1	C
<b>Average:</b>	<b>3,488.2</b>	<b>32.62</b>	<b>33.7</b>	<b>C</b>



## Intersection Level of Service

Project: Lock7 TIA 2025 Mitigation  
Scenario: Lock 7 2025 Mitigation - AM  
Run(s): Batch (10 runs)  
Simulated: Various  
Time: 08:00:00 - 09:00:00  
Interval: Summary  
Selection: MOEs

## Intersection Level of Service - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
70527	Estes Drive & E. Franklin Street	Actuated	26.2	0.5	25.5	27.0	10
70532	Estes Drive Extension, NC 86 (MLK Jr. Blvd) & Estes Drive	Actuated	32.6	0.6	31.9	33.8	10

## Intersection Level of Service

Project: Lock7 TIA 2025 Mitigation  
Scenario: Lock 7 2025 Mitigation - AM  
Run(s): Batch (10 runs)  
Simulated: Various  
Time: 08:00:00 - 09:00:00  
Interval: Summary  
Selection: MOEs

# Intersection Level of Service - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
70527	Estes Drive & E. Franklin Street	Actuated	35.7	0.6	34.7	36.6	10
70532	Estes Drive Extension, NC 86 (MLK Jr. Blvd) & Estes Drive	Actuated	33.7	0.5	32.9	34.7	10

Project: Lock7 TIA 2025 Mitigation  
 Scenario: Lock 7 2025 Mitigation - AM  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 08:00:00 - 09:00:00  
 Interval: Summary  
 Selection: MOEs

# Intersection Level of Service by Lane Group - Overview

## ESTES DRIVE & E. FRANKLIN STREET -- SIGNALIZED NODE: 70527

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>EB L on Estes Drive: Superlink ID 525</b>				
1	369.0	4.44	43.3	D
2	375.0	4.84	46.4	D
3	375.0	4.90	47.1	D
4	371.0	5.20	50.5	D
5	372.0	5.19	50.2	D
6	376.0	4.67	44.7	D
7	366.0	5.00	49.2	D
8	376.0	4.93	47.2	D
9	371.0	4.87	47.2	D
10	374.0	5.01	48.2	D
<b>Average:</b>	<b>372.0</b>	<b>4.91</b>	<b>47.4</b>	<b>D</b>

<b>EB TR on Estes Drive: Superlink ID 525</b>				
1	437.0	5.03	41.4	D
2	436.0	5.17	42.7	D
3	432.0	5.08	42.3	D
4	435.0	4.87	40.3	D
5	427.0	4.55	38.3	D
6	433.0	4.84	40.2	D
7	431.0	4.66	38.9	D
8	429.0	4.84	40.6	D
9	430.0	4.89	40.9	D
10	431.0	5.21	43.5	D
<b>Average:</b>	<b>432.0</b>	<b>4.91</b>	<b>40.9</b>	<b>D</b>

<b>NB L on E. Franklin Street: Superlink ID 533</b>				
1	54.0	1.05	70.2	E
2	53.0	0.88	60.1	E
3	57.0	1.11	70.0	E
4	53.0	0.83	56.1	E
5	52.0	0.94	65.2	E
6	56.0	1.14	73.3	E
7	52.0	0.98	68.2	E
8	53.0	0.97	65.9	E
9	52.0	0.83	57.7	E
10	53.0	0.93	62.9	E
<b>Average:</b>	<b>53.0</b>	<b>0.97</b>	<b>65.0</b>	<b>E</b>

**NB T on E. Franklin Street: Superlink ID 533**

Intersection Level of Service by Lane Group

**ESTES DRIVE & E. FRANKLIN STREET -- SIGNALIZED**

**NODE: 70527**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	199.0	1.56	28.2	C
2	216.0	1.68	28.0	C
3	204.0	1.73	30.5	C
4	208.0	1.73	29.9	C
5	212.0	1.65	28.0	C
6	206.0	1.81	31.6	C
7	202.0	1.63	29.0	C
8	203.0	1.68	29.8	C
9	196.0	1.64	30.0	C
10	203.0	1.62	28.6	C
<b>Average:</b>	<b>204.0</b>	<b>1.67</b>	<b>29.4</b>	<b>C</b>

**NB TR on E. Franklin Street: Superlink ID 533**

1	236.0	1.81	27.7	C
2	227.0	1.91	30.3	C
3	236.0	1.94	29.6	C
4	232.0	2.01	31.2	C
5	222.0	1.76	28.5	C
6	235.0	2.05	31.5	C
7	242.0	1.75	26.0	C
8	243.0	1.95	28.8	C
9	249.0	2.02	29.3	C
10	239.0	1.83	27.5	C
<b>Average:</b>	<b>236.0</b>	<b>1.90</b>	<b>29.0</b>	<b>C</b>

**NWB L on Estes Drive: Superlink ID 528**

1	108.0	1.07	35.6	D
2	107.0	1.10	37.1	D
3	107.0	1.14	38.3	D
4	107.0	1.07	36.0	D
5	108.0	1.05	34.8	C
6	109.0	1.02	33.6	C
7	108.0	1.23	41.0	D
8	106.0	0.98	33.2	C
9	106.0	1.00	34.1	C
10	108.0	1.00	33.3	C
<b>Average:</b>	<b>107.0</b>	<b>1.07</b>	<b>35.7</b>	<b>D</b>

**NWB R on Estes Drive: Superlink ID 528**

1	113.0	1.04	33.1	C
2	113.0	1.11	35.4	D
3	113.0	0.95	30.4	C
4	113.0	0.95	30.1	C
5	111.0	0.83	27.0	C
6	114.0	1.07	33.7	C
7	112.0	1.09	35.1	D

Intersection Level of Service by Lane Group

**ESTES DRIVE & E. FRANKLIN STREET -- SIGNALIZED**

**NODE: 70527**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
8	113.0	1.16	36.9	D
9	112.0	0.99	31.9	C
10	112.0	0.96	30.7	C
<b>Average:</b>	<b>112.0</b>	<b>1.02</b>	<b>32.4</b>	<b>C</b>

**NWB T on Estes Drive: Superlink ID 528**

1	225.0	3.86	61.8	E
2	223.0	3.82	61.7	E
3	228.0	3.77	59.5	E
4	223.0	3.64	58.7	E
5	226.0	3.70	59.0	E
6	223.0	3.63	58.6	E
7	223.0	3.30	53.2	D
8	224.0	3.42	55.0	D
9	222.0	3.35	54.3	D
10	223.0	3.51	56.7	E
<b>Average:</b>	<b>224.0</b>	<b>3.60</b>	<b>57.9</b>	<b>E</b>

**SB L on E. Franklin Street: Superlink ID 76**

1	94.0	1.40	53.5	D
2	94.0	1.49	57.3	E
3	94.0	1.35	51.7	D
4	93.0	1.16	44.9	D
5	92.0	1.18	46.2	D
6	94.0	1.35	51.9	D
7	93.0	1.37	53.2	D
8	94.0	1.61	61.6	E
9	93.0	1.23	47.8	D
10	94.0	1.25	47.8	D
<b>Average:</b>	<b>93.0</b>	<b>1.34</b>	<b>51.6</b>	<b>D</b>

**SB R on E. Franklin Street: Superlink ID 76**

1	260.0	0.60	8.4	A
2	263.0	0.62	8.5	A
3	260.0	0.72	10.0	B
4	259.0	0.66	9.2	A
5	257.0	0.81	11.4	B
6	260.0	0.81	11.2	B
7	264.0	0.77	10.5	B
8	263.0	0.72	9.8	A
9	262.0	0.63	8.6	A
10	261.0	0.73	10.0	B
<b>Average:</b>	<b>260.0</b>	<b>0.71</b>	<b>9.8</b>	<b>A</b>

**SB T on E. Franklin Street: Superlink ID 76**

1	542.0	4.11	27.3	C
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Intersection Level of Service by Lane Group

**ESTES DRIVE & E. FRANKLIN STREET -- SIGNALIZED**

**NODE: 70527**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
2	547.0	4.05	26.7	C
3	545.0	4.29	28.3	C
4	543.0	4.29	28.4	C
5	537.0	3.96	26.6	C
6	546.0	4.25	28.0	C
7	552.0	4.01	26.2	C
8	549.0	4.03	26.4	C
9	550.0	4.03	26.4	C
10	550.0	4.06	26.6	C
<b>Average:</b>	<b>546.0</b>	<b>4.11</b>	<b>27.1</b>	<b>C</b>

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE -- SIGNALIZED**

**NODE: 70532**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>EB L on Estes Drive Extension: Superlink ID 374</b>				
1	276.0	4.61	60.1	E
2	277.0	4.64	60.3	E
3	277.0	4.62	60.1	E
4	276.0	4.83	63.1	E
5	275.0	4.64	60.8	E
6	276.0	4.78	62.4	E
7	275.0	4.65	60.9	E
8	279.0	4.62	59.7	E
9	277.0	4.79	62.2	E
10	276.0	4.56	59.5	E
<b>Average:</b>	<b>276.0</b>	<b>4.67</b>	<b>60.9</b>	<b>E</b>

**EB R on Estes Drive Extension: Superlink ID 374**

1	82.0	0.83	36.6	D
2	81.0	0.81	35.8	D
3	81.0	0.82	36.4	D
4	80.0	0.76	34.4	C
5	82.0	0.87	38.3	D
6	81.0	0.84	37.4	D
7	80.0	0.93	41.7	D
8	81.0	0.88	39.0	D
9	81.0	0.86	38.0	D
10	81.0	0.86	38.2	D
<b>Average:</b>	<b>81.0</b>	<b>0.85</b>	<b>37.6</b>	<b>D</b>

**EB T on Estes Drive Extension: Superlink ID 374**

1	303.0	4.62	54.8	D
2	302.0	4.54	54.1	D
3	307.0	4.82	56.6	E
4	303.0	4.58	54.4	D
5	306.0	4.77	56.1	E
6	304.0	4.75	56.3	E

Intersection Level of Service by Lane Group

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE -- SIGNALIZED** **NODE: 70532**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
7	303.0	4.51	53.6	D
8	302.0	4.68	55.7	E
9	302.0	4.37	52.1	D
10	301.0	4.27	51.1	D
<b>Average:</b>	<b>303.0</b>	<b>4.59</b>	<b>54.5</b>	<b>D</b>

**NB L on NC 86 (MLK Jr. Blvd): Superlink ID 377**

1	36.0	0.23	23.4	C
2	34.0	0.26	27.2	C
3	36.0	0.25	24.6	C
4	34.0	0.26	27.0	C
5	34.0	0.25	26.4	C
6	35.0	0.21	22.0	C
7	35.0	0.25	26.0	C
8	34.0	0.22	23.8	C
9	35.0	0.23	23.5	C
10	36.0	0.28	27.6	C
<b>Average:</b>	<b>34.0</b>	<b>0.24</b>	<b>25.2</b>	<b>C</b>

**NB R on NC 86 (MLK Jr. Blvd): Superlink ID 377**

1	129.0	0.69	19.3	B
2	128.0	0.66	18.7	B
3	128.0	0.79	22.4	C
4	127.0	0.81	23.1	C
5	129.0	0.73	20.5	C
6	128.0	0.63	17.8	B
7	131.0	0.86	23.5	C
8	127.0	0.72	20.5	C
9	128.0	0.70	19.6	B
10	127.0	0.62	17.5	B
<b>Average:</b>	<b>128.0</b>	<b>0.72</b>	<b>20.3</b>	<b>C</b>

**NB T on NC 86 (MLK Jr. Blvd): Superlink ID 377**

1	463.0	4.13	32.1	C
2	464.0	4.19	32.5	C
3	466.0	4.16	32.2	C
4	464.0	3.94	30.5	C
5	462.0	3.99	31.1	C
6	465.0	4.15	32.1	C
7	462.0	3.99	31.1	C
8	464.0	4.11	31.9	C
9	466.0	3.90	30.1	C
10	464.0	3.98	30.9	C
<b>Average:</b>	<b>464.0</b>	<b>4.05</b>	<b>31.5</b>	<b>C</b>

**SB L on NC 86 (MLK Jr. Blvd): Superlink ID 534**

Intersection Level of Service by Lane Group

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE -- SIGNALIZED** **NODE: 70532**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	406.0	3.21	28.5	C
2	397.0	2.46	22.3	C
3	398.0	2.56	23.2	C
4	398.0	2.66	24.1	C
5	402.0	2.97	26.6	C
6	400.0	2.74	24.7	C
7	402.0	2.80	25.1	C
8	396.0	2.49	22.6	C
9	398.0	2.64	23.9	C
10	398.0	2.72	24.6	C
<b>Average:</b>	<b>399.0</b>	<b>2.73</b>	<b>24.6</b>	<b>C</b>

**SB R on NC 86 (MLK Jr. Blvd): Superlink ID 534**

1	228.0	0.97	15.4	B
2	226.0	0.94	15.0	B
3	226.0	0.87	13.8	B
4	228.0	0.96	15.1	B
5	225.0	0.89	14.2	B
6	227.0	0.90	14.2	B
7	227.0	0.87	13.8	B
8	227.0	0.91	14.5	B
9	226.0	0.90	14.4	B
10	227.0	0.97	15.4	B
<b>Average:</b>	<b>226.0</b>	<b>0.92</b>	<b>14.6</b>	<b>B</b>

**SB T on NC 86 (MLK Jr. Blvd): Superlink ID 534**

1	987.0	6.86	25.0	C
2	985.0	6.69	24.5	C
3	978.0	6.74	24.8	C
4	986.0	6.58	24.0	C
5	983.0	6.80	24.9	C
6	988.0	6.62	24.1	C
7	985.0	6.60	24.1	C
8	979.0	6.63	24.4	C
9	983.0	6.16	22.6	C
10	987.0	6.65	24.3	C
<b>Average:</b>	<b>984.0</b>	<b>6.63</b>	<b>24.3</b>	<b>C</b>

**WB L on Estes Drive: Superlink ID 535**

1	194.0	3.60	66.8	E
2	192.0	3.00	56.3	E
3	193.0	3.18	59.3	E
4	190.0	3.33	63.1	E
5	199.0	3.38	61.1	E
6	196.0	3.26	59.9	E
7	193.0	3.22	60.0	E



Intersection Level of Service by Lane Group

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE -- SIGNALIZED** **NODE: 70532**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
8	193.0	3.25	60.7	E
9	192.0	3.26	61.1	E
10	191.0	3.39	63.9	E
<b>Average:</b>	<b>193.0</b>	<b>3.29</b>	<b>61.2</b>	<b>E</b>

**WB R on Estes Drive: Superlink ID 535**

1	238.0	1.71	25.8	C
2	240.0	1.76	26.4	C
3	242.0	1.55	23.1	C
4	234.0	1.79	27.5	C
5	241.0	1.54	23.0	C
6	242.0	1.71	25.5	C
7	235.0	1.32	20.3	C
8	240.0	1.53	23.0	C
9	239.0	1.86	28.0	C
10	243.0	1.41	20.9	C
<b>Average:</b>	<b>239.0</b>	<b>1.62</b>	<b>24.4</b>	<b>C</b>

**WB T on Estes Drive: Superlink ID 535**

1	156.0	2.29	52.8	D
2	153.0	2.57	60.4	E
3	159.0	2.28	51.6	D
4	153.0	2.25	52.9	D
5	157.0	2.30	52.7	D
6	161.0	2.26	50.6	D
7	155.0	2.06	47.9	D
8	164.0	2.48	54.3	D
9	157.0	2.21	50.8	D
10	159.0	2.34	53.0	D
<b>Average:</b>	<b>157.0</b>	<b>2.30</b>	<b>52.7</b>	<b>D</b>

**Intersection Level of Service by Lane Group**

Project: Lock7 TIA 2025 Mitigation  
 Scenario: Lock 7 2025 Mitigation - AM  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 08:00:00 - 09:00:00  
 Interval: Summary  
 Selection: MOEs

# Intersection Level of Service by Lane Group - Total Control Delay

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive	525	4.9	0.2	4.4	5.2	10
EB TR	Estes Drive	525	4.9	0.2	4.6	5.2	10
NB L	E. Franklin Street	533	1.0	0.1	0.8	1.1	10
NB T	E. Franklin Street	533	1.7	0.1	1.6	1.8	10
NB TR	E. Franklin Street	533	1.9	0.1	1.8	2.1	10
NWB L	Estes Drive	528	1.1	0.1	1.0	1.2	10
NWB R	Estes Drive	528	1.0	0.1	0.8	1.2	10
NWB T	Estes Drive	528	3.6	0.2	3.3	3.9	10
SB L	E. Franklin Street	76	1.3	0.1	1.2	1.6	10
SB R	E. Franklin Street	76	0.7	0.1	0.6	0.8	10
SB T	E. Franklin Street	76	4.1	0.1	4.0	4.3	10

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive Extension	374	4.7	0.1	4.6	4.8	10
EB R	Estes Drive Extension	374	0.8	0.0	0.8	0.9	10
EB T	Estes Drive Extension	374	4.6	0.2	4.3	4.8	10
NB L	NC 86 (MLK Jr. Blvd)	377	0.2	0.0	0.2	0.3	10
NB R	NC 86 (MLK Jr. Blvd)	377	0.7	0.1	0.6	0.9	10
NB T	NC 86 (MLK Jr. Blvd)	377	4.1	0.1	3.9	4.2	10
SB L	NC 86 (MLK Jr. Blvd)	534	2.7	0.2	2.5	3.2	10
SB R	NC 86 (MLK Jr. Blvd)	534	0.9	0.0	0.9	1.0	10
SB T	NC 86 (MLK Jr. Blvd)	534	6.6	0.2	6.2	6.9	10
WB L	Estes Drive	535	3.3	0.2	3.0	3.6	10
WB R	Estes Drive	535	1.6	0.2	1.3	1.9	10
WB T	Estes Drive	535	2.3	0.1	2.1	2.6	10

**Intersection Level of Service by Lane Group**

Project: Lock7 TIA 2025 Mitigation  
 Scenario: Lock 7 2025 Mitigation - AM  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 08:00:00 - 09:00:00  
 Interval: Summary  
 Selection: MOEs

# Intersection Level of Service by Lane Group - Avg Control Delay

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive	525	47.4	2.3	43.3	50.5	10
EB TR	Estes Drive	525	40.9	1.6	38.3	43.5	10
NB L	E. Franklin Street	533	65.0	5.7	56.1	73.3	10
NB T	E. Franklin Street	533	29.4	1.2	28.0	31.6	10
NB TR	E. Franklin Street	533	29.0	1.7	26.0	31.5	10
NWB L	Estes Drive	528	35.7	2.5	33.2	41.0	10
NWB R	Estes Drive	528	32.4	3.0	27.0	36.9	10
NWB T	Estes Drive	528	57.9	3.0	53.2	61.8	10
SB L	E. Franklin Street	76	51.6	5.2	44.9	61.6	10
SB R	E. Franklin Street	76	9.8	1.1	8.4	11.4	10
SB T	E. Franklin Street	76	27.1	0.8	26.2	28.4	10

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive Extension	374	60.9	1.2	59.5	63.1	10
EB R	Estes Drive Extension	374	37.6	2.0	34.4	41.7	10
EB T	Estes Drive Extension	374	54.5	1.8	51.1	56.6	10
NB L	NC 86 (MLK Jr. Blvd)	377	25.2	1.9	22.0	27.6	10
NB R	NC 86 (MLK Jr. Blvd)	377	20.3	2.1	17.5	23.5	10
NB T	NC 86 (MLK Jr. Blvd)	377	31.5	0.8	30.1	32.5	10
SB L	NC 86 (MLK Jr. Blvd)	534	24.6	1.9	22.3	28.5	10
SB R	NC 86 (MLK Jr. Blvd)	534	14.6	0.6	13.8	15.4	10
SB T	NC 86 (MLK Jr. Blvd)	534	24.3	0.7	22.6	25.0	10
WB L	Estes Drive	535	61.2	2.9	56.3	66.8	10
WB R	Estes Drive	535	24.4	2.7	20.3	28.0	10
WB T	Estes Drive	535	52.7	3.2	47.9	60.4	10

Project: Lock7 TIA 2025 Mitigation  
 Scenario: Lock 7 2025 Mitigation - NN  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 12:00:00 - 13:00:00  
 Interval: Summary  
 Selection: MOEs

## Intersection Level of Service - Overview

ESTES DRIVE & E. FRANKLIN STREET -- SIGNALIZED				NODE: 70527
Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,659.0	22.19	30.0	C
2	2,679.0	21.71	29.2	C
3	2,678.0	21.97	29.5	C
4	2,678.0	21.96	29.5	C
5	2,679.0	21.69	29.1	C
6	2,674.0	21.95	29.6	C
7	2,674.0	21.73	29.3	C
8	2,676.0	21.02	28.3	C
9	2,683.0	22.44	30.1	C
10	2,677.0	21.92	29.5	C
<b>Average:</b>	<b>2,675.7</b>	<b>21.86</b>	<b>29.4</b>	<b>C</b>

ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE -- SIGNALIZED				NODE: 70532
Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,544.0	18.19	25.7	C
2	2,536.0	18.13	25.7	C
3	2,541.0	18.55	26.3	C
4	2,545.0	18.75	26.5	C
5	2,550.0	18.29	25.8	C
6	2,544.0	18.68	26.4	C
7	2,539.0	18.64	26.4	C
8	2,547.0	18.74	26.5	C
9	2,550.0	18.61	26.3	C
10	2,544.0	18.46	26.1	C
<b>Average:</b>	<b>2,544.0</b>	<b>18.50</b>	<b>26.2</b>	<b>C</b>

## Intersection Level of Service

Project: Lock7 TIA 2025 Mitigation  
Scenario: Lock 7 2025 Mitigation - NN  
Run(s): Batch (10 runs)  
Simulated: Various  
Time: 12:00:00 - 13:00:00  
Interval: Summary  
Selection: MOEs

## Intersection Level of Service - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
70527	Estes Drive & E. Franklin Street	Actuated	21.9	0.4	21.0	22.4	10
70532	Estes Drive Extension, NC 86 (MLK Jr. Blvd) & Estes Drive	Actuated	18.5	0.2	18.1	18.8	10

## Intersection Level of Service

Project: Lock7 TIA 2025 Mitigation  
Scenario: Lock 7 2025 Mitigation - NN  
Run(s): Batch (10 runs)  
Simulated: Various  
Time: 12:00:00 - 13:00:00  
Interval: Summary  
Selection: MOEs

# Intersection Level of Service - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
70527	Estes Drive & E. Franklin Street	Actuated	29.4	0.5	28.3	30.1	10
70532	Estes Drive Extension, NC 86 (MLK Jr. Blvd) & Estes Drive	Actuated	26.2	0.3	25.7	26.5	10

Project: Lock7 TIA 2025 Mitigation  
 Scenario: Lock 7 2025 Mitigation - NN  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 12:00:00 - 13:00:00  
 Interval: Summary  
 Selection: MOEs

# Intersection Level of Service by Lane Group - Overview

ESTES DRIVE & E. FRANKLIN STREET -- SIGNALIZED				NODE: 70527
Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>EB L on Estes Drive: Superlink ID 525</b>				
1	281.0	4.29	55.0	D
2	288.0	4.02	50.3	D
3	285.0	3.79	47.8	D
4	283.0	3.61	45.9	D
5	284.0	3.63	46.0	D
6	286.0	3.53	44.4	D
7	285.0	3.75	47.4	D
8	284.0	3.61	45.8	D
9	288.0	3.86	48.2	D
10	287.0	3.67	46.0	D
<b>Average:</b>	<b>285.0</b>	<b>3.78</b>	<b>47.7</b>	<b>D</b>
<b>EB TR on Estes Drive: Superlink ID 525</b>				
1	351.0	3.32	34.1	C
2	356.0	3.02	30.5	C
3	354.0	3.03	30.9	C
4	358.0	3.20	32.1	C
5	357.0	3.43	34.5	C
6	349.0	3.52	36.3	D
7	356.0	3.31	33.5	C
8	359.0	3.08	30.8	C
9	356.0	3.36	34.0	C
10	353.0	3.18	32.5	C
<b>Average:</b>	<b>354.0</b>	<b>3.25</b>	<b>32.9</b>	<b>C</b>
<b>NB L on E. Franklin Street: Superlink ID 533</b>				
1	59.0	0.75	45.8	D
2	59.0	0.86	52.6	D
3	62.0	0.90	52.5	D
4	57.0	0.86	54.2	D
5	60.0	0.81	48.8	D
6	62.0	0.82	47.8	D
7	60.0	0.82	49.5	D
8	58.0	0.77	47.7	D
9	60.0	0.72	43.4	D
10	60.0	0.82	49.3	D
<b>Average:</b>	<b>59.0</b>	<b>0.81</b>	<b>49.2</b>	<b>D</b>

**NB T on E. Franklin Street: Superlink ID 533**

Intersection Level of Service by Lane Group

**ESTES DRIVE & E. FRANKLIN STREET -- SIGNALIZED**

**NODE: 70527**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	242.0	1.85	27.5	C
2	248.0	1.80	26.2	C
3	242.0	1.83	27.2	C
4	245.0	1.92	28.3	C
5	251.0	1.85	26.6	C
6	252.0	1.83	26.2	C
7	246.0	1.80	26.4	C
8	249.0	1.84	26.7	C
9	255.0	1.88	26.5	C
10	236.0	1.85	28.2	C
<b>Average:</b>	<b>246.0</b>	<b>1.85</b>	<b>27.0</b>	<b>C</b>

**NB TR on E. Franklin Street: Superlink ID 533**

1	300.0	2.30	27.7	C
2	296.0	2.17	26.4	C
3	302.0	2.21	26.3	C
4	299.0	2.30	27.7	C
5	292.0	2.22	27.4	C
6	290.0	2.12	26.3	C
7	296.0	2.15	26.2	C
8	295.0	2.27	27.7	C
9	287.0	2.27	28.5	C
10	308.0	2.20	25.7	C
<b>Average:</b>	<b>296.0</b>	<b>2.22</b>	<b>27.0</b>	<b>C</b>

**NWB L on Estes Drive: Superlink ID 528**

1	159.0	1.09	24.7	C
2	159.0	1.15	26.1	C
3	160.0	1.21	27.3	C
4	158.0	1.17	26.7	C
5	159.0	1.26	28.6	C
6	159.0	1.15	26.0	C
7	159.0	1.20	27.2	C
8	159.0	1.22	27.5	C
9	161.0	1.18	26.4	C
10	160.0	1.18	26.6	C
<b>Average:</b>	<b>159.0</b>	<b>1.18</b>	<b>26.7</b>	<b>C</b>

**NWB R on Estes Drive: Superlink ID 528**

1	185.0	0.95	18.4	B
2	186.0	0.97	18.7	B
3	186.0	1.04	20.1	C
4	186.0	1.09	21.0	C
5	188.0	1.04	19.9	B
6	187.0	1.07	20.6	C
7	186.0	1.05	20.4	C



Intersection Level of Service by Lane Group

**ESTES DRIVE & E. FRANKLIN STREET -- SIGNALIZED**

**NODE: 70527**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
8	188.0	0.98	18.8	B
9	186.0	1.09	21.2	C
10	184.0	1.10	21.6	C
<b>Average:</b>	<b>186.0</b>	<b>1.04</b>	<b>20.1</b>	<b>C</b>

**NWB T on Estes Drive: Superlink ID 528**

1	298.0	3.13	37.8	D
2	302.0	3.09	36.9	D
3	303.0	3.00	35.7	D
4	306.0	3.14	37.0	D
5	304.0	2.99	35.4	D
6	304.0	3.29	39.0	D
7	302.0	3.05	36.3	D
8	300.0	2.73	32.8	C
9	304.0	3.25	38.5	D
10	302.0	3.19	38.0	D
<b>Average:</b>	<b>302.0</b>	<b>3.09</b>	<b>36.7</b>	<b>D</b>

**SB L on E. Franklin Street: Superlink ID 76**

1	122.0	1.27	37.5	D
2	123.0	1.37	40.1	D
3	122.0	1.41	41.6	D
4	123.0	1.38	40.4	D
5	124.0	1.31	38.0	D
6	124.0	1.40	40.6	D
7	123.0	1.31	38.3	D
8	124.0	1.23	35.6	D
9	123.0	1.56	45.6	D
10	122.0	1.43	42.3	D
<b>Average:</b>	<b>123.0</b>	<b>1.37</b>	<b>40.0</b>	<b>D</b>

**SB R on E. Franklin Street: Superlink ID 76**

1	270.0	0.78	10.4	B
2	268.0	0.85	11.4	B
3	269.0	0.90	12.0	B
4	271.0	0.78	10.4	B
5	268.0	0.82	11.0	B
6	269.0	0.85	11.4	B
7	268.0	0.76	10.2	B
8	268.0	0.93	12.6	B
9	270.0	0.90	12.0	B
10	272.0	0.87	11.6	B
<b>Average:</b>	<b>269.0</b>	<b>0.84</b>	<b>11.3</b>	<b>B</b>

**SB T on E. Franklin Street: Superlink ID 76**

1	392.0	2.46	22.6	C
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Intersection Level of Service by Lane Group

**ESTES DRIVE & E. FRANKLIN STREET -- SIGNALIZED**

**NODE: 70527**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
2	394.0	2.40	21.9	C
3	393.0	2.65	24.3	C
4	392.0	2.51	23.1	C
5	392.0	2.32	21.4	C
6	392.0	2.38	21.8	C
7	393.0	2.52	23.1	C
8	392.0	2.36	21.7	C
9	393.0	2.36	21.6	C
10	393.0	2.41	22.1	C
<b>Average:</b>	<b>392.0</b>	<b>2.44</b>	<b>22.4</b>	<b>C</b>

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE -- SIGNALIZED**

**NODE: 70532**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>EB L on Estes Drive Extension: Superlink ID 374</b>				
1	178.0	2.01	40.6	D
2	180.0	2.07	41.3	D
3	177.0	2.07	42.1	D
4	177.0	2.01	40.9	D
5	177.0	2.17	44.1	D
6	177.0	2.15	43.7	D
7	178.0	2.21	44.6	D
8	177.0	2.25	45.7	D
9	177.0	2.13	43.4	D
10	177.0	2.19	44.6	D
<b>Average:</b>	<b>177.0</b>	<b>2.13</b>	<b>43.1</b>	<b>D</b>

**EB R on Estes Drive Extension: Superlink ID 374**

1	24.0	0.18	27.7	C
2	24.0	0.17	24.8	C
3	24.0	0.21	32.0	C
4	25.0	0.14	20.1	C
5	25.0	0.10	14.2	B
6	25.0	0.17	24.4	C
7	24.0	0.15	22.9	C
8	25.0	0.21	30.2	C
9	24.0	0.11	16.0	B
10	25.0	0.17	24.2	C
<b>Average:</b>	<b>24.0</b>	<b>0.16</b>	<b>23.7</b>	<b>C</b>

**EB T on Estes Drive Extension: Superlink ID 374**

1	180.0	1.86	37.2	D
2	182.0	1.95	38.6	D
3	181.0	1.98	39.3	D
4	184.0	2.01	39.3	D
5	183.0	1.82	35.7	D
6	182.0	1.90	37.6	D

Intersection Level of Service by Lane Group

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE -- SIGNALIZED** **NODE: 70532**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
7	183.0	2.01	39.5	D
8	183.0	1.98	38.9	D
9	185.0	2.01	39.1	D
10	186.0	2.02	39.2	D
<b>Average:</b>	<b>182.0</b>	<b>1.95</b>	<b>38.4</b>	<b>D</b>

**NB L on NC 86 (MLK Jr. Blvd): Superlink ID 377**

1	43.0	0.19	16.0	B
2	42.0	0.21	17.9	B
3	41.0	0.20	17.4	B
4	42.0	0.23	19.5	B
5	42.0	0.21	17.6	B
6	42.0	0.23	19.9	B
7	42.0	0.17	14.3	B
8	43.0	0.20	16.4	B
9	42.0	0.20	17.0	B
10	42.0	0.21	18.3	B
<b>Average:</b>	<b>42.0</b>	<b>0.21</b>	<b>17.4</b>	<b>B</b>

**NB R on NC 86 (MLK Jr. Blvd): Superlink ID 377**

1	140.0	0.55	14.1	B
2	136.0	0.54	14.3	B
3	137.0	0.55	14.4	B
4	137.0	0.65	17.0	B
5	139.0	0.55	14.2	B
6	138.0	0.62	16.3	B
7	139.0	0.69	17.8	B
8	137.0	0.49	12.8	B
9	135.0	0.63	16.9	B
10	139.0	0.54	14.1	B
<b>Average:</b>	<b>137.0</b>	<b>0.58</b>	<b>15.2</b>	<b>B</b>

**NB T on NC 86 (MLK Jr. Blvd): Superlink ID 377**

1	476.0	3.31	25.1	C
2	466.0	3.06	23.7	C
3	479.0	3.23	24.3	C
4	476.0	3.44	26.0	C
5	473.0	3.50	26.7	C
6	469.0	3.38	26.0	C
7	475.0	3.45	26.2	C
8	477.0	3.46	26.1	C
9	477.0	3.38	25.5	C
10	470.0	3.22	24.7	C
<b>Average:</b>	<b>473.0</b>	<b>3.34</b>	<b>25.4</b>	<b>C</b>

**SB L on NC 86 (MLK Jr. Blvd): Superlink ID 534**

Intersection Level of Service by Lane Group

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE -- SIGNALIZED** **NODE: 70532**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	270.0	1.37	18.3	B
2	273.0	1.32	17.3	B
3	271.0	1.30	17.3	B
4	271.0	1.55	20.6	C
5	274.0	1.39	18.2	B
6	273.0	1.42	18.8	B
7	276.0	1.40	18.2	B
8	274.0	1.34	17.7	B
9	270.0	1.47	19.6	B
10	274.0	1.40	18.4	B
<b>Average:</b>	<b>272.0</b>	<b>1.40</b>	<b>18.4</b>	<b>B</b>

**SB R on NC 86 (MLK Jr. Blvd): Superlink ID 534**

1	163.0	0.48	10.6	B
2	164.0	0.48	10.5	B
3	162.0	0.51	11.3	B
4	163.0	0.51	11.2	B
5	163.0	0.49	10.8	B
6	163.0	0.45	9.9	A
7	162.0	0.46	10.3	B
8	162.0	0.57	12.6	B
9	163.0	0.48	10.6	B
10	162.0	0.52	11.6	B
<b>Average:</b>	<b>162.0</b>	<b>0.50</b>	<b>10.9</b>	<b>B</b>

**SB T on NC 86 (MLK Jr. Blvd): Superlink ID 534**

1	464.0	2.46	19.1	B
2	465.0	2.32	18.0	B
3	464.0	2.48	19.2	B
4	464.0	2.45	19.0	B
5	464.0	2.59	20.1	C
6	463.0	2.46	19.1	B
7	465.0	2.39	18.5	B
8	464.0	2.32	18.0	B
9	464.0	2.43	18.9	B
10	466.0	2.40	18.5	B
<b>Average:</b>	<b>464.0</b>	<b>2.43</b>	<b>18.8</b>	<b>B</b>

**WB L on Estes Drive: Superlink ID 535**

1	164.0	1.98	43.4	D
2	164.0	1.90	41.8	D
3	166.0	1.94	42.1	D
4	163.0	1.81	39.9	D
5	165.0	1.90	41.4	D
6	166.0	1.97	42.7	D
7	160.0	1.80	40.5	D

Intersection Level of Service by Lane Group

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE -- SIGNALIZED** **NODE: 70532**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
8	166.0	2.06	44.7	D
9	167.0	2.01	43.3	D
10	162.0	1.96	43.6	D
<b>Average:</b>	<b>164.0</b>	<b>1.93</b>	<b>42.3</b>	<b>D</b>

**WB R on Estes Drive: Superlink ID 535**

1	232.0	1.38	21.5	C
2	232.0	1.59	24.7	C
3	232.0	1.60	24.9	C
4	230.0	1.35	21.1	C
5	232.0	1.16	17.9	B
6	235.0	1.36	20.9	C
7	226.0	1.50	23.9	C
8	227.0	1.43	22.6	C
9	233.0	1.32	20.4	C
10	230.0	1.48	23.1	C
<b>Average:</b>	<b>230.0</b>	<b>1.42</b>	<b>22.1</b>	<b>C</b>

**WB T on Estes Drive: Superlink ID 535**

1	210.0	2.42	41.5	D
2	208.0	2.52	43.7	D
3	207.0	2.48	43.1	D
4	213.0	2.61	44.1	D
5	213.0	2.43	41.0	D
6	211.0	2.57	43.8	D
7	209.0	2.42	41.8	D
8	212.0	2.45	41.6	D
9	213.0	2.44	41.2	D
10	211.0	2.33	39.8	D
<b>Average:</b>	<b>210.0</b>	<b>2.47</b>	<b>42.2</b>	<b>D</b>

**Intersection Level of Service by Lane Group**

Project: Lock7 TIA 2025 Mitigation  
 Scenario: Lock 7 2025 Mitigation - NN  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 12:00:00 - 13:00:00  
 Interval: Summary  
 Selection: MOEs

# Intersection Level of Service by Lane Group - Total Control Delay

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive	525	3.8	0.2	3.5	4.3	10
EB TR	Estes Drive	525	3.2	0.2	3.0	3.5	10
NB L	E. Franklin Street	533	0.8	0.1	0.7	0.9	10
NB T	E. Franklin Street	533	1.8	0.0	1.8	1.9	10
NB TR	E. Franklin Street	533	2.2	0.1	2.1	2.3	10
NWB L	Estes Drive	528	1.2	0.0	1.1	1.3	10
NWB R	Estes Drive	528	1.0	0.1	1.0	1.1	10
NWB T	Estes Drive	528	3.1	0.2	2.7	3.3	10
SB L	E. Franklin Street	76	1.4	0.1	1.2	1.6	10
SB R	E. Franklin Street	76	0.8	0.1	0.8	0.9	10
SB T	E. Franklin Street	76	2.4	0.1	2.3	2.7	10

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive Extension	374	2.1	0.1	2.0	2.3	10
EB R	Estes Drive Extension	374	0.2	0.0	0.1	0.2	10
EB T	Estes Drive Extension	374	2.0	0.1	1.8	2.0	10
NB L	NC 86 (MLK Jr. Blvd)	377	0.2	0.0	0.2	0.2	10
NB R	NC 86 (MLK Jr. Blvd)	377	0.6	0.1	0.5	0.7	10
NB T	NC 86 (MLK Jr. Blvd)	377	3.3	0.1	3.1	3.5	10
SB L	NC 86 (MLK Jr. Blvd)	534	1.4	0.1	1.3	1.6	10
SB R	NC 86 (MLK Jr. Blvd)	534	0.5	0.0	0.5	0.6	10
SB T	NC 86 (MLK Jr. Blvd)	534	2.4	0.1	2.3	2.6	10
WB L	Estes Drive	535	1.9	0.1	1.8	2.1	10
WB R	Estes Drive	535	1.4	0.1	1.2	1.6	10
WB T	Estes Drive	535	2.5	0.1	2.3	2.6	10

**Intersection Level of Service by Lane Group**

Project: Lock7 TIA 2025 Mitigation  
 Scenario: Lock 7 2025 Mitigation - NN  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 12:00:00 - 13:00:00  
 Interval: Summary  
 Selection: MOEs

# Intersection Level of Service by Lane Group - Avg Control Delay

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive	525	47.7	3.1	44.4	55.0	10
EB TR	Estes Drive	525	32.9	1.9	30.5	36.3	10
NB L	E. Franklin Street	533	49.2	3.3	43.4	54.2	10
NB T	E. Franklin Street	533	27.0	0.8	26.2	28.3	10
NB TR	E. Franklin Street	533	27.0	0.9	25.7	28.5	10
NWB L	Estes Drive	528	26.7	1.0	24.7	28.6	10
NWB R	Estes Drive	528	20.1	1.1	18.4	21.6	10
NWB T	Estes Drive	528	36.7	1.8	32.8	39.0	10
SB L	E. Franklin Street	76	40.0	2.8	35.6	45.6	10
SB R	E. Franklin Street	76	11.3	0.8	10.2	12.6	10
SB T	E. Franklin Street	76	22.4	0.9	21.4	24.3	10

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive Extension	374	43.1	1.8	40.6	45.7	10
EB R	Estes Drive Extension	374	23.7	5.7	14.2	32.0	10
EB T	Estes Drive Extension	374	38.4	1.2	35.7	39.5	10
NB L	NC 86 (MLK Jr. Blvd)	377	17.4	1.6	14.3	19.9	10
NB R	NC 86 (MLK Jr. Blvd)	377	15.2	1.7	12.8	17.8	10
NB T	NC 86 (MLK Jr. Blvd)	377	25.4	1.0	23.7	26.7	10
SB L	NC 86 (MLK Jr. Blvd)	534	18.4	1.0	17.3	20.6	10
SB R	NC 86 (MLK Jr. Blvd)	534	10.9	0.8	9.9	12.6	10
SB T	NC 86 (MLK Jr. Blvd)	534	18.8	0.6	18.0	20.1	10
WB L	Estes Drive	535	42.3	1.5	39.9	44.7	10
WB R	Estes Drive	535	22.1	2.2	17.9	24.9	10
WB T	Estes Drive	535	42.2	1.4	39.8	44.1	10

Project: Lock7 TIA 2025 Mitigation  
 Scenario: Lock 7 2025 Mitigation - PM  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 17:00:00 - 18:00:00  
 Interval: Summary  
 Selection: MOEs

# Intersection Level of Service - Overview

ESTES DRIVE & E. FRANKLIN STREET -- SIGNALIZED					NODE: 70527
Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service	
1	3,696.0	52.52	51.2	D	
2	3,689.0	51.71	50.5	D	
3	3,713.0	51.50	49.9	D	
4	3,701.0	50.12	48.8	D	
5	3,708.0	55.51	53.9	D	
6	3,711.0	52.65	51.1	D	
7	3,702.0	52.62	51.2	D	
8	3,697.0	52.08	50.7	D	
9	3,707.0	51.89	50.4	D	
10	3,700.0	50.84	49.5	D	
<b>Average:</b>	<b>3,702.4</b>	<b>52.14</b>	<b>50.7</b>	<b>D</b>	

ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE -- SIGNALIZED					NODE: 70532
Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service	
1	4,112.0	54.32	47.6	D	
2	4,117.0	52.76	46.1	D	
3	4,123.0	54.28	47.4	D	
4	4,138.0	54.26	47.2	D	
5	4,122.0	53.87	47.1	D	
6	4,109.0	53.10	46.5	D	
7	4,155.0	54.36	47.1	D	
8	4,117.0	52.88	46.2	D	
9	4,119.0	52.40	45.8	D	
10	4,143.0	54.63	47.5	D	
<b>Average:</b>	<b>4,125.5</b>	<b>53.69</b>	<b>46.9</b>	<b>D</b>	



## Intersection Level of Service

Project: Lock7 TIA 2025 Mitigation  
Scenario: Lock 7 2025 Mitigation - PM  
Run(s): Batch (10 runs)  
Simulated: Various  
Time: 17:00:00 - 18:00:00  
Interval: Summary  
Selection: MOEs

## Intersection Level of Service - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
70527	Estes Drive & E. Franklin Street	Actuated	52.1	1.4	50.1	55.5	10
70532	Estes Drive Extension, NC 86 (MLK Jr. Blvd) & Estes Drive	Actuated	53.7	0.8	52.4	54.6	10

## Intersection Level of Service

Project: Lock7 TIA 2025 Mitigation  
Scenario: Lock 7 2025 Mitigation - PM  
Run(s): Batch (10 runs)  
Simulated: Various  
Time: 17:00:00 - 18:00:00  
Interval: Summary  
Selection: MOEs

# Intersection Level of Service - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
70527	Estes Drive & E. Franklin Street	Actuated	50.7	1.4	48.8	53.9	10
70532	Estes Drive Extension, NC 86 (MLK Jr. Blvd) & Estes Drive	Actuated	46.9	0.6	45.8	47.6	10

Project: Lock7 TIA 2025 Mitigation  
 Scenario: Lock 7 2025 Mitigation - PM  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 17:00:00 - 18:00:00  
 Interval: Summary  
 Selection: MOEs

# Intersection Level of Service by Lane Group - Overview

## ESTES DRIVE & E. FRANKLIN STREET -- SIGNALIZED

NODE: 70527

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>EB L on Estes Drive: Superlink ID 525</b>				
1	338.0	7.84	83.5	F
2	343.0	7.77	81.6	F
3	342.0	6.85	72.2	E
4	335.0	7.18	77.1	E
5	349.0	9.49	97.9	F
6	343.0	7.60	79.8	E
7	340.0	8.01	84.8	F
8	341.0	8.41	88.7	F
9	342.0	7.07	74.4	E
10	335.0	6.80	73.1	E
<b>Average:</b>	<b>340.0</b>	<b>7.70</b>	<b>81.3</b>	<b>F</b>

## EB TR on Estes Drive: Superlink ID 525

1	438.0	6.48	53.3	D
2	436.0	6.83	56.4	E
3	443.0	6.61	53.7	D
4	439.0	6.37	52.2	D
5	435.0	6.66	55.1	E
6	443.0	6.98	56.7	E
7	437.0	6.55	54.0	D
8	441.0	6.37	52.0	D
9	446.0	6.92	55.9	E
10	436.0	6.39	52.8	D
<b>Average:</b>	<b>439.0</b>	<b>6.62</b>	<b>54.2</b>	<b>D</b>

## NB L on E. Franklin Street: Superlink ID 533

1	71.0	2.57	130.2	F
2	70.0	3.06	157.1	F
3	72.0	2.59	129.6	F
4	72.0	2.31	115.4	F
5	70.0	2.75	141.4	F
6	74.0	2.59	126.0	F
7	73.0	2.39	117.8	F
8	73.0	2.65	130.8	F
9	70.0	2.59	133.1	F
10	75.0	2.62	125.9	F
<b>Average:</b>	<b>72.0</b>	<b>2.61</b>	<b>130.7</b>	<b>F</b>

## NB T on E. Franklin Street: Superlink ID 533

Intersection Level of Service by Lane Group

**ESTES DRIVE & E. FRANKLIN STREET -- SIGNALIZED**

**NODE: 70527**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	446.0	5.24	42.3	D
2	446.0	5.47	44.1	D
3	445.0	5.49	44.4	D
4	459.0	5.49	43.1	D
5	438.0	6.01	49.4	D
6	450.0	5.44	43.5	D
7	454.0	5.48	43.4	D
8	455.0	5.44	43.1	D
9	447.0	5.47	44.0	D
10	438.0	5.20	42.8	D
<b>Average:</b>	<b>447.0</b>	<b>5.47</b>	<b>44.0</b>	<b>D</b>

**NB TR on E. Franklin Street: Superlink ID 533**

1	488.0	6.60	48.7	D
2	488.0	6.40	47.2	D
3	490.0	6.72	49.4	D
4	476.0	6.39	48.3	D
5	495.0	7.02	51.0	D
6	483.0	6.50	48.5	D
7	482.0	6.50	48.6	D
8	481.0	6.33	47.4	D
9	489.0	6.70	49.3	D
10	496.0	6.49	47.1	D
<b>Average:</b>	<b>486.0</b>	<b>6.57</b>	<b>48.6</b>	<b>D</b>

**NWB L on Estes Drive: Superlink ID 528**

1	190.0	3.45	65.4	E
2	191.0	2.74	51.7	D
3	190.0	2.92	55.3	E
4	190.0	3.07	58.2	E
5	190.0	3.15	59.6	E
6	190.0	3.11	58.9	E
7	191.0	3.13	59.0	E
8	188.0	2.98	57.1	E
9	188.0	3.05	58.4	E
10	189.0	3.21	61.2	E
<b>Average:</b>	<b>189.0</b>	<b>3.08</b>	<b>58.5</b>	<b>E</b>

**NWB R on Estes Drive: Superlink ID 528**

1	246.0	3.31	48.5	D
2	240.0	3.00	45.0	D
3	248.0	3.19	46.3	D
4	250.0	3.24	46.7	D
5	248.0	3.26	47.3	D
6	246.0	3.19	46.6	D
7	241.0	2.98	44.5	D

Intersection Level of Service by Lane Group

**ESTES DRIVE & E. FRANKLIN STREET -- SIGNALIZED**

**NODE: 70527**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
8	244.0	3.27	48.3	D
9	245.0	3.20	47.0	D
10	250.0	3.19	45.9	D
<b>Average:</b>	<b>245.0</b>	<b>3.18</b>	<b>46.6</b>	<b>D</b>

**NWB T on Estes Drive: Superlink ID 528**

1	347.0	6.83	70.9	E
2	343.0	6.25	65.6	E
3	349.0	6.81	70.2	E
4	350.0	6.42	66.0	E
5	351.0	6.90	70.8	E
6	351.0	7.35	75.4	E
7	349.0	7.07	72.9	E
8	343.0	6.50	68.2	E
9	348.0	6.79	70.2	E
10	350.0	6.89	70.9	E
<b>Average:</b>	<b>348.0</b>	<b>6.78</b>	<b>70.1</b>	<b>E</b>

**SB L on E. Franklin Street: Superlink ID 76**

1	119.0	2.79	84.5	F
2	119.0	2.67	80.7	F
3	120.0	2.74	82.3	F
4	120.0	2.59	77.6	E
5	120.0	2.80	84.1	F
6	120.0	2.74	82.3	F
7	120.0	2.75	82.6	F
8	119.0	2.72	82.3	F
9	120.0	2.80	84.1	F
10	120.0	2.57	77.2	E
<b>Average:</b>	<b>119.0</b>	<b>2.72</b>	<b>81.8</b>	<b>F</b>

**SB R on E. Franklin Street: Superlink ID 76**

1	454.0	2.02	16.1	B
2	453.0	2.24	17.8	B
3	454.0	2.00	15.9	B
4	451.0	1.81	14.4	B
5	454.0	2.09	16.5	B
6	451.0	2.08	16.6	B
7	457.0	2.26	17.8	B
8	454.0	2.11	16.7	B
9	454.0	1.96	15.6	B
10	452.0	2.10	16.7	B
<b>Average:</b>	<b>453.0</b>	<b>2.07</b>	<b>16.4</b>	<b>B</b>

**SB T on E. Franklin Street: Superlink ID 76**

1	559.0	5.37	34.6	C
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Intersection Level of Service by Lane Group

**ESTES DRIVE & E. FRANKLIN STREET -- SIGNALIZED**

**NODE: 70527**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
2	560.0	5.27	33.9	C
3	560.0	5.57	35.8	D
4	559.0	5.25	33.8	C
5	558.0	5.38	34.7	C
6	560.0	5.07	32.6	C
7	558.0	5.49	35.4	D
8	558.0	5.30	34.2	C
9	558.0	5.34	34.4	C
10	559.0	5.36	34.5	C
<b>Average:</b>	<b>558.0</b>	<b>5.34</b>	<b>34.4</b>	<b>C</b>

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE -- SIGNALIZED**

**NODE: 70532**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
<b>EB L on Estes Drive Extension: Superlink ID 374</b>				
1	243.0	5.59	82.9	F
2	242.0	5.59	83.2	F
3	242.0	5.63	83.7	F
4	242.0	5.61	83.5	F
5	242.0	5.47	81.3	F
6	243.0	5.60	83.0	F
7	242.0	5.87	87.4	F
8	244.0	5.69	83.9	F
9	242.0	5.48	81.6	F
10	243.0	5.78	85.6	F
<b>Average:</b>	<b>242.0</b>	<b>5.63</b>	<b>83.6</b>	<b>F</b>

**EB R on Estes Drive Extension: Superlink ID 374**

1	57.0	0.75	47.5	D
2	57.0	0.74	46.9	D
3	56.0	0.87	55.7	E
4	57.0	0.74	46.5	D
5	57.0	0.78	49.2	D
6	57.0	0.82	51.6	D
7	56.0	0.78	50.3	D
8	57.0	0.77	48.8	D
9	57.0	0.73	46.1	D
10	57.0	0.75	47.5	D
<b>Average:</b>	<b>56.0</b>	<b>0.77</b>	<b>49.0</b>	<b>D</b>

**EB T on Estes Drive Extension: Superlink ID 374**

1	256.0	4.63	65.2	E
2	259.0	4.89	68.0	E
3	258.0	4.64	64.7	E
4	256.0	4.67	65.7	E
5	257.0	4.62	64.8	E
6	256.0	4.38	61.7	E

Intersection Level of Service by Lane Group

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE -- SIGNALIZED** **NODE: 70532**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
7	254.0	4.36	61.8	E
8	255.0	4.21	59.4	E
9	256.0	4.59	64.6	E
10	255.0	4.74	66.9	E
<b>Average:</b>	<b>256.0</b>	<b>4.57</b>	<b>64.3</b>	<b>E</b>

**NB L on NC 86 (MLK Jr. Blvd): Superlink ID 377**

1	66.0	0.98	53.7	D
2	66.0	0.82	44.9	D
3	67.0	1.01	54.1	D
4	67.0	0.99	53.1	D
5	66.0	0.92	50.3	D
6	66.0	0.92	50.3	D
7	66.0	0.96	52.1	D
8	66.0	0.90	48.9	D
9	66.0	0.91	49.7	D
10	67.0	0.94	50.7	D
<b>Average:</b>	<b>66.0</b>	<b>0.94</b>	<b>50.8</b>	<b>D</b>

**NB R on NC 86 (MLK Jr. Blvd): Superlink ID 377**

1	248.0	2.52	36.5	D
2	249.0	2.26	32.7	C
3	248.0	2.69	39.0	D
4	249.0	2.58	37.3	D
5	249.0	2.73	39.5	D
6	248.0	2.59	37.6	D
7	252.0	2.79	39.8	D
8	247.0	2.56	37.3	D
9	251.0	2.36	33.8	C
10	254.0	2.57	36.4	D
<b>Average:</b>	<b>249.0</b>	<b>2.57</b>	<b>37.0</b>	<b>D</b>

**NB T on NC 86 (MLK Jr. Blvd): Superlink ID 377**

1	1,109.0	15.42	50.1	D
2	1,109.0	13.95	45.3	D
3	1,110.0	14.93	48.4	D
4	1,126.0	15.66	50.1	D
5	1,104.0	15.17	49.5	D
6	1,111.0	14.93	48.4	D
7	1,158.0	16.24	50.5	D
8	1,114.0	15.16	49.0	D
9	1,110.0	14.67	47.6	D
10	1,130.0	15.62	49.8	D
<b>Average:</b>	<b>1,118.0</b>	<b>15.18</b>	<b>48.9</b>	<b>D</b>

**SB L on NC 86 (MLK Jr. Blvd): Superlink ID 534**

Intersection Level of Service by Lane Group

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE -- SIGNALIZED** **NODE: 70532**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	308.0	5.02	58.7	E
2	301.0	4.97	59.5	E
3	312.0	5.80	66.9	E
4	310.0	5.11	59.3	E
5	311.0	5.08	58.8	E
6	309.0	4.78	55.7	E
7	305.0	4.67	55.1	E
8	306.0	4.93	58.1	E
9	309.0	4.67	54.4	D
10	309.0	5.50	64.1	E
<b>Average:</b>	<b>308.0</b>	<b>5.05</b>	<b>59.1</b>	<b>E</b>

**SB R on NC 86 (MLK Jr. Blvd): Superlink ID 534**

1	207.0	1.05	18.2	B
2	205.0	1.02	17.9	B
3	204.0	0.96	17.0	B
4	204.0	0.99	17.5	B
5	205.0	0.98	17.2	B
6	206.0	0.96	16.8	B
7	206.0	1.00	17.6	B
8	207.0	0.95	16.4	B
9	205.0	0.93	16.4	B
10	206.0	1.02	17.9	B
<b>Average:</b>	<b>205.0</b>	<b>0.99</b>	<b>17.3</b>	<b>B</b>

**SB T on NC 86 (MLK Jr. Blvd): Superlink ID 534**

1	665.0	4.65	25.2	C
2	665.0	4.62	25.0	C
3	664.0	4.49	24.3	C
4	665.0	4.59	24.9	C
5	663.0	4.51	24.5	C
6	664.0	4.50	24.4	C
7	665.0	4.64	25.1	C
8	665.0	4.36	23.6	C
9	665.0	4.50	24.3	C
10	664.0	4.68	25.4	C
<b>Average:</b>	<b>664.0</b>	<b>4.55</b>	<b>24.7</b>	<b>C</b>

**WB L on Estes Drive: Superlink ID 535**

1	204.0	3.62	63.9	E
2	202.0	3.55	63.2	E
3	204.0	3.57	63.0	E
4	205.0	3.85	67.5	E
5	203.0	3.30	58.5	E
6	198.0	3.66	66.6	E
7	201.0	3.32	59.5	E



Intersection Level of Service by Lane Group

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE -- SIGNALIZED**

**NODE: 70532**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
8	203.0	3.53	62.6	E
9	200.0	3.48	62.7	E
10	203.0	3.34	59.2	E
<b>Average:</b>	<b>202.0</b>	<b>3.52</b>	<b>62.7</b>	<b>E</b>

**WB R on Estes Drive: Superlink ID 535**

1	437.0	4.96	40.8	D
2	445.0	5.06	40.9	D
3	445.0	4.93	39.9	D
4	440.0	4.54	37.1	D
5	448.0	4.73	38.0	D
6	443.0	4.83	39.3	D
7	436.0	4.58	37.8	D
8	438.0	4.55	37.4	D
9	442.0	4.83	39.4	D
10	443.0	4.57	37.2	D
<b>Average:</b>	<b>441.0</b>	<b>4.76</b>	<b>38.8</b>	<b>D</b>

**WB T on Estes Drive: Superlink ID 535**

1	312.0	5.12	59.1	E
2	317.0	5.28	59.9	E
3	313.0	4.78	54.9	D
4	317.0	4.92	55.9	E
5	317.0	5.59	63.4	E
6	308.0	5.12	59.9	E
7	314.0	5.13	58.9	E
8	315.0	5.28	60.3	E
9	316.0	5.24	59.7	E
10	312.0	5.12	59.0	E
<b>Average:</b>	<b>314.0</b>	<b>5.16</b>	<b>59.1</b>	<b>E</b>

**Intersection Level of Service by Lane Group**

Project: Lock7 TIA 2025 Mitigation  
 Scenario: Lock 7 2025 Mitigation - PM  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 17:00:00 - 18:00:00  
 Interval: Summary  
 Selection: MOEs

# Intersection Level of Service by Lane Group - Total Control Delay

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive	525	7.7	0.8	6.8	9.5	10
EB TR	Estes Drive	525	6.6	0.2	6.4	7.0	10
NB L	E. Franklin Street	533	2.6	0.2	2.3	3.1	10
NB T	E. Franklin Street	533	5.5	0.2	5.2	6.0	10
NB TR	E. Franklin Street	533	6.6	0.2	6.3	7.0	10
NWB L	Estes Drive	528	3.1	0.2	2.7	3.5	10
NWB R	Estes Drive	528	3.2	0.1	3.0	3.3	10
NWB T	Estes Drive	528	6.8	0.3	6.3	7.4	10
SB L	E. Franklin Street	76	2.7	0.1	2.6	2.8	10
SB R	E. Franklin Street	76	2.1	0.1	1.8	2.3	10
SB T	E. Franklin Street	76	5.3	0.1	5.1	5.6	10

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive Extension	374	5.6	0.1	5.5	5.9	10
EB R	Estes Drive Extension	374	0.8	0.0	0.7	0.9	10
EB T	Estes Drive Extension	374	4.6	0.2	4.2	4.9	10
NB L	NC 86 (MLK Jr. Blvd)	377	0.9	0.1	0.8	1.0	10
NB R	NC 86 (MLK Jr. Blvd)	377	2.6	0.2	2.3	2.8	10
NB T	NC 86 (MLK Jr. Blvd)	377	15.2	0.6	14.0	16.2	10
SB L	NC 86 (MLK Jr. Blvd)	534	5.1	0.4	4.7	5.8	10
SB R	NC 86 (MLK Jr. Blvd)	534	1.0	0.0	0.9	1.1	10
SB T	NC 86 (MLK Jr. Blvd)	534	4.6	0.1	4.4	4.7	10
WB L	Estes Drive	535	3.5	0.2	3.3	3.9	10
WB R	Estes Drive	535	4.8	0.2	4.5	5.1	10
WB T	Estes Drive	535	5.2	0.2	4.8	5.6	10

**Intersection Level of Service by Lane Group**

Project: Lock7 TIA 2025 Mitigation  
 Scenario: Lock 7 2025 Mitigation - PM  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 17:00:00 - 18:00:00  
 Interval: Summary  
 Selection: MOEs

# Intersection Level of Service by Lane Group - Avg Control Delay

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive	525	81.3	7.9	72.2	97.9	10
EB TR	Estes Drive	525	54.2	1.7	52.0	56.7	10
NB L	E. Franklin Street	533	130.7	11.9	115.4	157.1	10
NB T	E. Franklin Street	533	44.0	2.0	42.3	49.4	10
NB TR	E. Franklin Street	533	48.6	1.2	47.1	51.0	10
NWB L	Estes Drive	528	58.5	3.6	51.7	65.4	10
NWB R	Estes Drive	528	46.6	1.3	44.5	48.5	10
NWB T	Estes Drive	528	70.1	3.0	65.6	75.4	10
SB L	E. Franklin Street	76	81.8	2.6	77.2	84.5	10
SB R	E. Franklin Street	76	16.4	1.0	14.4	17.8	10
SB T	E. Franklin Street	76	34.4	0.9	32.6	35.8	10

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Estes Drive Extension	374	83.6	1.8	81.3	87.4	10
EB R	Estes Drive Extension	374	49.0	2.9	46.1	55.7	10
EB T	Estes Drive Extension	374	64.3	2.6	59.4	68.0	10
NB L	NC 86 (MLK Jr. Blvd)	377	50.8	2.7	44.9	54.1	10
NB R	NC 86 (MLK Jr. Blvd)	377	37.0	2.3	32.7	39.8	10
NB T	NC 86 (MLK Jr. Blvd)	377	48.9	1.6	45.3	50.5	10
SB L	NC 86 (MLK Jr. Blvd)	534	59.1	3.9	54.4	66.9	10
SB R	NC 86 (MLK Jr. Blvd)	534	17.3	0.6	16.4	18.2	10
SB T	NC 86 (MLK Jr. Blvd)	534	24.7	0.5	23.6	25.4	10
WB L	Estes Drive	535	62.7	3.0	58.5	67.5	10
WB R	Estes Drive	535	38.8	1.5	37.1	40.9	10
WB T	Estes Drive	535	59.1	2.3	54.9	63.4	10



## **Appendix E – TransModeler Queue Analysis Output**

Project: Lock7 TIA 2022  
 Scenario: Lock7 2022 - AM  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 08:00:00 - 09:00:00  
 Interval: Summary  
 Selection: MOEs

# Lane Queue by Intersection - Overview

## ESTES DRIVE & CASWELL RD

NODE: 70219

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>NEB LTR on Caswell Rd - Lane ID 2991</b>						
1	119.0	6.2	0.3	49.5	2.0	0.0%
2	119.0	11.3	0.4	113.5	3.0	0.0%
3	119.0	8.2	0.4	67.2	2.0	0.0%
4	119.0	9.8	0.5	65.8	3.0	0.0%
5	119.0	4.8	0.2	71.7	3.0	0.0%
6	119.0	8.1	0.3	120.4	3.0	0.0%
7	119.0	5.9	0.3	44.4	2.0	0.0%
8	119.0	6.7	0.4	62.8	3.0	0.0%
9	119.0	5.9	0.3	58.9	2.0	0.0%
10	119.0	6.7	0.3	68.8	3.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>7.4</b>	<b>0.3</b>	<b>72.3</b>	<b>2.6</b>	<b>0.0%</b>

## NWB L on Estes Drive - Lane ID 2988

1	119.0	0.3	0.0	18.8	1.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.2	0.0	19.1	1.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.2	0.0	21.8	1.0	0.0%
7	119.0	0.2	0.0	19.8	1.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.3	0.0	20.7	1.0	0.0%
10	119.0	0.1	0.0	16.0	1.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.1</b>	<b>0.0</b>	<b>11.6</b>	<b>0.6</b>	<b>0.0%</b>

## NWB TR on Estes Drive - Lane ID 2989

1	119.0	42.3	1.7	295.4	11.0	0.0%
2	119.0	35.0	1.5	285.7	11.0	0.0%
3	119.0	36.0	1.5	332.6	12.0	0.0%
4	119.0	38.9	1.6	326.2	13.0	0.0%
5	119.0	41.5	1.7	267.7	11.0	0.0%
6	119.0	39.7	1.6	327.6	12.0	0.0%
7	119.0	36.5	1.5	323.6	12.0	0.0%
8	119.0	46.2	1.9	300.1	12.0	0.0%
9	119.0	37.8	1.5	292.2	13.0	0.0%
10	119.0	44.8	1.8	290.1	11.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>39.9</b>	<b>1.6</b>	<b>304.1</b>	<b>11.8</b>	<b>0.0%</b>

Lane Queue by Intersection

ESTES DRIVE & CASWELL RD

NODE: 70219

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>SEB L on Estes Drive - Lane ID 2984</b>						
1	119.0	9.1	0.4	71.8	3.0	0.0%
2	119.0	5.5	0.3	60.2	2.0	0.0%
3	119.0	8.9	0.4	88.6	4.0	0.0%
4	119.0	9.4	0.4	93.9	3.0	0.0%
5	119.0	7.0	0.3	73.5	3.0	0.0%
6	119.0	5.7	0.3	63.4	3.0	0.0%
7	119.0	6.7	0.3	149.7	4.0	0.0%
8	119.0	5.0	0.2	105.0	4.0	0.0%
9	119.0	6.6	0.3	65.8	3.0	0.0%
10	119.0	7.7	0.3	127.1	4.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>7.2</b>	<b>0.3</b>	<b>89.9</b>	<b>3.3</b>	<b>0.0%</b>

<b>SEB TR on Estes Drive - Lane ID 2985</b>						
1	119.0	9.7	0.4	135.8	5.0	0.0%
2	119.0	10.6	0.4	132.6	5.0	0.0%
3	119.0	11.5	0.5	144.5	5.0	0.0%
4	119.0	8.6	0.4	124.4	5.0	0.0%
5	119.0	8.2	0.3	114.9	4.0	0.0%
6	119.0	6.4	0.3	108.6	4.0	0.0%
7	119.0	10.7	0.4	144.2	5.0	0.0%
8	119.0	9.6	0.4	116.8	5.0	0.0%
9	119.0	10.2	0.4	179.8	6.0	0.0%
10	119.0	6.2	0.3	104.3	4.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>9.2</b>	<b>0.4</b>	<b>130.6</b>	<b>4.8</b>	<b>0.0%</b>

<b>SWB L on Caswell Rd - Lane ID 2995</b>						
1	119.0	10.5	0.5	68.5	3.0	0.0%
2	119.0	7.7	0.4	48.6	2.0	0.0%
3	119.0	10.1	0.5	46.9	2.0	0.0%
4	119.0	7.6	0.4	74.0	3.0	0.0%
5	119.0	8.5	0.4	61.2	3.0	0.0%
6	119.0	8.3	0.4	45.1	2.0	0.0%
7	119.0	7.3	0.4	66.1	2.0	0.0%
8	119.0	9.6	0.5	75.2	3.0	0.0%
9	119.0	12.4	0.6	73.6	3.0	0.0%
10	119.0	8.8	0.4	77.0	3.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>9.1</b>	<b>0.5</b>	<b>63.6</b>	<b>2.6</b>	<b>0.0%</b>

<b>SWB TR on Caswell Rd - Lane ID 2996</b>						
1	119.0	28.4	1.2	179.8	5.0	0.0%
2	119.0	31.7	1.4	134.0	5.0	0.0%
3	119.0	30.1	1.3	169.3	7.0	0.0%
4	119.0	29.3	1.3	172.8	5.0	0.0%
5	119.0	33.3	1.4	137.4	6.0	0.0%

Lane Queue by Intersection

**ESTES DRIVE & CASWELL RD**

**NODE: 70219**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>SWB TR on Caswell Rd - Lane ID 2996</b>						
6	119.0	32.8	1.4	126.8	5.0	0.0%
7	119.0	27.8	1.3	111.5	5.0	0.0%
8	119.0	25.0	1.2	139.1	4.0	0.0%
9	119.0	25.5	1.2	148.6	6.0	0.0%
10	119.0	27.4	1.3	124.8	5.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>29.1</b>	<b>1.3</b>	<b>144.4</b>	<b>5.3</b>	<b>0.0%</b>

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB L on Estes Drive - Lane ID 389</b>						
1	119.0	74.3	3.0	260.6	11.0	0.0%
2	119.0	69.6	2.9	254.9	11.0	0.0%
3	119.0	82.7	3.4	345.1	13.0	0.0%
4	119.0	89.4	3.7	315.3	13.0	0.0%
5	119.0	70.3	2.9	250.7	11.0	0.0%
6	119.0	77.4	3.2	271.3	11.0	0.0%
7	119.0	81.5	3.4	298.4	12.0	0.0%
8	119.0	76.1	3.2	338.3	11.0	0.0%
9	119.0	74.8	3.1	276.3	11.0	0.0%
10	119.0	67.0	2.8	243.3	10.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>76.3</b>	<b>3.2</b>	<b>285.4</b>	<b>11.4</b>	<b>0.0%</b>

**EB TR on Estes Drive - Lane ID 390**

1	119.0	46.0	2.0	282.9	11.0	0.0%
2	119.0	59.0	2.4	304.7	11.0	0.0%
3	119.0	58.2	2.4	300.3	12.0	0.0%
4	119.0	55.6	2.3	250.9	10.0	0.0%
5	119.0	57.9	2.3	315.4	12.0	0.0%
6	119.0	59.6	2.5	267.4	10.0	0.0%
7	119.0	52.3	2.2	278.7	11.0	0.0%
8	119.0	57.8	2.4	272.9	11.0	0.0%
9	119.0	66.5	2.6	302.0	11.0	0.0%
10	119.0	55.0	2.3	259.9	10.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>56.8</b>	<b>2.3</b>	<b>283.5</b>	<b>10.9</b>	<b>0.0%</b>

**NB L on E. Franklin Street - Lane ID 872**

1	119.0	9.6	0.5	56.3	3.0	0.0%
2	119.0	10.8	0.6	49.1	2.0	0.0%
3	119.0	11.5	0.5	80.3	2.0	0.0%
4	119.0	12.6	0.5	99.1	4.0	0.0%
5	119.0	12.7	0.6	67.2	3.0	0.0%
6	119.0	8.5	0.4	66.0	3.0	0.0%
7	119.0	10.7	0.5	73.2	3.0	0.0%

Lane Queue by Intersection

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>NB L on E. Franklin Street - Lane ID 872</b>						
8	119.0	12.1	0.6	105.3	4.0	0.0%
9	119.0	13.8	0.6	129.3	4.0	0.0%
10	119.0	11.1	0.5	100.4	3.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>11.3</b>	<b>0.5</b>	<b>82.6</b>	<b>3.1</b>	<b>0.0%</b>
<b>NB T on E. Franklin Street - Lane ID 873</b>						
1	119.0	26.1	1.1	130.0	5.0	0.0%
2	119.0	25.9	1.2	146.0	6.0	0.0%
3	119.0	21.7	1.0	103.7	4.0	0.0%
4	119.0	27.5	1.2	120.0	4.0	0.0%
5	119.0	26.7	1.2	133.0	6.0	0.0%
6	119.0	25.1	1.1	103.5	4.0	0.0%
7	119.0	25.9	1.2	136.1	6.0	0.0%
8	119.0	27.0	1.2	126.6	5.0	0.0%
9	119.0	28.8	1.2	113.0	5.0	0.0%
10	119.0	25.9	1.1	125.1	5.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>26.1</b>	<b>1.2</b>	<b>123.7</b>	<b>5.0</b>	<b>0.0%</b>
<b>NB TR on E. Franklin Street - Lane ID 874</b>						
1	119.0	31.0	1.3	132.4	5.0	0.0%
2	119.0	32.8	1.4	138.2	6.0	0.0%
3	119.0	31.9	1.4	133.8	5.0	0.0%
4	119.0	30.4	1.3	150.5	6.0	0.0%
5	119.0	29.2	1.3	131.1	5.0	0.0%
6	119.0	31.6	1.4	118.7	5.0	0.0%
7	119.0	29.7	1.3	141.9	5.0	0.0%
8	119.0	31.3	1.4	123.1	5.0	0.0%
9	119.0	28.6	1.2	186.6	5.0	0.0%
10	119.0	30.4	1.4	120.5	5.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>30.7</b>	<b>1.3</b>	<b>137.7</b>	<b>5.2</b>	<b>0.0%</b>
<b>NWB L on Estes Drive - Lane ID 852</b>						
1	119.0	11.6	0.6	72.9	3.0	0.0%
2	119.0	13.2	0.6	73.3	3.0	0.0%
3	119.0	13.1	0.7	89.9	3.0	0.0%
4	119.0	11.6	0.6	80.6	3.0	0.0%
5	119.0	12.4	0.6	71.5	3.0	0.0%
6	119.0	13.7	0.7	60.7	3.0	0.0%
7	119.0	12.6	0.6	67.8	3.0	0.0%
8	119.0	13.8	0.7	64.3	3.0	0.0%
9	119.0	14.6	0.7	99.5	3.0	0.0%
10	119.0	14.8	0.7	72.1	3.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>13.1</b>	<b>0.7</b>	<b>75.3</b>	<b>3.0</b>	<b>0.0%</b>



Lane Queue by Intersection

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>NWB R on Estes Drive - Lane ID 854</b>						
1	119.0	14.5	0.7	77.9	3.0	0.0%
2	119.0	15.1	0.7	71.8	3.0	0.0%
3	119.0	15.2	0.7	90.8	3.0	0.0%
4	119.0	14.4	0.6	103.2	3.0	0.0%
5	119.0	14.5	0.7	72.7	3.0	0.0%
6	119.0	14.6	0.6	111.4	3.0	0.0%
7	119.0	13.9	0.7	72.8	3.0	0.0%
8	119.0	13.3	0.6	101.8	3.0	0.0%
9	119.0	13.3	0.6	92.8	3.0	0.0%
10	119.0	16.5	0.7	87.7	3.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>14.5</b>	<b>0.7</b>	<b>88.3</b>	<b>3.0</b>	<b>0.0%</b>

<b>NWB T on Estes Drive - Lane ID 853</b>						
1	119.0	38.6	1.7	143.1	6.0	0.0%
2	119.0	43.8	1.8	156.0	7.0	0.0%
3	119.0	41.5	1.7	149.1	6.0	0.0%
4	119.0	38.4	1.7	145.0	6.0	0.0%
5	119.0	38.5	1.7	223.8	8.0	0.0%
6	119.0	41.1	1.8	167.8	7.0	0.0%
7	119.0	38.2	1.6	205.8	7.0	0.0%
8	119.0	36.9	1.6	172.4	7.0	0.0%
9	119.0	39.0	1.7	153.8	7.0	0.0%
10	119.0	38.3	1.7	143.8	6.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>39.4</b>	<b>1.7</b>	<b>166.1</b>	<b>6.7</b>	<b>0.0%</b>

<b>SB L on E. Franklin Street - Lane ID 384</b>						
1	119.0	20.1	1.0	79.8	3.0	0.0%
2	119.0	22.0	1.0	89.5	3.0	0.0%
3	119.0	21.8	1.0	92.5	4.0	0.0%
4	119.0	24.0	1.1	75.5	3.0	0.0%
5	119.0	20.9	1.0	82.5	3.0	0.0%
6	119.0	18.7	0.9	85.6	3.0	0.0%
7	119.0	22.0	1.0	108.2	3.0	0.0%
8	119.0	20.1	1.0	78.5	3.0	0.0%
9	119.0	21.0	1.0	75.7	3.0	0.0%
10	119.0	17.0	0.8	79.6	3.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>20.8</b>	<b>1.0</b>	<b>84.7</b>	<b>3.1</b>	<b>0.0%</b>

<b>SB T on E. Franklin Street - Lane ID 385</b>						
1	119.0	44.6	1.8	212.5	8.0	0.0%
2	119.0	36.5	1.6	208.4	8.0	0.0%
3	119.0	41.2	1.7	203.4	7.0	0.0%
4	119.0	38.1	1.6	207.5	8.0	0.0%
5	119.0	41.4	1.7	191.0	8.0	0.0%

Lane Queue by Intersection

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>SB T on E. Franklin Street - Lane ID 385</b>						
6	119.0	40.5	1.7	183.4	7.0	0.0%
7	119.0	31.2	1.4	179.0	8.0	0.0%
8	119.0	42.9	1.8	204.9	9.0	0.0%
9	119.0	38.6	1.6	223.8	8.0	0.0%
10	119.0	38.2	1.6	218.7	9.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>39.3</b>	<b>1.7</b>	<b>203.3</b>	<b>8.0</b>	<b>0.0%</b>

<b>SB TR on E. Franklin Street - Lane ID 386</b>						
1	119.0	53.6	2.2	212.8	9.0	0.0%
2	119.0	54.7	2.2	244.7	8.0	0.0%
3	119.0	55.9	2.3	251.8	9.0	0.0%
4	119.0	48.6	2.0	213.5	8.0	0.0%
5	119.0	54.7	2.2	251.8	10.0	0.0%
6	119.0	55.9	2.2	244.0	9.0	0.0%
7	119.0	44.0	1.9	256.0	10.0	0.0%
8	119.0	51.9	2.1	223.8	9.0	0.0%
9	119.0	47.7	2.0	235.1	10.0	0.0%
10	119.0	48.1	2.0	227.3	9.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>51.5</b>	<b>2.1</b>	<b>236.1</b>	<b>9.1</b>	<b>0.0%</b>

**ESTES DRIVE & SOMERSET DRIVE**

**NODE: 8**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB LT on Estes Drive - Lane ID 3045</b>						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.5	0.0	61.2	3.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.1	0.0	16.9	1.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	1.3	0.1	107.1	4.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.2	0.0	22.4	1.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.2</b>	<b>0.0</b>	<b>20.8</b>	<b>0.9</b>	<b>0.0%</b>

<b>SB LR on Somerset Drive - Lane ID 3062</b>						
1	119.0	1.1	0.1	27.8	1.0	0.0%
2	119.0	0.6	0.0	20.6	1.0	0.0%
3	119.0	1.3	0.1	19.7	1.0	0.0%
4	119.0	1.2	0.1	23.3	1.0	0.0%
5	119.0	0.6	0.0	19.7	1.0	0.0%
6	119.0	1.4	0.1	59.8	1.0	0.0%
7	119.0	0.8	0.0	24.8	1.0	0.0%

Lane Queue by Intersection

**ESTES DRIVE & SOMERSET DRIVE**

**NODE: 8**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>SB LR on Somerset Drive - Lane ID 3062</b>						
8	119.0	0.8	0.1	19.0	1.0	0.0%
9	119.0	0.4	0.0	18.2	1.0	0.0%
10	119.0	1.1	0.1	26.0	1.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.9</b>	<b>0.1</b>	<b>25.9</b>	<b>1.0</b>	<b>0.0%</b>

**WB TR on Estes Drive - Lane ID 2983**

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB L on Estes Drive Extension - Lane ID 1568</b>						
1	119.0	44.4	1.9	166.0	7.0	0.0%
2	119.0	48.2	2.1	210.8	9.0	0.0%
3	119.0	50.3	2.1	194.1	7.0	0.0%
4	119.0	50.8	2.2	192.2	9.0	0.0%
5	119.0	54.2	2.2	240.5	8.0	0.0%
6	119.0	49.1	2.1	189.8	8.0	0.0%
7	119.0	51.4	2.2	240.1	9.0	0.0%
8	119.0	47.6	2.0	186.1	8.0	0.0%
9	119.0	48.1	2.0	185.5	7.0	0.0%
10	119.0	57.0	2.3	336.6	11.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>50.1</b>	<b>2.1</b>	<b>214.2</b>	<b>8.3</b>	<b>0.0%</b>

**EB R on Estes Drive Extension - Lane ID 1570**

1	119.0	12.9	0.6	81.2	3.0	0.0%
2	119.0	11.9	0.6	74.4	3.0	0.0%
3	119.0	9.9	0.5	72.4	3.0	0.0%
4	119.0	10.9	0.6	46.6	2.0	0.0%
5	119.0	13.0	0.7	68.3	3.0	0.0%
6	119.0	13.9	0.6	106.7	3.0	0.0%
7	119.0	12.1	0.6	57.1	2.0	0.0%
8	119.0	10.5	0.5	71.8	3.0	0.0%
9	119.0	13.1	0.6	69.0	3.0	0.0%

Lane Queue by Intersection

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB R on Estes Drive Extension - Lane ID 1570</b>						
10	119.0	12.4	0.6	95.8	3.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>12.1</b>	<b>0.6</b>	<b>74.3</b>	<b>2.8</b>	<b>0.0%</b>
<b>EB T on Estes Drive Extension - Lane ID 1569</b>						
1	119.0	73.3	3.0	300.0	12.0	0.0%
2	119.0	74.8	3.1	248.4	10.0	0.0%
3	119.0	74.7	3.1	285.2	11.0	0.0%
4	119.0	71.7	2.9	294.8	12.0	0.0%
5	119.0	73.2	3.0	240.7	10.0	0.0%
6	119.0	67.8	2.9	220.2	9.0	0.0%
7	119.0	67.6	2.8	311.8	12.0	0.0%
8	119.0	72.1	3.0	303.8	10.0	0.0%
9	119.0	80.1	3.3	280.0	12.0	0.0%
10	119.0	79.8	3.2	359.4	13.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>73.5</b>	<b>3.0</b>	<b>284.4</b>	<b>11.1</b>	<b>0.0%</b>
<b>NB L on NC 86 (MLK Jr. Blvd) - Lane ID 2919</b>						
1	119.0	9.0	0.5	45.5	2.0	0.0%
2	119.0	14.4	0.6	65.2	2.0	0.0%
3	119.0	8.9	0.5	48.7	2.0	0.0%
4	119.0	12.2	0.6	79.9	2.0	0.0%
5	119.0	10.4	0.5	56.2	2.0	0.0%
6	119.0	11.3	0.6	46.0	2.0	0.0%
7	119.0	11.6	0.6	49.2	2.0	0.0%
8	119.0	12.1	0.6	56.6	2.0	0.0%
9	119.0	12.2	0.7	49.8	2.0	0.0%
10	119.0	10.4	0.5	81.6	2.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>11.3</b>	<b>0.6</b>	<b>57.9</b>	<b>2.0</b>	<b>0.0%</b>
<b>NB T on NC 86 (MLK Jr. Blvd) - Lane ID 2920</b>						
1	119.0	39.5	1.7	168.1	6.0	0.0%
2	119.0	38.9	1.7	175.5	7.0	0.0%
3	119.0	36.8	1.6	164.6	7.0	0.0%
4	119.0	42.7	1.8	224.5	8.0	0.0%
5	119.0	39.1	1.7	186.8	8.0	0.0%
6	119.0	39.0	1.7	164.0	7.0	0.0%
7	119.0	34.2	1.5	155.3	6.0	0.0%
8	119.0	38.6	1.6	159.1	6.0	0.0%
9	119.0	40.3	1.7	173.4	6.0	0.0%
10	119.0	39.2	1.6	171.8	7.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>38.8</b>	<b>1.7</b>	<b>174.3</b>	<b>6.8</b>	<b>0.0%</b>
<b>NB TR on NC 86 (MLK Jr. Blvd) - Lane ID 2921</b>						
1	119.0	45.6	1.9	198.7	8.0	0.0%

Lane Queue by Intersection

ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE

NODE: 70532

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>NB TR on NC 86 (MLK Jr. Blvd) - Lane ID 2921</b>						
2	119.0	47.1	1.9	179.2	7.0	0.0%
3	119.0	44.5	1.9	175.0	8.0	0.0%
4	119.0	50.8	2.1	203.7	8.0	0.0%
5	119.0	45.0	1.9	190.2	7.0	0.0%
6	119.0	47.0	2.0	181.3	7.0	0.0%
7	119.0	41.1	1.8	181.2	8.0	0.0%
8	119.0	47.1	2.0	180.3	7.0	0.0%
9	119.0	47.2	1.9	209.8	8.0	0.0%
10	119.0	45.6	2.0	177.1	7.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>46.1</b>	<b>1.9</b>	<b>187.7</b>	<b>7.5</b>	<b>0.0%</b>
<b>SB L on NC 86 (MLK Jr. Blvd) - Lane ID 1561</b>						
1	119.0	69.4	2.8	239.5	9.0	0.0%
2	119.0	63.6	2.5	378.0	13.0	0.8%
3	119.0	69.0	2.8	224.4	9.0	0.0%
4	119.0	65.4	2.6	350.0	12.0	0.0%
5	119.0	59.5	2.5	204.1	7.0	0.0%
6	119.0	53.7	2.2	198.3	8.0	0.0%
7	119.0	65.1	2.7	226.7	8.0	0.0%
8	119.0	66.8	2.7	202.3	9.0	0.0%
9	119.0	55.6	2.4	212.7	8.0	0.0%
10	119.0	54.2	2.2	210.9	8.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>62.2</b>	<b>2.5</b>	<b>244.7</b>	<b>9.1</b>	<b>0.1%</b>
<b>SB T on NC 86 (MLK Jr. Blvd) - Lane ID 1562</b>						
1	119.0	76.7	3.1	320.2	13.0	0.0%
2	119.0	81.5	3.3	361.7	14.0	0.8%
3	119.0	83.0	3.3	383.1	16.0	3.4%
4	119.0	86.1	3.4	368.5	14.0	1.7%
5	119.0	82.5	3.4	350.2	14.0	0.8%
6	119.0	76.9	3.1	377.9	14.0	0.8%
7	119.0	75.1	3.1	315.2	13.0	0.0%
8	119.0	75.5	3.0	371.1	14.0	1.7%
9	119.0	73.7	3.0	358.6	13.0	1.7%
10	119.0	69.5	2.9	374.2	14.0	2.5%
<b>Average:</b>	<b>119.0</b>	<b>78.1</b>	<b>3.2</b>	<b>358.1</b>	<b>13.9</b>	<b>1.3%</b>
<b>SB TR on NC 86 (MLK Jr. Blvd) - Lane ID 1563</b>						
1	119.0	85.7	3.3	352.2	14.0	0.8%
2	119.0	92.8	3.7	387.7	14.0	2.5%
3	119.0	87.4	3.6	369.8	14.0	0.8%
4	119.0	103.3	4.1	373.9	15.0	3.4%
5	119.0	91.7	3.7	362.1	14.0	0.8%
6	119.0	87.8	3.5	387.7	15.0	3.4%

Lane Queue by Intersection

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>SB TR on NC 86 (MLK Jr. Blvd) - Lane ID 1563</b>						
7	119.0	86.2	3.5	353.3	13.0	0.8%
8	119.0	89.7	3.6	374.6	14.0	0.8%
9	119.0	84.7	3.4	359.2	15.0	3.4%
10	119.0	83.7	3.4	337.3	13.0	0.8%
<b>Average:</b>	<b>119.0</b>	<b>89.3</b>	<b>3.6</b>	<b>365.8</b>	<b>14.1</b>	<b>1.8%</b>
<b>WB L on Estes Drive - Lane ID 1574</b>						
1	119.0	34.1	1.5	146.5	6.0	0.0%
2	119.0	34.3	1.4	200.0	8.0	0.0%
3	119.0	30.4	1.3	127.8	5.0	0.0%
4	119.0	42.2	1.9	192.4	8.0	0.0%
5	119.0	36.6	1.6	174.7	8.0	0.0%
6	119.0	33.7	1.5	162.8	7.0	0.0%
7	119.0	31.7	1.4	195.0	7.0	0.0%
8	119.0	31.8	1.4	151.9	6.0	0.0%
9	119.0	34.1	1.4	192.4	8.0	0.0%
10	119.0	33.4	1.5	176.4	7.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>34.2</b>	<b>1.5</b>	<b>172.0</b>	<b>7.0</b>	<b>0.0%</b>
<b>WB R on Estes Drive - Lane ID 1576</b>						
1	119.0	26.1	1.1	160.8	7.0	0.0%
2	119.0	20.4	0.9	144.7	6.0	0.0%
3	119.0	21.3	0.9	194.7	7.0	0.0%
4	119.0	22.7	1.0	192.4	6.0	0.0%
5	119.0	16.4	0.7	116.4	5.0	0.0%
6	119.0	25.2	1.1	161.3	6.0	0.0%
7	119.0	17.9	0.8	174.6	8.0	0.0%
8	119.0	20.1	0.9	151.7	6.0	0.0%
9	119.0	20.4	0.9	215.4	9.0	0.0%
10	119.0	16.7	0.8	97.4	4.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>20.7</b>	<b>0.9</b>	<b>160.9</b>	<b>6.4</b>	<b>0.0%</b>
<b>WB T on Estes Drive - Lane ID 1575</b>						
1	119.0	38.2	1.6	135.1	6.0	0.0%
2	119.0	34.6	1.5	237.1	9.0	0.0%
3	119.0	40.3	1.7	178.8	6.0	0.0%
4	119.0	38.9	1.6	189.9	7.0	0.0%
5	119.0	33.4	1.4	170.7	7.0	0.0%
6	119.0	38.9	1.6	180.7	7.0	0.0%
7	119.0	35.1	1.5	172.5	6.0	0.0%
8	119.0	32.1	1.4	144.1	6.0	0.0%
9	119.0	39.9	1.8	166.5	7.0	0.0%
10	119.0	39.3	1.7	171.1	7.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>37.1</b>	<b>1.6</b>	<b>174.7</b>	<b>6.8</b>	<b>0.0%</b>

Lane Queue by Intersection

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
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**WB T on Estes Drive - Lane ID 1575**

**SOMERSET DRIVE & LOCK7 MAIN ACCESS**

**NODE: 4**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
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**EB LR on Lock7 Main Access - Lane ID 3064**

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>

**NB LT on Somerset Drive - Lane ID 3061**

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>

**SB TR on Somerset Drive - Lane ID 3060**

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>

Project: Lock7 TIA 2022  
 Scenario: Lock 7 2022 - NN  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 12:00:00 - 13:00:00  
 Interval: Summary  
 Selection: MOEs

# Lane Queue by Intersection - Overview

## ESTES DRIVE & CASWELL RD

NODE: 70219

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>NEB LTR on Caswell Rd - Lane ID 2991</b>						
1	119.0	1.6	0.1	18.6	1.0	0.0%
2	119.0	1.4	0.1	20.6	1.0	0.0%
3	119.0	1.9	0.1	45.0	2.0	0.0%
4	119.0	3.8	0.2	57.6	1.0	0.0%
5	119.0	1.8	0.1	20.4	1.0	0.0%
6	119.0	0.7	0.0	18.0	1.0	0.0%
7	119.0	2.6	0.1	44.7	2.0	0.0%
8	119.0	2.0	0.1	21.2	1.0	0.0%
9	119.0	2.6	0.1	40.9	2.0	0.0%
10	119.0	2.2	0.1	19.0	1.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>2.1</b>	<b>0.1</b>	<b>30.6</b>	<b>1.3</b>	<b>0.0%</b>

## NWB L on Estes Drive - Lane ID 2988

1	119.0	0.2	0.0	20.0	1.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.1	0.0	16.6	1.0	0.0%
4	119.0	0.3	0.0	15.7	1.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.1</b>	<b>0.0</b>	<b>5.2</b>	<b>0.3</b>	<b>0.0%</b>

## NWB TR on Estes Drive - Lane ID 2989

1	119.0	16.1	0.6	271.3	10.0	0.0%
2	119.0	14.5	0.6	214.9	8.0	0.0%
3	119.0	19.8	0.8	265.2	11.0	0.0%
4	119.0	19.5	0.8	310.6	12.0	0.0%
5	119.0	13.9	0.5	273.9	9.0	0.0%
6	119.0	12.6	0.5	218.0	9.0	0.0%
7	119.0	12.9	0.5	182.6	7.0	0.0%
8	119.0	15.2	0.6	233.7	9.0	0.0%
9	119.0	20.1	0.8	340.4	14.0	0.0%
10	119.0	22.9	0.9	356.2	14.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>16.8</b>	<b>0.7</b>	<b>266.7</b>	<b>10.3</b>	<b>0.0%</b>



Lane Queue by Intersection

ESTES DRIVE & CASWELL RD

NODE: 70219

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>SEB L on Estes Drive - Lane ID 2984</b>						
1	119.0	0.6	0.0	18.8	1.0	0.0%
2	119.0	2.1	0.1	59.6	2.0	0.0%
3	119.0	2.4	0.1	53.3	2.0	0.0%
4	119.0	1.5	0.1	31.9	1.0	0.0%
5	119.0	1.0	0.1	22.2	1.0	0.0%
6	119.0	1.1	0.1	52.4	2.0	0.0%
7	119.0	2.3	0.1	44.8	2.0	0.0%
8	119.0	2.3	0.1	63.2	2.0	0.0%
9	119.0	2.3	0.1	21.6	1.0	0.0%
10	119.0	1.4	0.1	23.9	1.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>1.7</b>	<b>0.1</b>	<b>39.2</b>	<b>1.5</b>	<b>0.0%</b>

<b>SEB TR on Estes Drive - Lane ID 2985</b>						
1	119.0	5.8	0.2	155.8	6.0	0.0%
2	119.0	6.9	0.3	123.1	5.0	0.0%
3	119.0	6.8	0.3	127.1	4.0	0.0%
4	119.0	4.4	0.2	116.9	5.0	0.0%
5	119.0	4.3	0.2	129.9	5.0	0.0%
6	119.0	10.3	0.4	120.0	5.0	0.0%
7	119.0	8.1	0.3	143.9	5.0	0.0%
8	119.0	6.7	0.3	107.0	4.0	0.0%
9	119.0	3.6	0.2	74.1	3.0	0.0%
10	119.0	8.2	0.3	158.7	6.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>6.5</b>	<b>0.3</b>	<b>125.7</b>	<b>4.8</b>	<b>0.0%</b>

<b>SWB L on Caswell Rd - Lane ID 2995</b>						
1	119.0	3.9	0.2	50.6	2.0	0.0%
2	119.0	4.7	0.2	78.6	2.0	0.0%
3	119.0	7.6	0.4	46.0	2.0	0.0%
4	119.0	5.7	0.3	42.9	2.0	0.0%
5	119.0	6.3	0.3	49.4	2.0	0.0%
6	119.0	5.9	0.3	44.8	2.0	0.0%
7	119.0	5.1	0.3	41.7	2.0	0.0%
8	119.0	4.6	0.3	41.7	2.0	0.0%
9	119.0	6.8	0.3	67.2	3.0	0.0%
10	119.0	4.0	0.2	55.7	2.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>5.5</b>	<b>0.3</b>	<b>51.9</b>	<b>2.1</b>	<b>0.0%</b>

<b>SWB TR on Caswell Rd - Lane ID 2996</b>						
1	119.0	20.3	0.9	131.5	5.0	0.0%
2	119.0	17.0	0.8	117.1	5.0	0.0%
3	119.0	19.0	0.8	107.3	4.0	0.0%
4	119.0	17.2	0.8	78.9	3.0	0.0%
5	119.0	15.4	0.7	75.4	3.0	0.0%

Lane Queue by Intersection

**ESTES DRIVE & CASWELL RD**

**NODE: 70219**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>SWB TR on Caswell Rd - Lane ID 2996</b>						
6	119.0	15.5	0.7	100.7	5.0	0.0%
7	119.0	13.7	0.7	86.9	4.0	0.0%
8	119.0	19.0	0.9	117.1	3.0	0.0%
9	119.0	20.0	1.0	108.8	5.0	0.0%
10	119.0	18.1	0.8	92.3	3.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>17.5</b>	<b>0.8</b>	<b>101.6</b>	<b>4.0</b>	<b>0.0%</b>

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB L on Estes Drive - Lane ID 389</b>						
1	119.0	67.5	2.8	237.8	10.0	0.0%
2	119.0	58.6	2.5	280.6	11.0	0.0%
3	119.0	61.6	2.6	228.1	10.0	0.0%
4	119.0	63.8	2.6	282.9	11.0	0.0%
5	119.0	60.2	2.5	224.3	10.0	0.0%
6	119.0	64.0	2.7	299.6	11.0	0.0%
7	119.0	69.3	2.8	282.9	13.0	0.0%
8	119.0	59.0	2.4	311.1	12.0	0.0%
9	119.0	70.0	2.9	250.6	10.0	0.0%
10	119.0	57.5	2.4	223.4	9.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>63.2</b>	<b>2.6</b>	<b>262.1</b>	<b>10.7</b>	<b>0.0%</b>

**EB TR on Estes Drive - Lane ID 390**

1	119.0	51.0	2.2	225.9	9.0	0.0%
2	119.0	45.0	1.9	249.1	11.0	0.0%
3	119.0	46.4	2.0	202.8	8.0	0.0%
4	119.0	47.4	2.0	257.9	9.0	0.0%
5	119.0	48.9	2.0	247.6	10.0	0.0%
6	119.0	46.6	1.9	224.1	9.0	0.0%
7	119.0	45.3	1.9	257.2	9.0	0.0%
8	119.0	43.0	1.8	206.5	9.0	0.0%
9	119.0	46.3	1.9	205.8	8.0	0.0%
10	119.0	45.5	2.0	312.7	13.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>46.5</b>	<b>2.0</b>	<b>239.0</b>	<b>9.5</b>	<b>0.0%</b>

**NB L on E. Franklin Street - Lane ID 872**

1	119.0	10.1	0.5	77.1	3.0	0.0%
2	119.0	12.9	0.5	114.4	3.0	0.0%
3	119.0	14.3	0.6	106.3	4.0	0.0%
4	119.0	9.1	0.4	50.1	2.0	0.0%
5	119.0	9.7	0.4	74.4	2.0	0.0%
6	119.0	11.0	0.6	79.8	3.0	0.0%
7	119.0	12.0	0.6	63.5	3.0	0.0%

Lane Queue by Intersection

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>NB L on E. Franklin Street - Lane ID 872</b>						
8	119.0	13.5	0.6	68.0	3.0	0.0%
9	119.0	12.6	0.6	67.7	3.0	0.0%
10	119.0	9.5	0.5	71.2	3.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>11.5</b>	<b>0.5</b>	<b>77.3</b>	<b>2.9</b>	<b>0.0%</b>

<b>NB T on E. Franklin Street - Lane ID 873</b>						
1	119.0	27.8	1.2	136.6	6.0	0.0%
2	119.0	30.8	1.3	161.9	6.0	0.0%
3	119.0	30.0	1.3	133.6	6.0	0.0%
4	119.0	26.1	1.2	107.9	5.0	0.0%
5	119.0	33.7	1.5	136.8	6.0	0.0%
6	119.0	30.9	1.4	154.4	7.0	0.0%
7	119.0	30.5	1.4	141.4	6.0	0.0%
8	119.0	27.9	1.2	156.1	5.0	0.0%
9	119.0	26.6	1.1	142.1	5.0	0.0%
10	119.0	31.5	1.4	144.2	6.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>29.6</b>	<b>1.3</b>	<b>141.5</b>	<b>5.8</b>	<b>0.0%</b>

<b>NB TR on E. Franklin Street - Lane ID 874</b>						
1	119.0	34.7	1.5	165.6	7.0	0.0%
2	119.0	39.1	1.7	146.7	6.0	0.0%
3	119.0	34.5	1.5	131.6	5.0	0.0%
4	119.0	35.7	1.5	193.0	8.0	0.0%
5	119.0	38.0	1.6	190.1	7.0	0.0%
6	119.0	42.3	1.8	161.6	7.0	0.0%
7	119.0	36.1	1.6	140.3	6.0	0.0%
8	119.0	37.8	1.6	152.8	7.0	0.0%
9	119.0	35.9	1.5	203.3	7.0	0.0%
10	119.0	39.7	1.7	177.3	7.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>37.4</b>	<b>1.6</b>	<b>166.2</b>	<b>6.7</b>	<b>0.0%</b>

<b>NWB L on Estes Drive - Lane ID 852</b>						
1	119.0	20.8	1.0	98.2	4.0	0.0%
2	119.0	21.5	1.0	136.1	4.0	0.0%
3	119.0	21.6	1.0	75.4	3.0	0.0%
4	119.0	26.2	1.1	115.5	4.0	0.0%
5	119.0	20.3	0.9	110.9	4.0	0.0%
6	119.0	20.7	1.0	106.1	4.0	0.0%
7	119.0	18.0	0.9	89.7	4.0	0.0%
8	119.0	17.1	0.8	108.4	4.0	0.0%
9	119.0	21.3	1.0	96.5	4.0	0.0%
10	119.0	18.1	0.8	75.8	3.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>20.6</b>	<b>1.0</b>	<b>101.3</b>	<b>3.8</b>	<b>0.0%</b>

Lane Queue by Intersection

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>NWB R on Estes Drive - Lane ID 854</b>						
1	119.0	22.8	1.0	108.2	4.0	0.0%
2	119.0	23.0	1.1	99.5	4.0	0.0%
3	119.0	21.6	1.0	90.7	4.0	0.0%
4	119.0	21.9	1.0	125.2	4.0	0.0%
5	119.0	22.1	1.0	110.4	4.0	0.0%
6	119.0	19.8	0.9	105.9	4.0	0.0%
7	119.0	22.9	1.0	107.8	4.0	0.0%
8	119.0	21.6	0.9	130.5	4.0	0.0%
9	119.0	22.3	1.0	147.3	5.0	0.0%
10	119.0	21.8	1.0	96.1	4.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>22.0</b>	<b>1.0</b>	<b>112.2</b>	<b>4.1</b>	<b>0.0%</b>

**NWB T on Estes Drive - Lane ID 853**

1	119.0	56.0	2.3	210.1	8.0	0.0%
2	119.0	61.1	2.5	255.7	9.0	0.0%
3	119.0	53.5	2.2	187.7	8.0	0.0%
4	119.0	52.0	2.2	246.2	8.0	0.0%
5	119.0	56.8	2.4	190.6	8.0	0.0%
6	119.0	49.6	2.2	176.0	7.0	0.0%
7	119.0	50.1	2.2	214.6	9.0	0.0%
8	119.0	49.0	2.1	225.2	8.0	0.0%
9	119.0	54.8	2.2	214.3	9.0	0.0%
10	119.0	51.7	2.2	258.0	10.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>53.5</b>	<b>2.3</b>	<b>217.8</b>	<b>8.4</b>	<b>0.0%</b>

**SB L on E. Franklin Street - Lane ID 384**

1	119.0	26.3	1.2	93.0	4.0	0.0%
2	119.0	29.3	1.3	112.7	4.0	0.0%
3	119.0	29.9	1.4	101.1	4.0	0.0%
4	119.0	29.2	1.3	85.0	4.0	0.0%
5	119.0	28.8	1.3	103.6	4.0	0.0%
6	119.0	27.0	1.2	102.0	4.0	0.0%
7	119.0	29.6	1.3	108.8	4.0	0.0%
8	119.0	27.9	1.3	98.0	4.0	0.0%
9	119.0	25.8	1.2	103.4	4.0	0.0%
10	119.0	24.6	1.2	96.8	4.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>27.8</b>	<b>1.3</b>	<b>100.4</b>	<b>4.0</b>	<b>0.0%</b>

**SB T on E. Franklin Street - Lane ID 385**

1	119.0	26.4	1.2	154.4	6.0	0.0%
2	119.0	31.0	1.3	157.4	6.0	0.0%
3	119.0	28.4	1.2	160.2	6.0	0.0%
4	119.0	28.8	1.2	196.1	8.0	0.0%
5	119.0	28.3	1.2	167.7	7.0	0.0%

Lane Queue by Intersection

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>SB T on E. Franklin Street - Lane ID 385</b>						
6	119.0	32.0	1.3	152.0	6.0	0.0%
7	119.0	33.2	1.4	178.7	6.0	0.0%
8	119.0	27.6	1.2	159.9	5.0	0.0%
9	119.0	26.6	1.2	165.3	6.0	0.0%
10	119.0	29.6	1.3	147.0	6.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>29.2</b>	<b>1.3</b>	<b>163.9</b>	<b>6.2</b>	<b>0.0%</b>

<b>SB TR on E. Franklin Street - Lane ID 386</b>						
1	119.0	39.7	1.7	207.8	8.0	0.0%
2	119.0	39.3	1.7	183.3	7.0	0.0%
3	119.0	44.7	1.9	229.6	9.0	0.0%
4	119.0	40.8	1.7	196.1	8.0	0.0%
5	119.0	43.4	1.8	182.1	7.0	0.0%
6	119.0	45.1	1.9	212.3	8.0	0.0%
7	119.0	43.4	1.8	199.2	7.0	0.0%
8	119.0	45.0	1.9	239.7	10.0	0.0%
9	119.0	38.8	1.6	178.6	7.0	0.0%
10	119.0	39.5	1.7	174.1	7.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>42.0</b>	<b>1.8</b>	<b>200.3</b>	<b>7.8</b>	<b>0.0%</b>

**ESTES DRIVE & SOMERSET DRIVE**

**NODE: 8**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB LT on Estes Drive - Lane ID 3045</b>						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.6	0.0	77.3	3.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.2	0.0	17.9	1.0	0.0%
10	119.0	0.2	0.0	29.5	1.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.1</b>	<b>0.0</b>	<b>12.5</b>	<b>0.5</b>	<b>0.0%</b>

<b>SB LR on Somerset Drive - Lane ID 3062</b>						
1	119.0	0.7	0.0	28.1	1.0	0.0%
2	119.0	0.3	0.0	18.2	1.0	0.0%
3	119.0	0.6	0.0	19.8	1.0	0.0%
4	119.0	0.8	0.0	19.1	1.0	0.0%
5	119.0	0.3	0.0	20.8	1.0	0.0%
6	119.0	0.8	0.0	20.4	1.0	0.0%
7	119.0	0.3	0.0	17.7	1.0	0.0%

Lane Queue by Intersection

**ESTES DRIVE & SOMERSET DRIVE**

**NODE: 8**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>SB LR on Somerset Drive - Lane ID 3062</b>						
8	119.0	1.1	0.1	25.0	1.0	0.0%
9	119.0	0.9	0.0	60.7	1.0	0.0%
10	119.0	0.4	0.0	18.4	1.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.6</b>	<b>0.0</b>	<b>24.8</b>	<b>1.0</b>	<b>0.0%</b>

**WB TR on Estes Drive - Lane ID 2983**

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB L on Estes Drive Extension - Lane ID 1568</b>						
1	119.0	50.6	2.1	165.8	7.0	0.0%
2	119.0	57.5	2.3	210.2	7.0	0.0%
3	119.0	57.4	2.4	166.2	7.0	0.0%
4	119.0	57.3	2.4	220.9	7.0	0.0%
5	119.0	55.3	2.4	191.4	7.0	0.0%
6	119.0	51.6	2.2	178.6	7.0	0.0%
7	119.0	61.3	2.5	174.0	7.0	0.0%
8	119.0	50.5	2.2	211.3	8.0	0.0%
9	119.0	59.6	2.5	192.3	8.0	0.0%
10	119.0	45.8	2.0	150.1	6.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>54.7</b>	<b>2.3</b>	<b>186.1</b>	<b>7.1</b>	<b>0.0%</b>

**EB R on Estes Drive Extension - Lane ID 1570**

1	119.0	5.2	0.3	43.1	2.0	0.0%
2	119.0	6.0	0.3	75.1	2.0	0.0%
3	119.0	7.2	0.3	56.0	2.0	0.0%
4	119.0	4.9	0.2	47.9	2.0	0.0%
5	119.0	6.3	0.3	60.6	2.0	0.0%
6	119.0	3.7	0.2	33.1	2.0	0.0%
7	119.0	5.1	0.3	48.1	2.0	0.0%
8	119.0	5.5	0.3	54.4	2.0	0.0%
9	119.0	7.3	0.4	52.7	2.0	0.0%

Lane Queue by Intersection

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB R on Estes Drive Extension - Lane ID 1570</b>						
10	119.0	6.5	0.4	47.9	2.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>5.8</b>	<b>0.3</b>	<b>51.9</b>	<b>2.0</b>	<b>0.0%</b>
<b>EB T on Estes Drive Extension - Lane ID 1569</b>						
1	119.0	56.0	2.4	183.8	8.0	0.0%
2	119.0	53.4	2.4	169.2	7.0	0.0%
3	119.0	55.8	2.4	220.0	9.0	0.0%
4	119.0	62.0	2.6	216.8	8.0	0.0%
5	119.0	54.0	2.3	185.6	7.0	0.0%
6	119.0	59.1	2.5	236.6	9.0	0.0%
7	119.0	68.5	2.8	224.5	8.0	0.0%
8	119.0	60.4	2.6	195.4	8.0	0.0%
9	119.0	57.7	2.4	185.9	7.0	0.0%
10	119.0	58.4	2.6	185.2	8.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>58.5</b>	<b>2.5</b>	<b>200.3</b>	<b>7.9</b>	<b>0.0%</b>
<b>NB L on NC 86 (MLK Jr. Blvd) - Lane ID 2919</b>						
1	119.0	4.5	0.2	59.3	2.0	0.0%
2	119.0	5.3	0.3	43.0	2.0	0.0%
3	119.0	6.8	0.3	48.2	2.0	0.0%
4	119.0	4.5	0.2	59.9	2.0	0.0%
5	119.0	4.5	0.3	46.9	2.0	0.0%
6	119.0	6.1	0.3	50.0	2.0	0.0%
7	119.0	6.8	0.4	44.2	2.0	0.0%
8	119.0	4.8	0.3	51.5	2.0	0.0%
9	119.0	4.6	0.3	21.2	1.0	0.0%
10	119.0	5.0	0.3	48.1	2.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>5.3</b>	<b>0.3</b>	<b>47.2</b>	<b>1.9</b>	<b>0.0%</b>
<b>NB T on NC 86 (MLK Jr. Blvd) - Lane ID 2920</b>						
1	119.0	28.0	1.2	170.7	7.0	0.0%
2	119.0	29.8	1.3	165.8	6.0	0.0%
3	119.0	31.3	1.3	193.1	7.0	0.0%
4	119.0	31.7	1.3	215.2	8.0	0.0%
5	119.0	26.7	1.2	155.5	6.0	0.0%
6	119.0	27.8	1.2	142.3	6.0	0.0%
7	119.0	31.0	1.3	179.6	7.0	0.0%
8	119.0	29.1	1.2	171.3	6.0	0.0%
9	119.0	30.4	1.3	175.9	6.0	0.0%
10	119.0	31.5	1.3	141.4	6.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>29.7</b>	<b>1.3</b>	<b>171.1</b>	<b>6.5</b>	<b>0.0%</b>
<b>NB TR on NC 86 (MLK Jr. Blvd) - Lane ID 2921</b>						
1	119.0	35.2	1.4	174.7	7.0	0.0%

Lane Queue by Intersection

ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE

NODE: 70532

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>NB TR on NC 86 (MLK Jr. Blvd) - Lane ID 2921</b>						
2	119.0	38.1	1.6	193.6	8.0	0.0%
3	119.0	34.3	1.5	175.6	7.0	0.0%
4	119.0	38.4	1.6	192.6	8.0	0.0%
5	119.0	35.0	1.5	202.4	8.0	0.0%
6	119.0	36.3	1.5	192.5	8.0	0.0%
7	119.0	37.0	1.5	175.7	7.0	0.0%
8	119.0	33.4	1.4	192.8	8.0	0.0%
9	119.0	36.3	1.5	188.5	7.0	0.0%
10	119.0	36.8	1.5	208.5	8.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>36.1</b>	<b>1.5</b>	<b>189.7</b>	<b>7.6</b>	<b>0.0%</b>

<b>SB L on NC 86 (MLK Jr. Blvd) - Lane ID 1561</b>						
1	119.0	27.0	1.2	173.3	7.0	0.0%
2	119.0	28.9	1.3	171.2	7.0	0.0%
3	119.0	31.3	1.3	184.9	6.0	0.0%
4	119.0	32.9	1.3	172.7	6.0	0.0%
5	119.0	27.7	1.2	189.9	6.0	0.0%
6	119.0	26.5	1.1	183.1	7.0	0.0%
7	119.0	24.7	1.1	155.4	6.0	0.0%
8	119.0	21.6	0.9	167.7	7.0	0.0%
9	119.0	29.9	1.3	162.9	7.0	0.0%
10	119.0	23.3	1.0	143.4	6.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>27.4</b>	<b>1.2</b>	<b>170.5</b>	<b>6.5</b>	<b>0.0%</b>

<b>SB T on NC 86 (MLK Jr. Blvd) - Lane ID 1562</b>						
1	119.0	24.7	1.1	126.6	5.0	0.0%
2	119.0	26.1	1.1	177.6	6.0	0.0%
3	119.0	28.0	1.2	175.7	7.0	0.0%
4	119.0	25.1	1.1	180.0	7.0	0.0%
5	119.0	25.2	1.1	139.9	6.0	0.0%
6	119.0	24.7	1.0	157.0	6.0	0.0%
7	119.0	24.8	1.1	140.8	6.0	0.0%
8	119.0	23.8	1.0	153.0	6.0	0.0%
9	119.0	27.0	1.1	183.7	7.0	0.0%
10	119.0	25.4	1.1	133.6	6.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>25.5</b>	<b>1.1</b>	<b>156.8</b>	<b>6.2</b>	<b>0.0%</b>

<b>SB TR on NC 86 (MLK Jr. Blvd) - Lane ID 1563</b>						
1	119.0	36.5	1.5	183.0	7.0	0.0%
2	119.0	32.4	1.4	226.0	8.0	0.0%
3	119.0	34.6	1.4	196.6	8.0	0.0%
4	119.0	31.2	1.3	171.3	7.0	0.0%
5	119.0	31.3	1.3	232.0	10.0	0.0%
6	119.0	32.8	1.4	210.6	10.0	0.0%



Lane Queue by Intersection

ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE

NODE: 70532

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>SB TR on NC 86 (MLK Jr. Blvd) - Lane ID 1563</b>						
7	119.0	29.8	1.3	173.0	7.0	0.0%
8	119.0	31.7	1.3	194.9	8.0	0.0%
9	119.0	34.2	1.4	185.4	6.0	0.0%
10	119.0	37.1	1.6	238.8	9.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>33.2</b>	<b>1.4</b>	<b>201.2</b>	<b>8.0</b>	<b>0.0%</b>
<b>WB L on Estes Drive - Lane ID 1574</b>						
1	119.0	28.6	1.3	193.3	8.0	0.0%
2	119.0	27.9	1.2	182.6	6.0	0.0%
3	119.0	34.2	1.5	149.1	6.0	0.0%
4	119.0	36.3	1.5	140.6	6.0	0.0%
5	119.0	38.2	1.6	162.4	6.0	0.0%
6	119.0	42.0	1.7	230.4	9.0	0.0%
7	119.0	41.9	1.8	165.3	7.0	0.0%
8	119.0	30.4	1.3	137.3	6.0	0.0%
9	119.0	38.0	1.7	214.9	7.0	0.0%
10	119.0	34.7	1.5	170.7	7.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>35.2</b>	<b>1.5</b>	<b>174.7</b>	<b>6.8</b>	<b>0.0%</b>
<b>WB R on Estes Drive - Lane ID 1576</b>						
1	119.0	32.2	1.4	177.9	7.0	0.0%
2	119.0	40.0	1.6	199.6	7.0	0.0%
3	119.0	28.3	1.3	176.1	6.0	0.0%
4	119.0	35.2	1.4	245.0	9.0	0.0%
5	119.0	34.5	1.5	203.6	9.0	0.0%
6	119.0	36.1	1.6	208.6	9.0	0.0%
7	119.0	31.9	1.3	204.6	7.0	0.0%
8	119.0	30.6	1.4	143.1	6.0	0.0%
9	119.0	37.7	1.6	235.8	8.0	0.0%
10	119.0	31.1	1.3	172.0	6.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>33.8</b>	<b>1.4</b>	<b>196.6</b>	<b>7.4</b>	<b>0.0%</b>
<b>WB T on Estes Drive - Lane ID 1575</b>						
1	119.0	64.8	2.7	268.2	11.0	0.0%
2	119.0	78.6	3.2	320.8	13.0	0.0%
3	119.0	67.1	2.7	304.9	12.0	0.0%
4	119.0	77.5	3.2	412.4	14.0	0.0%
5	119.0	80.1	3.3	328.0	11.0	0.0%
6	119.0	84.4	3.5	257.9	10.0	0.0%
7	119.0	72.3	3.1	300.8	11.0	0.0%
8	119.0	73.0	3.0	295.3	10.0	0.0%
9	119.0	79.4	3.3	291.3	12.0	0.0%
10	119.0	71.6	3.1	248.5	9.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>74.9</b>	<b>3.1</b>	<b>302.8</b>	<b>11.3</b>	<b>0.0%</b>

Lane Queue by Intersection

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
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**WB T on Estes Drive - Lane ID 1575**

**SOMERSET DRIVE & LOCK7 MAIN ACCESS**

**NODE: 4**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
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**EB LR on Lock7 Main Access - Lane ID 3064**

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>

**NB LT on Somerset Drive - Lane ID 3061**

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>

**SB TR on Somerset Drive - Lane ID 3060**

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>

Project: Lock7 TIA 2022  
 Scenario: Lock7 2022 - PM  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 17:00:00 - 18:00:00  
 Interval: Summary  
 Selection: MOEs

# Lane Queue by Intersection - Overview

## ESTES DRIVE & CASWELL RD

NODE: 70219

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>NEB LTR on Caswell Rd - Lane ID 2991</b>						
1	119.0	2.7	0.2	20.7	1.0	0.0%
2	119.0	1.5	0.1	22.3	1.0	0.0%
3	119.0	1.8	0.1	19.7	1.0	0.0%
4	119.0	1.7	0.1	23.5	1.0	0.0%
5	119.0	2.7	0.1	39.3	2.0	0.0%
6	119.0	0.9	0.1	20.5	1.0	0.0%
7	119.0	1.4	0.1	34.0	1.0	0.0%
8	119.0	2.4	0.1	40.6	2.0	0.0%
9	119.0	1.0	0.1	20.4	1.0	0.0%
10	119.0	1.8	0.1	49.9	2.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>1.8</b>	<b>0.1</b>	<b>29.1</b>	<b>1.3</b>	<b>0.0%</b>

## NWB L on Estes Drive - Lane ID 2988

1	119.0	0.2	0.0	26.9	1.0	0.0%
2	119.0	0.3	0.0	15.4	1.0	0.0%
3	119.0	0.2	0.0	19.0	1.0	0.0%
4	119.0	0.1	0.0	16.2	1.0	0.0%
5	119.0	0.2	0.0	18.6	1.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.3	0.0	18.5	1.0	0.0%
8	119.0	0.2	0.0	19.0	1.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.4	0.0	15.0	1.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.2</b>	<b>0.0</b>	<b>14.9</b>	<b>0.8</b>	<b>0.0%</b>

## NWB TR on Estes Drive - Lane ID 2989

1	119.0	63.8	2.5	424.1	15.0	0.0%
2	119.0	61.2	2.4	506.0	19.0	0.0%
3	119.0	73.6	2.9	423.4	17.0	0.0%
4	119.0	70.0	2.7	403.4	15.0	0.0%
5	119.0	67.9	2.7	455.8	18.0	0.0%
6	119.0	69.1	2.7	413.6	16.0	0.0%
7	119.0	61.8	2.5	413.8	16.0	0.0%
8	119.0	63.0	2.6	371.7	16.0	0.0%
9	119.0	67.4	2.7	509.5	18.0	0.0%
10	119.0	68.7	2.7	425.8	16.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>66.7</b>	<b>2.6</b>	<b>434.7</b>	<b>16.6</b>	<b>0.0%</b>

Lane Queue by Intersection

ESTES DRIVE & CASWELL RD

NODE: 70219

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>SEB L on Estes Drive - Lane ID 2984</b>						
1	119.0	10.5	0.5	109.2	5.0	0.0%
2	119.0	10.5	0.5	108.7	4.0	0.0%
3	119.0	9.4	0.4	81.5	3.0	0.0%
4	119.0	9.3	0.5	85.0	3.0	0.0%
5	119.0	11.3	0.6	75.2	3.0	0.0%
6	119.0	10.3	0.5	89.3	3.0	0.0%
7	119.0	8.9	0.4	96.2	3.0	0.0%
8	119.0	9.4	0.5	113.5	5.0	0.0%
9	119.0	10.6	0.5	95.3	4.0	0.0%
10	119.0	10.3	0.5	93.3	4.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>10.1</b>	<b>0.5</b>	<b>94.7</b>	<b>3.7</b>	<b>0.0%</b>

<b>SEB TR on Estes Drive - Lane ID 2985</b>						
1	119.0	12.9	0.5	167.6	5.0	0.0%
2	119.0	12.4	0.5	171.6	6.0	0.0%
3	119.0	10.2	0.4	144.2	5.0	0.0%
4	119.0	12.7	0.5	165.4	6.0	0.0%
5	119.0	11.9	0.5	184.8	7.0	0.0%
6	119.0	8.8	0.4	142.5	5.0	0.0%
7	119.0	9.0	0.4	148.4	6.0	0.0%
8	119.0	12.7	0.5	157.6	6.0	0.0%
9	119.0	8.9	0.4	147.8	5.0	0.0%
10	119.0	10.8	0.4	156.3	5.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>11.0</b>	<b>0.5</b>	<b>158.6</b>	<b>5.6</b>	<b>0.0%</b>

<b>SWB L on Caswell Rd - Lane ID 2995</b>						
1	119.0	7.9	0.4	48.5	2.0	0.0%
2	119.0	6.0	0.3	55.7	2.0	0.0%
3	119.0	6.2	0.3	63.9	3.0	0.0%
4	119.0	7.2	0.3	65.7	3.0	0.0%
5	119.0	8.6	0.4	63.1	2.0	0.0%
6	119.0	6.2	0.3	45.8	2.0	0.0%
7	119.0	7.1	0.4	71.4	3.0	0.0%
8	119.0	6.7	0.4	45.3	2.0	0.0%
9	119.0	6.9	0.4	60.0	3.0	0.0%
10	119.0	7.2	0.4	76.9	2.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>7.0</b>	<b>0.4</b>	<b>59.6</b>	<b>2.4</b>	<b>0.0%</b>

<b>SWB TR on Caswell Rd - Lane ID 2996</b>						
1	119.0	34.7	1.5	120.4	5.0	0.0%
2	119.0	41.6	1.8	131.8	5.0	0.0%
3	119.0	41.1	1.8	191.1	7.0	0.0%
4	119.0	35.8	1.5	160.9	5.0	0.0%
5	119.0	39.1	1.7	168.8	6.0	0.0%

Lane Queue by Intersection

**ESTES DRIVE & CASWELL RD**

**NODE: 70219**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>SWB TR on Caswell Rd - Lane ID 2996</b>						
6	119.0	36.4	1.6	146.7	5.0	0.0%
7	119.0	34.4	1.5	128.8	5.0	0.0%
8	119.0	40.5	1.7	199.7	7.0	0.0%
9	119.0	38.8	1.7	134.7	6.0	0.0%
10	119.0	37.9	1.7	155.6	5.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>38.0</b>	<b>1.7</b>	<b>153.9</b>	<b>5.6</b>	<b>0.0%</b>

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB L on Estes Drive - Lane ID 389</b>						
1	119.0	107.1	4.4	368.1	15.0	0.0%
2	119.0	112.0	4.6	502.1	20.0	0.0%
3	119.0	101.7	4.2	497.1	18.0	0.0%
4	119.0	114.4	4.6	435.9	18.0	0.0%
5	119.0	106.3	4.3	382.9	16.0	0.0%
6	119.0	98.0	3.9	319.1	13.0	0.0%
7	119.0	105.4	4.3	384.6	15.0	0.0%
8	119.0	111.9	4.5	413.9	15.0	0.0%
9	119.0	110.4	4.6	367.5	15.0	0.0%
10	119.0	101.6	4.1	398.4	15.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>106.9</b>	<b>4.4</b>	<b>407.0</b>	<b>16.0</b>	<b>0.0%</b>

**EB TR on Estes Drive - Lane ID 390**

1	119.0	84.8	3.5	318.9	13.0	0.0%
2	119.0	78.8	3.2	378.5	14.0	0.0%
3	119.0	80.2	3.3	305.8	11.0	0.0%
4	119.0	81.0	3.1	345.7	12.0	0.0%
5	119.0	78.0	3.1	388.8	15.0	0.0%
6	119.0	85.1	3.6	353.4	14.0	0.0%
7	119.0	75.3	3.2	315.3	12.0	0.0%
8	119.0	83.5	3.5	352.6	15.0	0.0%
9	119.0	74.5	3.1	369.7	14.0	0.0%
10	119.0	71.2	2.9	316.7	13.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>79.2</b>	<b>3.3</b>	<b>344.5</b>	<b>13.3</b>	<b>0.0%</b>

**NB L on E. Franklin Street - Lane ID 872**

1	119.0	22.0	1.0	100.0	4.0	0.0%
2	119.0	23.6	1.1	151.3	6.0	0.0%
3	119.0	22.9	1.1	121.9	5.0	0.0%
4	119.0	25.6	1.2	100.7	4.0	0.0%
5	119.0	22.8	1.1	133.4	4.0	0.0%
6	119.0	26.0	1.2	158.9	5.0	0.0%
7	119.0	20.8	1.0	89.0	3.0	0.0%

Lane Queue by Intersection

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>NB L on E. Franklin Street - Lane ID 872</b>						
8	119.0	22.2	1.1	99.7	4.0	0.0%
9	119.0	22.3	1.1	74.1	3.0	0.0%
10	119.0	23.4	1.1	100.8	4.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>23.2</b>	<b>1.1</b>	<b>113.0</b>	<b>4.2</b>	<b>0.0%</b>

<b>NB T on E. Franklin Street - Lane ID 873</b>						
1	119.0	75.3	3.1	364.3	14.0	0.0%
2	119.0	72.2	2.9	308.4	12.0	0.0%
3	119.0	71.8	3.0	303.6	11.0	0.0%
4	119.0	70.2	2.8	320.4	12.0	0.0%
5	119.0	65.6	2.7	255.4	10.0	0.0%
6	119.0	75.0	3.0	340.3	14.0	0.0%
7	119.0	68.7	2.8	262.5	11.0	0.0%
8	119.0	71.2	2.8	295.6	12.0	0.0%
9	119.0	70.2	2.9	350.9	14.0	0.0%
10	119.0	72.3	2.9	289.5	12.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>71.3</b>	<b>2.9</b>	<b>309.1</b>	<b>12.2</b>	<b>0.0%</b>

<b>NB TR on E. Franklin Street - Lane ID 874</b>						
1	119.0	85.2	3.5	337.2	13.0	0.0%
2	119.0	78.1	3.2	287.0	12.0	0.0%
3	119.0	89.2	3.6	359.3	13.0	0.0%
4	119.0	80.1	3.2	305.3	12.0	0.0%
5	119.0	79.7	3.2	299.6	12.0	0.0%
6	119.0	84.9	3.5	355.8	14.0	0.0%
7	119.0	71.5	2.9	293.7	12.0	0.0%
8	119.0	78.0	3.2	333.1	13.0	0.0%
9	119.0	84.4	3.3	344.8	12.0	0.0%
10	119.0	73.7	3.0	299.0	12.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>80.5</b>	<b>3.3</b>	<b>321.5</b>	<b>12.5</b>	<b>0.0%</b>

<b>NWB L on Estes Drive - Lane ID 852</b>						
1	119.0	36.9	1.6	204.1	6.0	0.0%
2	119.0	39.0	1.7	153.1	6.0	0.0%
3	119.0	39.7	1.7	163.0	6.0	0.0%
4	119.0	36.2	1.6	142.1	5.0	0.0%
5	119.0	38.6	1.7	171.7	6.0	0.0%
6	119.0	33.1	1.4	157.6	6.0	0.0%
7	119.0	36.4	1.6	158.2	7.0	0.0%
8	119.0	36.5	1.5	159.6	6.0	0.0%
9	119.0	39.5	1.7	132.6	5.0	0.0%
10	119.0	41.6	1.8	215.5	6.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>37.8</b>	<b>1.6</b>	<b>165.8</b>	<b>5.9</b>	<b>0.0%</b>

Lane Queue by Intersection

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>NWB R on Estes Drive - Lane ID 854</b>						
1	119.0	52.1	2.2	193.4	7.0	0.0%
2	119.0	50.7	2.2	198.1	8.0	0.0%
3	119.0	55.5	2.3	219.3	8.0	0.0%
4	119.0	53.3	2.3	230.1	8.0	0.0%
5	119.0	52.1	2.1	230.3	7.0	0.0%
6	119.0	53.1	2.2	200.1	8.0	0.0%
7	119.0	53.8	2.2	190.3	7.0	0.0%
8	119.0	51.8	2.2	204.1	8.0	0.0%
9	119.0	54.7	2.3	189.5	8.0	0.0%
10	119.0	55.5	2.3	189.9	7.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>53.3</b>	<b>2.2</b>	<b>204.5</b>	<b>7.6</b>	<b>0.0%</b>

<b>NWB T on Estes Drive - Lane ID 853</b>						
1	119.0	93.2	3.8	327.8	12.0	0.0%
2	119.0	88.9	3.8	317.3	12.0	0.0%
3	119.0	99.1	4.0	338.4	13.0	0.0%
4	119.0	97.6	4.1	317.5	13.0	0.0%
5	119.0	93.5	3.9	313.8	12.0	0.0%
6	119.0	91.6	3.7	350.0	13.0	0.0%
7	119.0	98.1	4.0	345.6	13.0	0.0%
8	119.0	95.4	3.9	377.3	15.0	0.0%
9	119.0	84.9	3.5	293.9	11.0	0.0%
10	119.0	89.7	3.8	290.0	12.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>93.2</b>	<b>3.9</b>	<b>327.2</b>	<b>12.6</b>	<b>0.0%</b>

<b>SB L on E. Franklin Street - Lane ID 384</b>						
1	119.0	36.6	1.6	117.0	4.0	0.0%
2	119.0	40.0	1.7	106.6	5.0	0.0%
3	119.0	39.1	1.7	133.3	5.0	0.0%
4	119.0	41.2	1.8	129.2	5.0	0.0%
5	119.0	44.6	2.0	150.7	5.0	0.0%
6	119.0	38.9	1.8	129.8	5.0	0.0%
7	119.0	40.7	1.8	128.5	5.0	0.0%
8	119.0	40.4	1.8	111.5	5.0	0.0%
9	119.0	36.1	1.7	118.0	5.0	0.0%
10	119.0	40.9	1.8	110.1	5.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>39.9</b>	<b>1.8</b>	<b>123.5</b>	<b>4.9</b>	<b>0.0%</b>

<b>SB T on E. Franklin Street - Lane ID 385</b>						
1	119.0	64.9	2.6	307.3	13.0	0.0%
2	119.0	62.5	2.5	332.0	12.0	0.0%
3	119.0	71.1	2.9	321.3	13.0	0.0%
4	119.0	68.2	2.7	339.2	13.0	0.0%
5	119.0	58.6	2.3	292.2	11.0	0.0%

Lane Queue by Intersection

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>SB T on E. Franklin Street - Lane ID 385</b>						
6	119.0	72.7	2.9	354.6	13.0	0.0%
7	119.0	63.8	2.6	284.4	11.0	0.0%
8	119.0	66.2	2.6	303.2	11.0	0.0%
9	119.0	61.2	2.4	315.7	10.0	0.0%
10	119.0	61.0	2.4	258.6	11.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>65.0</b>	<b>2.6</b>	<b>310.9</b>	<b>11.8</b>	<b>0.0%</b>

**SB TR on E. Franklin Street - Lane ID 386**

1	119.0	90.3	3.7	410.3	15.0	0.0%
2	119.0	89.8	3.6	343.2	14.0	0.0%
3	119.0	92.1	3.7	366.0	14.0	0.0%
4	119.0	93.4	3.8	359.3	15.0	0.0%
5	119.0	77.5	3.2	359.1	14.0	0.0%
6	119.0	94.1	3.8	378.7	15.0	0.0%
7	119.0	84.4	3.5	314.4	13.0	0.0%
8	119.0	91.1	3.7	369.8	16.0	0.0%
9	119.0	85.8	3.4	350.9	13.0	0.0%
10	119.0	81.4	3.3	371.1	15.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>88.0</b>	<b>3.6</b>	<b>362.3</b>	<b>14.4</b>	<b>0.0%</b>

**ESTES DRIVE & SOMERSET DRIVE**

**NODE: 8**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB LT on Estes Drive - Lane ID 3045</b>						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	1.8	0.1	218.3	8.0	0.0%
7	119.0	0.1	0.0	17.4	1.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.2</b>	<b>0.0</b>	<b>23.6</b>	<b>0.9</b>	<b>0.0%</b>

**SB LR on Somerset Drive - Lane ID 3062**

1	119.0	0.6	0.0	18.6	1.0	0.0%
2	119.0	1.6	0.1	23.2	1.0	0.0%
3	119.0	1.9	0.1	42.9	2.0	0.0%
4	119.0	1.8	0.1	43.8	2.0	0.0%
5	119.0	2.0	0.1	20.1	1.0	0.0%
6	119.0	1.8	0.1	29.9	1.0	0.0%
7	119.0	0.8	0.0	34.7	1.0	0.0%



Lane Queue by Intersection

**ESTES DRIVE & SOMERSET DRIVE**

**NODE: 8**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>SB LR on Somerset Drive - Lane ID 3062</b>						
8	119.0	2.4	0.1	74.2	3.0	0.0%
9	119.0	1.3	0.1	20.4	1.0	0.0%
10	119.0	1.1	0.1	40.1	2.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>1.5</b>	<b>0.1</b>	<b>34.8</b>	<b>1.5</b>	<b>0.0%</b>

**WB TR on Estes Drive - Lane ID 2983**

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.9	0.0	89.1	4.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.1</b>	<b>0.0</b>	<b>8.9</b>	<b>0.4</b>	<b>0.0%</b>

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB L on Estes Drive Extension - Lane ID 1568</b>						
1	119.0	123.3	5.1	389.4	14.0	0.0%
2	119.0	116.6	4.8	368.4	14.0	0.0%
3	119.0	105.7	4.4	291.7	12.0	0.0%
4	119.0	110.5	4.6	294.1	12.0	0.0%
5	119.0	120.2	5.0	383.3	14.0	0.0%
6	119.0	123.1	5.1	512.8	19.0	0.0%
7	119.0	119.7	4.8	491.1	15.0	0.0%
8	119.0	111.1	4.6	294.1	12.0	0.0%
9	119.0	118.5	4.9	363.4	15.0	0.0%
10	119.0	111.7	4.7	297.8	12.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>116.0</b>	<b>4.8</b>	<b>368.6</b>	<b>13.9</b>	<b>0.0%</b>

**EB R on Estes Drive Extension - Lane ID 1570**

1	119.0	15.2	0.7	93.7	4.0	0.0%
2	119.0	15.6	0.7	102.4	5.0	0.0%
3	119.0	15.7	0.8	119.4	5.0	0.0%
4	119.0	12.6	0.6	91.3	4.0	0.0%
5	119.0	17.1	0.8	87.2	3.0	0.0%
6	119.0	15.9	0.8	84.7	4.0	0.0%
7	119.0	16.7	0.8	77.8	3.0	0.0%
8	119.0	20.7	0.9	103.8	5.0	0.0%
9	119.0	16.6	0.7	123.1	3.0	0.0%

Lane Queue by Intersection

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB R on Estes Drive Extension - Lane ID 1570</b>						
10	119.0	17.3	0.8	117.8	4.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>16.3</b>	<b>0.8</b>	<b>100.1</b>	<b>4.0</b>	<b>0.0%</b>
<b>EB T on Estes Drive Extension - Lane ID 1569</b>						
1	119.0	103.8	4.1	391.6	14.0	0.0%
2	119.0	90.3	3.8	363.5	14.0	0.0%
3	119.0	90.9	3.8	301.3	12.0	0.0%
4	119.0	94.1	3.9	310.0	12.0	0.0%
5	119.0	103.5	4.2	387.5	14.0	0.0%
6	119.0	92.1	3.7	351.6	13.0	0.0%
7	119.0	82.9	3.6	260.9	11.0	0.0%
8	119.0	93.4	3.9	324.2	13.0	0.0%
9	119.0	96.0	3.9	426.6	15.0	0.0%
10	119.0	95.1	3.9	312.4	12.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>94.2</b>	<b>3.9</b>	<b>343.0</b>	<b>13.0</b>	<b>0.0%</b>
<b>NB L on NC 86 (MLK Jr. Blvd) - Lane ID 2919</b>						
1	119.0	16.0	0.8	74.8	3.0	0.0%
2	119.0	14.1	0.7	55.8	2.0	0.0%
3	119.0	15.9	0.7	60.1	2.0	0.0%
4	119.0	14.0	0.7	77.3	2.0	0.0%
5	119.0	17.3	0.8	92.8	3.0	0.0%
6	119.0	12.6	0.6	75.2	3.0	0.0%
7	119.0	12.1	0.6	47.6	2.0	0.0%
8	119.0	15.6	0.8	66.6	3.0	0.0%
9	119.0	16.4	0.7	102.1	2.0	0.0%
10	119.0	16.3	0.8	66.9	3.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>15.0</b>	<b>0.7</b>	<b>71.9</b>	<b>2.5</b>	<b>0.0%</b>
<b>NB T on NC 86 (MLK Jr. Blvd) - Lane ID 2920</b>						
1	119.0	92.9	3.6	429.0	16.0	0.0%
2	119.0	96.4	3.8	409.4	16.0	0.0%
3	119.0	96.1	3.8	429.0	16.0	0.0%
4	119.0	99.4	3.8	431.6	18.0	0.0%
5	119.0	100.3	3.9	451.7	16.0	0.0%
6	119.0	96.8	3.9	415.0	17.0	0.0%
7	119.0	93.4	3.7	392.4	15.0	0.0%
8	119.0	102.6	4.0	417.4	17.0	0.0%
9	119.0	92.6	3.7	414.6	16.0	0.0%
10	119.0	94.3	3.8	420.1	16.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>96.5</b>	<b>3.8</b>	<b>421.0</b>	<b>16.3</b>	<b>0.0%</b>
<b>NB TR on NC 86 (MLK Jr. Blvd) - Lane ID 2921</b>						
1	119.0	100.9	4.1	407.4	16.0	0.0%

Lane Queue by Intersection

ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE

NODE: 70532

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>NB TR on NC 86 (MLK Jr. Blvd) - Lane ID 2921</b>						
2	119.0	101.6	4.0	485.5	18.0	0.0%
3	119.0	98.8	4.0	438.3	18.0	0.0%
4	119.0	100.8	4.0	463.3	18.0	0.0%
5	119.0	101.0	4.1	529.1	19.0	0.0%
6	119.0	106.0	4.2	471.7	17.0	0.0%
7	119.0	94.6	3.9	425.4	17.0	0.0%
8	119.0	107.7	4.3	428.4	16.0	0.0%
9	119.0	101.7	4.0	416.4	16.0	0.0%
10	119.0	99.6	4.0	427.9	17.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>101.3</b>	<b>4.1</b>	<b>449.3</b>	<b>17.2</b>	<b>0.0%</b>
<b>SB L on NC 86 (MLK Jr. Blvd) - Lane ID 1561</b>						
1	119.0	82.4	3.4	305.9	11.0	0.0%
2	119.0	78.2	3.2	257.8	9.0	0.0%
3	119.0	83.2	3.5	263.6	10.0	0.0%
4	119.0	81.9	3.4	282.2	11.0	0.0%
5	119.0	83.2	3.5	294.9	12.0	0.0%
6	119.0	82.6	3.5	278.9	11.0	0.0%
7	119.0	95.0	3.9	311.3	12.0	0.0%
8	119.0	88.5	3.8	276.7	11.0	0.0%
9	119.0	80.7	3.4	253.1	10.0	0.0%
10	119.0	74.5	3.2	270.1	11.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>83.0</b>	<b>3.5</b>	<b>279.5</b>	<b>10.8</b>	<b>0.0%</b>
<b>SB T on NC 86 (MLK Jr. Blvd) - Lane ID 1562</b>						
1	119.0	60.9	2.5	271.5	11.0	0.0%
2	119.0	58.7	2.4	307.2	10.0	0.0%
3	119.0	56.4	2.4	271.2	11.0	0.0%
4	119.0	65.7	2.7	287.4	11.0	0.0%
5	119.0	62.6	2.5	322.4	11.0	0.0%
6	119.0	53.7	2.2	269.4	11.0	0.0%
7	119.0	67.0	2.7	322.9	13.0	0.0%
8	119.0	65.7	2.7	292.8	10.0	0.0%
9	119.0	66.8	2.7	310.9	12.0	0.0%
10	119.0	60.8	2.5	294.8	12.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>61.8</b>	<b>2.5</b>	<b>295.1</b>	<b>11.2</b>	<b>0.0%</b>
<b>SB TR on NC 86 (MLK Jr. Blvd) - Lane ID 1563</b>						
1	119.0	69.7	2.8	286.2	11.0	0.0%
2	119.0	69.0	2.9	282.7	12.0	0.0%
3	119.0	71.8	3.1	283.4	11.0	0.0%
4	119.0	74.8	3.0	315.3	12.0	0.0%
5	119.0	77.4	3.1	348.4	12.0	0.8%
6	119.0	71.2	2.9	297.6	12.0	0.0%

Lane Queue by Intersection

ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE

NODE: 70532

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>SB TR on NC 86 (MLK Jr. Blvd) - Lane ID 1563</b>						
7	119.0	74.8	2.9	375.8	15.0	0.8%
8	119.0	75.2	3.1	275.2	11.0	0.0%
9	119.0	71.1	2.9	266.8	12.0	0.0%
10	119.0	74.9	3.0	326.6	12.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>73.0</b>	<b>3.0</b>	<b>305.8</b>	<b>12.0</b>	<b>0.2%</b>
<b>WB L on Estes Drive - Lane ID 1574</b>						
1	119.0	86.7	3.7	470.0	18.0	0.0%
2	119.0	74.7	3.1	463.2	18.0	0.0%
3	119.0	70.4	3.0	311.2	12.0	0.0%
4	119.0	71.7	3.1	400.9	15.0	0.0%
5	119.0	62.9	2.6	443.0	17.0	0.0%
6	119.0	89.3	3.5	800.5	31.0	0.8%
7	119.0	71.8	2.9	330.6	13.0	0.0%
8	119.0	70.8	3.0	314.4	13.0	0.0%
9	119.0	68.3	2.9	265.4	11.0	0.0%
10	119.0	63.5	2.8	380.6	16.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>73.0</b>	<b>3.1</b>	<b>418.0</b>	<b>16.4</b>	<b>0.1%</b>
<b>WB R on Estes Drive - Lane ID 1576</b>						
1	119.0	133.4	5.3	526.9	20.0	0.0%
2	119.0	84.5	3.5	406.4	15.0	0.0%
3	119.0	96.7	3.9	379.9	16.0	0.0%
4	119.0	109.3	4.4	414.3	15.0	0.0%
5	119.0	97.9	3.9	376.3	14.0	0.0%
6	119.0	132.7	5.3	672.5	23.0	0.0%
7	119.0	67.8	2.8	317.2	13.0	0.0%
8	119.0	79.6	3.2	348.2	13.0	0.0%
9	119.0	89.5	3.6	373.9	14.0	0.0%
10	119.0	84.9	3.5	371.5	15.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>97.6</b>	<b>3.9</b>	<b>418.7</b>	<b>15.8</b>	<b>0.0%</b>
<b>WB T on Estes Drive - Lane ID 1575</b>						
1	119.0	255.8	10.0	807.6	30.0	5.0%
2	119.0	161.8	6.7	513.7	20.0	0.0%
3	119.0	176.0	7.0	577.9	24.0	0.0%
4	119.0	217.8	8.7	703.5	26.0	0.0%
5	119.0	150.0	6.3	450.3	18.0	0.0%
6	119.0	243.9	9.7	786.2	31.0	3.4%
7	119.0	137.2	5.7	443.4	17.0	0.0%
8	119.0	163.5	6.5	493.8	21.0	0.0%
9	119.0	167.7	6.8	563.5	22.0	0.0%
10	119.0	147.8	6.2	538.2	22.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>182.2</b>	<b>7.4</b>	<b>587.8</b>	<b>23.1</b>	<b>0.8%</b>

Lane Queue by Intersection

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
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**WB T on Estes Drive - Lane ID 1575**

**SOMERSET DRIVE & LOCK7 MAIN ACCESS**

**NODE: 4**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
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**EB LR on Lock7 Main Access - Lane ID 3064**

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>

**NB LT on Somerset Drive - Lane ID 3061**

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>

**SB TR on Somerset Drive - Lane ID 3060**

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>

Project: Lock7 TIA 2025  
 Scenario: Lock7 2025 No-Build - AM  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 08:00:00 - 09:00:00  
 Interval: Summary  
 Selection: --

# Lane Queue by Intersection - Overview

## ESTES DRIVE & AURA ACCESS #2

**NODE: 3**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB L on Estes Drive - Lane ID 3058</b>						
1	119.0	0.1	0.0	17.5	1.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.5	0.0	24.5	1.0	0.0%
4	119.0	0.8	0.0	42.7	1.0	0.0%
5	119.0	0.6	0.0	19.3	1.0	0.0%
6	119.0	0.3	0.0	21.6	1.0	0.0%
7	119.0	0.3	0.0	21.6	1.0	0.0%
8	119.0	0.3	0.0	18.6	1.0	0.0%
9	119.0	0.4	0.0	19.8	1.0	0.0%
10	119.0	0.5	0.0	29.8	1.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.4</b>	<b>0.0</b>	<b>21.5</b>	<b>0.9</b>	<b>0.0%</b>

## EB T on Estes Drive - Lane ID 3043

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>

## SB L on Aura Access #2 - Lane ID 3056

1	119.0	3.4	0.2	46.1	2.0	0.0%
2	119.0	3.0	0.2	39.7	2.0	0.0%
3	119.0	4.5	0.2	85.5	4.0	0.0%
4	119.0	3.6	0.2	43.2	2.0	0.0%
5	119.0	3.5	0.2	47.2	2.0	0.0%
6	119.0	2.5	0.1	28.3	1.0	0.0%
7	119.0	2.6	0.1	44.8	2.0	0.0%
8	119.0	3.5	0.2	46.4	2.0	0.0%
9	119.0	5.4	0.3	70.7	3.0	0.0%
10	119.0	4.6	0.3	55.8	2.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>3.7</b>	<b>0.2</b>	<b>50.8</b>	<b>2.2</b>	<b>0.0%</b>

Lane Queue by Intersection

**ESTES DRIVE & AURA ACCESS #2**

**NODE: 3**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>SB R on Aura Access #2 - Lane ID 3057</b>						
1	119.0	0.3	0.0	21.6	1.0	0.0%
2	119.0	1.1	0.1	26.7	1.0	0.0%
3	119.0	0.7	0.0	18.9	1.0	0.0%
4	119.0	0.8	0.0	40.3	1.0	0.0%
5	119.0	0.6	0.0	20.0	1.0	0.0%
6	119.0	1.1	0.0	50.5	1.0	0.0%
7	119.0	0.8	0.0	25.6	1.0	0.0%
8	119.0	0.5	0.0	19.7	1.0	0.0%
9	119.0	0.9	0.1	19.4	1.0	0.0%
10	119.0	0.6	0.0	30.5	1.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.7</b>	<b>0.0</b>	<b>27.3</b>	<b>1.0</b>	<b>0.0%</b>

**WB R on Estes Drive - Lane ID 3053**

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>

**WB T on Estes Drive - Lane ID 3052**

1	119.0	0.2	0.0	21.1	1.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>0.1</b>	<b>0.0%</b>

**ESTES DRIVE & CASWELL RD**

**NODE: 70219**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>NEB LTR on Caswell Rd - Lane ID 2991</b>						
1	119.0	7.3	0.4	45.3	2.0	0.0%
2	119.0	6.0	0.3	64.0	2.0	0.0%

Lane Queue by Intersection

ESTES DRIVE & CASWELL RD

NODE: 70219

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>NEB LTR on Caswell Rd - Lane ID 2991</b>						
3	119.0	9.3	0.5	67.5	2.0	0.0%
4	119.0	6.2	0.3	58.9	3.0	0.0%
5	119.0	6.0	0.3	96.0	2.0	0.0%
6	119.0	6.6	0.4	48.2	2.0	0.0%
7	119.0	10.3	0.5	52.4	2.0	0.0%
8	119.0	12.6	0.6	104.1	4.0	0.0%
9	119.0	7.1	0.4	67.1	3.0	0.0%
10	119.0	5.3	0.3	77.7	3.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>7.7</b>	<b>0.4</b>	<b>68.1</b>	<b>2.5</b>	<b>0.0%</b>
<b>NWB L on Estes Drive - Lane ID 2988</b>						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.2	0.0	19.5	1.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.1	0.0	16.5	1.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.7	0.0	18.2	1.0	0.0%
9	119.0	0.2	0.0	18.4	1.0	0.0%
10	119.0	0.4	0.0	23.0	1.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.2</b>	<b>0.0</b>	<b>9.6</b>	<b>0.5</b>	<b>0.0%</b>
<b>NWB TR on Estes Drive - Lane ID 2989</b>						
1	119.0	34.3	1.4	336.6	12.0	0.0%
2	119.0	32.4	1.3	319.4	12.0	0.0%
3	119.0	36.1	1.4	292.1	11.0	0.0%
4	119.0	32.9	1.4	292.5	11.0	0.0%
5	119.0	32.0	1.3	435.2	14.0	0.0%
6	119.0	39.2	1.5	310.4	11.0	0.0%
7	119.0	37.1	1.5	308.2	11.0	0.0%
8	119.0	32.8	1.3	323.1	12.0	0.0%
9	119.0	31.7	1.4	275.6	11.0	0.0%
10	119.0	33.0	1.3	370.8	13.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>34.2</b>	<b>1.4</b>	<b>326.4</b>	<b>11.8</b>	<b>0.0%</b>
<b>SEB L on Estes Drive - Lane ID 2984</b>						
1	119.0	4.2	0.2	68.8	3.0	0.0%
2	119.0	3.2	0.2	59.7	3.0	0.0%
3	119.0	4.4	0.2	65.8	2.0	0.0%
4	119.0	2.3	0.1	53.3	2.0	0.0%
5	119.0	4.7	0.2	108.4	3.0	0.0%
6	119.0	3.5	0.2	66.3	3.0	0.0%
7	119.0	5.8	0.3	60.7	3.0	0.0%



Lane Queue by Intersection

**ESTES DRIVE & CASWELL RD**

**NODE: 70219**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>SEB L on Estes Drive - Lane ID 2984</b>						
8	119.0	6.1	0.3	122.5	5.0	0.0%
9	119.0	3.9	0.2	45.4	2.0	0.0%
10	119.0	5.3	0.2	84.8	3.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>4.3</b>	<b>0.2</b>	<b>73.6</b>	<b>2.9</b>	<b>0.0%</b>

<b>SEB TR on Estes Drive - Lane ID 2985</b>						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	1.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0%</b>

<b>SWB L on Caswell Rd - Lane ID 2995</b>						
1	119.0	10.0	0.5	96.6	4.0	0.0%
2	119.0	8.6	0.4	101.0	3.0	0.0%
3	119.0	10.6	0.5	81.7	3.0	0.0%
4	119.0	9.7	0.5	58.5	3.0	0.0%
5	119.0	9.6	0.5	52.9	2.0	0.0%
6	119.0	10.1	0.5	70.5	3.0	0.0%
7	119.0	10.1	0.5	64.0	3.0	0.0%
8	119.0	8.7	0.4	67.2	3.0	0.0%
9	119.0	9.1	0.4	94.4	3.0	0.0%
10	119.0	9.2	0.5	46.5	2.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>9.6</b>	<b>0.5</b>	<b>73.3</b>	<b>2.9</b>	<b>0.0%</b>

<b>SWB TR on Caswell Rd - Lane ID 2996</b>						
1	119.0	31.2	1.4	144.2	5.0	0.0%
2	119.0	35.9	1.6	154.8	6.0	0.0%
3	119.0	29.9	1.3	150.1	6.0	0.0%
4	119.0	29.7	1.3	120.1	5.0	0.0%
5	119.0	30.2	1.3	122.1	5.0	0.0%
6	119.0	31.3	1.4	118.4	5.0	0.0%
7	119.0	31.1	1.3	165.1	6.0	0.0%
8	119.0	29.1	1.3	118.3	5.0	0.0%
9	119.0	36.1	1.6	132.6	5.0	0.0%
10	119.0	32.3	1.4	123.5	5.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>31.7</b>	<b>1.4</b>	<b>134.9</b>	<b>5.3</b>	<b>0.0%</b>

Lane Queue by Intersection

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB L on Estes Drive - Lane ID 389</b>						
1	119.0	163.0	6.2	1,054.3	36.0	0.0%
2	119.0	115.4	4.6	391.9	16.0	0.0%
3	119.0	132.0	5.3	570.9	21.0	0.0%
4	119.0	139.2	5.5	509.8	19.0	0.0%
5	119.0	124.7	5.0	491.9	22.0	0.0%
6	119.0	144.4	5.7	616.9	23.0	0.0%
7	119.0	119.1	4.8	447.7	18.0	0.0%
8	119.0	127.5	5.0	667.9	25.0	0.0%
9	119.0	172.4	6.9	933.7	35.0	0.0%
10	119.0	115.8	4.7	394.7	15.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>135.4</b>	<b>5.4</b>	<b>608.0</b>	<b>23.0</b>	<b>0.0%</b>

<b>EB TR on Estes Drive - Lane ID 390</b>						
1	119.0	84.4	3.5	341.4	15.0	0.0%
2	119.0	88.5	3.6	536.9	23.0	0.0%
3	119.0	71.7	2.9	364.0	14.0	0.0%
4	119.0	77.6	3.2	309.3	13.0	0.0%
5	119.0	75.5	3.1	306.9	13.0	0.0%
6	119.0	91.4	3.7	319.4	13.0	0.0%
7	119.0	78.7	3.2	429.9	16.0	0.0%
8	119.0	101.2	4.0	467.7	17.0	0.0%
9	119.0	83.1	3.4	410.4	16.0	0.0%
10	119.0	77.5	3.1	379.0	15.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>83.0</b>	<b>3.4</b>	<b>386.5</b>	<b>15.5</b>	<b>0.0%</b>

<b>NB L on E. Franklin Street - Lane ID 872</b>						
1	119.0	20.3	0.9	86.4	3.0	0.0%
2	119.0	17.5	0.9	98.1	4.0	0.0%
3	119.0	19.2	1.0	98.0	4.0	0.0%
4	119.0	20.5	0.9	193.1	6.0	0.0%
5	119.0	22.1	0.9	112.1	4.0	0.0%
6	119.0	16.7	0.8	74.9	3.0	0.0%
7	119.0	21.4	1.0	102.0	4.0	0.0%
8	119.0	17.5	0.8	116.0	5.0	0.0%
9	119.0	18.0	0.8	107.6	4.0	0.0%
10	119.0	23.5	1.0	117.8	4.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>19.7</b>	<b>0.9</b>	<b>110.6</b>	<b>4.1</b>	<b>0.0%</b>

<b>NB T on E. Franklin Street - Lane ID 873</b>						
1	119.0	30.1	1.2	159.7	6.0	0.0%
2	119.0	31.0	1.3	152.3	6.0	0.0%
3	119.0	29.5	1.2	160.5	6.0	0.0%
4	119.0	31.6	1.3	162.2	6.0	0.0%
5	119.0	29.1	1.3	144.0	6.0	0.0%

Lane Queue by Intersection

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>NB T on E. Franklin Street - Lane ID 873</b>						
6	119.0	30.0	1.3	141.8	6.0	0.0%
7	119.0	33.0	1.4	159.4	6.0	0.0%
8	119.0	29.9	1.2	149.6	6.0	0.0%
9	119.0	30.7	1.3	186.6	6.0	0.0%
10	119.0	30.0	1.3	172.4	5.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>30.5</b>	<b>1.3</b>	<b>158.9</b>	<b>5.9</b>	<b>0.0%</b>

<b>NB TR on E. Franklin Street - Lane ID 874</b>						
1	119.0	33.8	1.4	161.7	6.0	0.0%
2	119.0	34.3	1.5	152.6	6.0	0.0%
3	119.0	34.6	1.5	144.8	6.0	0.0%
4	119.0	37.2	1.5	191.3	7.0	0.0%
5	119.0	35.1	1.5	144.2	6.0	0.0%
6	119.0	35.2	1.4	163.0	6.0	0.0%
7	119.0	42.4	1.8	187.2	7.0	0.0%
8	119.0	32.9	1.4	146.1	6.0	0.0%
9	119.0	33.2	1.4	167.5	7.0	0.0%
10	119.0	36.5	1.6	142.3	6.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>35.5</b>	<b>1.5</b>	<b>160.1</b>	<b>6.3</b>	<b>0.0%</b>

<b>NWB L on Estes Drive - Lane ID 852</b>						
1	119.0	19.6	0.9	84.4	3.0	0.0%
2	119.0	22.6	1.1	84.5	3.0	0.0%
3	119.0	25.7	1.2	91.8	4.0	0.0%
4	119.0	18.2	0.8	118.7	4.0	0.0%
5	119.0	21.7	1.0	99.9	4.0	0.0%
6	119.0	21.2	1.1	94.4	4.0	0.0%
7	119.0	23.9	1.1	108.0	4.0	0.0%
8	119.0	21.4	1.0	90.9	4.0	0.0%
9	119.0	20.8	1.0	82.4	3.0	0.0%
10	119.0	21.1	1.0	110.4	4.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>21.6</b>	<b>1.0</b>	<b>96.5</b>	<b>3.7</b>	<b>0.0%</b>

<b>NWB R on Estes Drive - Lane ID 854</b>						
1	119.0	25.0	1.1	124.7	4.0	0.0%
2	119.0	22.3	1.0	80.1	4.0	0.0%
3	119.0	21.6	0.9	89.3	3.0	0.0%
4	119.0	22.1	1.0	99.5	4.0	0.0%
5	119.0	19.6	0.9	90.8	4.0	0.0%
6	119.0	21.4	0.9	164.1	6.0	0.0%
7	119.0	20.2	0.9	98.4	4.0	0.0%
8	119.0	20.4	1.0	92.9	4.0	0.0%
9	119.0	22.6	1.0	97.0	4.0	0.0%
10	119.0	21.7	1.0	91.6	4.0	0.0%

Lane Queue by Intersection

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>NWB R on Estes Drive - Lane ID 854</b>						
Average:	119.0	21.7	1.0	102.8	4.1	0.0%
<b>NWB T on Estes Drive - Lane ID 853</b>						
1	119.0	74.4	3.1	312.2	13.0	0.0%
2	119.0	67.8	2.7	249.4	9.0	0.0%
3	119.0	67.4	2.8	227.3	10.0	0.0%
4	119.0	69.5	2.9	258.6	10.0	0.0%
5	119.0	71.3	3.0	247.0	10.0	0.0%
6	119.0	73.8	2.9	232.1	8.0	0.0%
7	119.0	68.6	2.9	314.6	12.0	0.0%
8	119.0	68.7	2.9	220.9	9.0	0.0%
9	119.0	62.4	2.7	200.5	8.0	0.0%
10	119.0	70.1	2.9	226.8	9.0	0.0%
Average:	119.0	69.4	2.9	248.9	9.8	0.0%
<b>SB L on E. Franklin Street - Lane ID 384</b>						
1	119.0	33.4	1.4	140.9	4.0	0.0%
2	119.0	25.2	1.1	106.5	4.0	0.0%
3	119.0	27.6	1.3	111.2	4.0	0.0%
4	119.0	22.3	1.0	97.5	4.0	0.0%
5	119.0	32.2	1.4	121.3	4.0	0.0%
6	119.0	29.2	1.3	113.6	5.0	0.0%
7	119.0	29.0	1.3	115.9	4.0	0.0%
8	119.0	25.1	1.1	95.6	4.0	0.0%
9	119.0	33.4	1.5	97.0	4.0	0.0%
10	119.0	29.5	1.3	97.8	4.0	0.0%
Average:	119.0	28.7	1.3	109.7	4.1	0.0%
<b>SB T on E. Franklin Street - Lane ID 385</b>						
1	119.0	50.8	2.0	245.5	9.0	0.0%
2	119.0	65.8	2.6	279.2	12.0	0.0%
3	119.0	47.2	1.9	257.0	10.0	0.0%
4	119.0	50.7	2.1	285.5	12.0	0.0%
5	119.0	51.1	2.1	285.3	11.0	0.0%
6	119.0	54.3	2.2	283.7	10.0	0.0%
7	119.0	55.6	2.3	261.6	11.0	0.0%
8	119.0	50.3	2.1	234.8	10.0	0.0%
9	119.0	50.6	2.1	245.4	10.0	0.0%
10	119.0	57.9	2.4	252.6	10.0	0.0%
Average:	119.0	53.4	2.2	263.1	10.5	0.0%
<b>SB TR on E. Franklin Street - Lane ID 386</b>						
1	119.0	59.6	2.5	256.3	11.0	0.0%
2	119.0	77.0	3.2	309.0	12.0	0.0%

Lane Queue by Intersection

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>SB TR on E. Franklin Street - Lane ID 386</b>						
3	119.0	60.1	2.4	264.1	10.0	0.0%
4	119.0	64.9	2.7	304.0	12.0	0.0%
5	119.0	59.0	2.4	279.9	10.0	0.0%
6	119.0	66.5	2.7	301.1	12.0	0.0%
7	119.0	71.8	2.9	329.8	13.0	0.0%
8	119.0	59.9	2.5	305.1	11.0	0.0%
9	119.0	66.2	2.7	313.0	12.0	0.0%
10	119.0	67.5	2.8	298.8	12.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>65.3</b>	<b>2.7</b>	<b>296.1</b>	<b>11.5</b>	<b>0.0%</b>

**ESTES DRIVE & SOMERSET DRIVE**

**NODE: 8**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB L on Estes Drive - Lane ID 3084</b>						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.5	0.0	21.0	1.0	0.0%
3	119.0	0.1	0.0	15.0	1.0	0.0%
4	119.0	0.6	0.0	18.3	1.0	0.0%
5	119.0	0.1	0.0	14.0	1.0	0.0%
6	119.0	0.4	0.0	20.0	1.0	0.0%
7	119.0	0.3	0.0	18.0	1.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.3	0.0	19.2	1.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.2</b>	<b>0.0</b>	<b>12.6</b>	<b>0.7</b>	<b>0.0%</b>

**EB T on Estes Drive - Lane ID 3045**

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>

**SB LR on Somerset Drive - Lane ID 3062**

1	119.0	1.6	0.1	40.3	2.0	0.0%
2	119.0	1.2	0.1	21.4	1.0	0.0%
3	119.0	1.5	0.1	47.9	2.0	0.0%
4	119.0	1.5	0.1	42.6	2.0	0.0%

Lane Queue by Intersection

**ESTES DRIVE & SOMERSET DRIVE**

**NODE: 8**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>SB LR on Somerset Drive - Lane ID 3062</b>						
5	119.0	0.9	0.0	24.4	1.0	0.0%
6	119.0	1.5	0.1	48.8	1.0	0.0%
7	119.0	1.4	0.1	20.0	1.0	0.0%
8	119.0	1.0	0.1	23.9	1.0	0.0%
9	119.0	3.0	0.1	83.4	3.0	0.0%
10	119.0	0.8	0.1	21.4	1.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>1.4</b>	<b>0.1</b>	<b>37.4</b>	<b>1.5</b>	<b>0.0%</b>

**WB TR on Estes Drive - Lane ID 2983**

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB L on Estes Drive Extension - Lane ID 1568</b>						
1	119.0	85.5	3.5	234.6	10.0	0.0%
2	119.0	90.0	3.7	361.0	14.0	0.0%
3	119.0	86.5	3.6	252.6	10.0	0.0%
4	119.0	99.9	3.9	301.2	11.0	0.0%
5	119.0	90.4	3.7	339.1	14.0	0.0%
6	119.0	92.7	3.8	341.0	13.0	0.0%
7	119.0	90.9	3.8	368.5	13.0	0.0%
8	119.0	110.2	4.5	619.8	24.0	0.0%
9	119.0	87.7	3.6	290.3	11.0	0.0%
10	119.0	89.8	3.7	286.2	12.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>92.4</b>	<b>3.8</b>	<b>339.4</b>	<b>13.2</b>	<b>0.0%</b>

**EB R on Estes Drive Extension - Lane ID 1570**

1	119.0	14.8	0.7	79.4	3.0	0.0%
2	119.0	13.6	0.7	142.4	5.0	0.0%
3	119.0	12.8	0.6	74.5	3.0	0.0%
4	119.0	13.5	0.6	132.1	3.0	0.0%
5	119.0	12.1	0.6	67.0	3.0	0.0%
6	119.0	11.4	0.5	81.5	3.0	0.0%

Lane Queue by Intersection

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB R on Estes Drive Extension - Lane ID 1570</b>						
7	119.0	13.4	0.7	72.0	3.0	0.0%
8	119.0	14.0	0.6	80.6	3.0	0.0%
9	119.0	14.4	0.6	78.5	3.0	0.0%
10	119.0	14.5	0.7	83.2	3.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>13.5</b>	<b>0.6</b>	<b>89.1</b>	<b>3.2</b>	<b>0.0%</b>

<b>EB T on Estes Drive Extension - Lane ID 1569</b>						
1	119.0	68.9	2.8	281.2	9.0	0.0%
2	119.0	73.0	3.0	295.1	12.0	0.0%
3	119.0	76.9	3.2	287.7	10.0	0.0%
4	119.0	75.1	3.1	292.0	12.0	0.0%
5	119.0	73.0	3.1	331.2	14.0	0.0%
6	119.0	81.2	3.4	373.0	12.0	0.0%
7	119.0	78.4	3.2	324.2	11.0	0.0%
8	119.0	82.2	3.3	325.2	12.0	0.0%
9	119.0	71.0	3.0	311.9	12.0	0.0%
10	119.0	84.9	3.5	396.1	15.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>76.5</b>	<b>3.2</b>	<b>321.8</b>	<b>11.9</b>	<b>0.0%</b>

<b>NB L on NC 86 (MLK Jr. Blvd) - Lane ID 2919</b>						
1	119.0	4.7	0.3	46.9	2.0	0.0%
2	119.0	4.6	0.2	22.0	1.0	0.0%
3	119.0	4.6	0.2	53.2	2.0	0.0%
4	119.0	4.0	0.2	20.2	1.0	0.0%
5	119.0	4.3	0.2	60.3	1.0	0.0%
6	119.0	5.9	0.3	53.1	1.0	0.0%
7	119.0	5.1	0.3	51.6	2.0	0.0%
8	119.0	5.4	0.3	44.1	2.0	0.0%
9	119.0	4.8	0.3	36.9	2.0	0.0%
10	119.0	6.7	0.4	49.6	2.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>5.0</b>	<b>0.3</b>	<b>43.8</b>	<b>1.6</b>	<b>0.0%</b>

<b>NB R on NC 86 (MLK Jr. Blvd) - Lane ID 3081</b>						
1	119.0	21.1	0.9	155.6	4.0	0.0%
2	119.0	22.3	0.9	155.6	5.0	0.0%
3	119.0	15.5	0.7	105.1	4.0	0.0%
4	119.0	16.1	0.7	99.7	4.0	0.0%
5	119.0	15.9	0.8	94.5	4.0	0.0%
6	119.0	16.5	0.7	110.3	4.0	0.0%
7	119.0	16.9	0.8	114.7	4.0	0.0%
8	119.0	16.4	0.7	152.1	4.0	0.0%
9	119.0	13.3	0.6	94.7	4.0	0.0%
10	119.0	16.5	0.7	100.6	4.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>17.1</b>	<b>0.8</b>	<b>118.3</b>	<b>4.1</b>	<b>0.0%</b>

Lane Queue by Intersection

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
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**NB R on NC 86 (MLK Jr. Blvd) - Lane ID 3081**

**NB T on NC 86 (MLK Jr. Blvd) - Lane ID 2920**

1	119.0	47.9	2.1	171.2	7.0	0.0%
2	119.0	46.5	1.9	165.5	7.0	0.0%
3	119.0	45.4	1.9	189.0	7.0	0.0%
4	119.0	55.8	2.3	216.5	8.0	0.0%
5	119.0	49.5	2.2	198.4	8.0	0.0%
6	119.0	50.1	2.2	164.4	7.0	0.0%
7	119.0	52.1	2.2	195.7	8.0	0.0%
8	119.0	51.7	2.2	178.0	7.0	0.0%
9	119.0	46.5	2.0	184.6	8.0	0.0%
10	119.0	48.9	2.1	199.2	8.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>49.4</b>	<b>2.1</b>	<b>186.3</b>	<b>7.5</b>	<b>0.0%</b>

**NB T on NC 86 (MLK Jr. Blvd) - Lane ID 2921**

1	119.0	43.8	1.8	178.6	7.0	0.0%
2	119.0	45.6	1.9	179.3	7.0	0.0%
3	119.0	45.4	1.9	166.2	7.0	0.0%
4	119.0	46.8	1.9	191.2	7.0	0.0%
5	119.0	50.4	2.1	198.1	8.0	0.0%
6	119.0	43.9	1.9	168.5	6.0	0.0%
7	119.0	44.0	1.9	176.1	7.0	0.0%
8	119.0	42.7	1.9	160.1	7.0	0.0%
9	119.0	45.2	1.9	192.0	7.0	0.0%
10	119.0	52.5	2.1	184.1	7.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>46.0</b>	<b>1.9</b>	<b>179.4</b>	<b>7.0</b>	<b>0.0%</b>

**SB L on NC 86 (MLK Jr. Blvd) - Lane ID 3072**

1	119.0	69.4	2.8	369.2	13.0	0.8%
2	119.0	68.8	2.7	303.0	12.0	0.0%
3	119.0	59.2	2.4	284.8	11.0	0.0%
4	119.0	68.7	2.8	303.0	12.0	0.0%
5	119.0	66.3	2.7	263.9	11.0	0.0%
6	119.0	73.5	3.0	303.0	13.0	0.0%
7	119.0	62.8	2.7	253.5	10.0	0.0%
8	119.0	61.6	2.6	258.2	10.0	0.0%
9	119.0	70.3	2.8	397.3	13.0	0.8%
10	119.0	59.8	2.5	309.1	10.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>66.0</b>	<b>2.7</b>	<b>304.5</b>	<b>11.5</b>	<b>0.2%</b>

**SB R on NC 86 (MLK Jr. Blvd) - Lane ID 3075**

1	119.0	7.4	0.3	73.2	2.0	0.0%
2	119.0	6.8	0.3	66.5	3.0	0.0%
3	119.0	5.8	0.3	54.5	2.0	0.0%
4	119.0	5.8	0.3	52.4	2.0	0.0%



Lane Queue by Intersection

ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE

NODE: 70532

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>SB R on NC 86 (MLK Jr. Blvd) - Lane ID 3075</b>						
5	119.0	8.6	0.4	78.4	3.0	0.0%
6	119.0	6.4	0.3	68.5	3.0	0.0%
7	119.0	7.5	0.4	63.4	3.0	0.0%
8	119.0	5.8	0.3	47.0	2.0	0.0%
9	119.0	8.0	0.4	67.0	3.0	0.0%
10	119.0	7.2	0.4	63.3	3.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>6.9</b>	<b>0.3</b>	<b>63.4</b>	<b>2.6</b>	<b>0.0%</b>

<b>SB T on NC 86 (MLK Jr. Blvd) - Lane ID 3073</b>						
1	119.0	65.0	2.7	318.8	12.0	0.0%
2	119.0	68.6	2.8	318.3	11.0	0.0%
3	119.0	73.9	3.0	368.2	15.0	0.8%
4	119.0	76.6	3.1	354.7	13.0	1.7%
5	119.0	76.6	3.1	331.0	13.0	0.0%
6	119.0	69.1	2.8	374.8	14.0	0.8%
7	119.0	73.6	3.0	371.2	13.0	0.8%
8	119.0	65.5	2.7	365.6	14.0	0.8%
9	119.0	66.9	2.7	324.8	13.0	0.0%
10	119.0	69.3	2.8	299.8	12.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>70.5</b>	<b>2.9</b>	<b>342.7</b>	<b>13.0</b>	<b>0.5%</b>

<b>SB T on NC 86 (MLK Jr. Blvd) - Lane ID 3074</b>						
1	119.0	70.4	2.8	396.2	14.0	1.7%
2	119.0	76.4	3.1	365.9	14.0	1.7%
3	119.0	72.2	3.0	353.6	14.0	0.8%
4	119.0	81.8	3.2	389.4	15.0	2.5%
5	119.0	69.2	2.9	343.7	14.0	1.7%
6	119.0	78.4	3.2	380.3	15.0	2.5%
7	119.0	79.9	3.2	354.8	14.0	0.8%
8	119.0	75.4	3.1	362.2	14.0	0.8%
9	119.0	69.6	3.0	366.0	15.0	0.8%
10	119.0	76.1	3.1	313.0	13.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>74.9</b>	<b>3.1</b>	<b>362.5</b>	<b>14.2</b>	<b>1.3%</b>

<b>WB L on Estes Drive - Lane ID 1574</b>						
1	119.0	36.7	1.6	119.3	5.0	0.0%
2	119.0	32.9	1.5	117.7	5.0	0.0%
3	119.0	36.9	1.6	126.0	5.0	0.0%
4	119.0	31.6	1.4	130.8	6.0	0.0%
5	119.0	36.1	1.5	108.8	5.0	0.0%
6	119.0	32.4	1.4	116.4	4.0	0.0%
7	119.0	34.3	1.5	141.2	6.0	0.0%
8	119.0	29.8	1.4	98.1	4.0	0.0%
9	119.0	31.0	1.4	88.3	4.0	0.0%

Lane Queue by Intersection

ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE

NODE: 70532

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>WB L on Estes Drive - Lane ID 1574</b>						
10	119.0	34.3	1.5	118.8	5.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>33.6</b>	<b>1.5</b>	<b>116.5</b>	<b>4.9</b>	<b>0.0%</b>
<b>WB L on Estes Drive - Lane ID 1575</b>						
1	119.0	32.5	1.5	150.2	6.0	0.0%
2	119.0	31.7	1.4	111.5	5.0	0.0%
3	119.0	37.5	1.6	155.6	6.0	0.0%
4	119.0	34.3	1.5	101.0	4.0	0.0%
5	119.0	32.4	1.5	113.4	5.0	0.0%
6	119.0	35.5	1.5	136.1	6.0	0.0%
7	119.0	34.1	1.5	103.8	4.0	0.0%
8	119.0	29.4	1.3	103.9	5.0	0.0%
9	119.0	31.7	1.5	104.0	5.0	0.0%
10	119.0	31.4	1.4	117.5	4.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>33.1</b>	<b>1.5</b>	<b>119.7</b>	<b>5.0</b>	<b>0.0%</b>
<b>WB R on Estes Drive - Lane ID 3069</b>						
1	119.0	38.0	1.6	259.6	9.0	0.0%
2	119.0	25.8	1.1	223.8	9.0	0.0%
3	119.0	30.2	1.3	252.0	10.0	0.0%
4	119.0	30.1	1.3	209.7	8.0	0.0%
5	119.0	31.1	1.3	235.2	9.0	0.0%
6	119.0	31.1	1.3	168.2	7.0	0.0%
7	119.0	35.0	1.4	240.5	9.0	0.0%
8	119.0	38.5	1.6	280.6	11.0	0.0%
9	119.0	38.9	1.6	212.3	9.0	0.0%
10	119.0	29.4	1.3	185.9	7.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>32.8</b>	<b>1.4</b>	<b>226.8</b>	<b>8.8</b>	<b>0.0%</b>
<b>WB T on Estes Drive - Lane ID 1576</b>						
1	119.0	39.6	1.7	210.5	8.0	0.0%
2	119.0	35.2	1.5	218.1	9.0	0.0%
3	119.0	39.6	1.7	175.5	7.0	0.0%
4	119.0	42.2	1.8	179.3	7.0	0.0%
5	119.0	36.5	1.6	180.4	7.0	0.0%
6	119.0	39.7	1.7	170.5	7.0	0.0%
7	119.0	41.6	1.7	287.2	10.0	0.0%
8	119.0	42.1	1.8	200.6	7.0	0.0%
9	119.0	36.8	1.6	163.6	7.0	0.0%
10	119.0	37.3	1.7	178.3	8.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>39.1</b>	<b>1.7</b>	<b>196.4</b>	<b>7.7</b>	<b>0.0%</b>

Lane Queue by Intersection

**NC 86 (MLK JR. BLVD) & AURA ACCESS #1**

**NODE: 2**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>NB R on NC 86 (MLK Jr. Blvd) - Lane ID 3051</b>						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>
<b>NB T on NC 86 (MLK Jr. Blvd) - Lane ID 2459</b>						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>
<b>NB T on NC 86 (MLK Jr. Blvd) - Lane ID 2460</b>						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>
<b>SB T on NC 86 (MLK Jr. Blvd) - Lane ID 3041</b>						
1	119.0	1.8	0.1	113.5	5.0	0.0%
2	119.0	0.7	0.1	48.7	3.0	0.0%
3	119.0	0.2	0.0	27.5	2.0	0.0%
4	119.0	0.2	0.0	20.6	2.0	0.0%
5	119.0	0.2	0.0	21.7	2.0	0.0%

Lane Queue by Intersection

**NC 86 (MLK JR. BLVD) & AURA ACCESS #1**

**NODE: 2**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>SB T on NC 86 (MLK Jr. Blvd) - Lane ID 3041</b>						
6	119.0	0.7	0.0	61.6	3.0	0.0%
7	119.0	0.5	0.1	44.0	3.0	0.0%
8	119.0	0.9	0.1	99.4	5.0	0.0%
9	119.0	1.0	0.1	114.2	5.0	0.0%
10	119.0	0.6	0.0	43.3	3.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.7</b>	<b>0.1</b>	<b>59.5</b>	<b>3.3</b>	<b>0.0%</b>

**SB T on NC 86 (MLK Jr. Blvd) - Lane ID 3042**

1	119.0	0.3	0.0	24.7	2.0	0.0%
2	119.0	0.2	0.0	17.9	2.0	0.0%
3	119.0	0.0	0.0	0.0	1.0	0.0%
4	119.0	0.9	0.1	84.2	4.0	0.0%
5	119.0	0.4	0.0	43.9	2.0	0.0%
6	119.0	1.2	0.1	59.1	2.0	0.0%
7	119.0	0.4	0.0	38.6	3.0	0.0%
8	119.0	0.6	0.1	35.8	3.0	0.0%
9	119.0	0.7	0.0	52.6	3.0	0.0%
10	119.0	0.5	0.0	51.9	2.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.5</b>	<b>0.0</b>	<b>40.9</b>	<b>2.4</b>	<b>0.0%</b>

**WB R on Aura Access #1 - Lane ID 3048**

1	119.0	1.1	0.1	21.3	1.0	0.0%
2	119.0	0.6	0.0	24.3	1.0	0.0%
3	119.0	1.3	0.1	25.2	1.0	0.0%
4	119.0	1.5	0.1	34.6	1.0	0.0%
5	119.0	0.8	0.0	26.4	1.0	0.0%
6	119.0	1.6	0.1	29.1	1.0	0.0%
7	119.0	0.6	0.0	20.3	1.0	0.0%
8	119.0	0.3	0.0	17.1	1.0	0.0%
9	119.0	0.9	0.1	24.4	1.0	0.0%
10	119.0	1.0	0.1	22.2	1.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>1.0</b>	<b>0.1</b>	<b>24.5</b>	<b>1.0</b>	<b>0.0%</b>

**SOMERSET DRIVE & LOCK7 MAIN ACCESS**

**NODE: 4**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB LR on Lock7 Main Access - Lane ID 3064</b>						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%

Lane Queue by Intersection

**SOMERSET DRIVE & LOCK7 MAIN ACCESS**

**NODE: 4**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB LR on Lock7 Main Access - Lane ID 3064</b>						
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>
<b>NB LT on Somerset Drive - Lane ID 3061</b>						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>
<b>SB TR on Somerset Drive - Lane ID 3060</b>						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>

Project: Lock7 TIA 2025  
 Scenario: Lock 7 2025 No-Build - NN  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 12:00:00 - 13:00:00  
 Interval: Summary  
 Selection: --

# Lane Queue by Intersection - Overview

## ESTES DRIVE & AURA ACCESS #2

**NODE: 3**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB L on Estes Drive - Lane ID 3058</b>						
1	119.0	0.9	0.0	43.0	2.0	0.0%
2	119.0	0.7	0.1	21.7	1.0	0.0%
3	119.0	0.9	0.1	20.0	1.0	0.0%
4	119.0	0.4	0.0	16.7	1.0	0.0%
5	119.0	0.1	0.0	14.9	1.0	0.0%
6	119.0	0.4	0.0	41.8	2.0	0.0%
7	119.0	0.4	0.0	19.1	1.0	0.0%
8	119.0	0.5	0.0	18.5	1.0	0.0%
9	119.0	0.2	0.0	18.3	1.0	0.0%
10	119.0	0.3	0.0	18.6	1.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.5</b>	<b>0.0</b>	<b>23.3</b>	<b>1.2</b>	<b>0.0%</b>

## EB T on Estes Drive - Lane ID 3043

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>

## SB L on Aura Access #2 - Lane ID 3056

1	119.0	3.3	0.2	53.5	1.0	0.0%
2	119.0	2.6	0.1	34.7	2.0	0.0%
3	119.0	2.7	0.2	44.2	2.0	0.0%
4	119.0	4.4	0.2	68.0	3.0	0.0%
5	119.0	3.0	0.1	53.4	2.0	0.0%
6	119.0	2.0	0.1	50.3	2.0	0.0%
7	119.0	3.8	0.2	69.3	3.0	0.0%
8	119.0	3.0	0.2	45.9	2.0	0.0%
9	119.0	2.6	0.2	41.4	2.0	0.0%
10	119.0	2.6	0.1	31.0	1.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>3.0</b>	<b>0.2</b>	<b>49.2</b>	<b>2.0</b>	<b>0.0%</b>

Lane Queue by Intersection

**ESTES DRIVE & AURA ACCESS #2**

**NODE: 3**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>SB R on Aura Access #2 - Lane ID 3057</b>						
1	119.0	0.2	0.0	18.3	1.0	0.0%
2	119.0	0.8	0.0	34.1	2.0	0.0%
3	119.0	0.6	0.0	22.5	1.0	0.0%
4	119.0	0.6	0.0	18.1	1.0	0.0%
5	119.0	0.9	0.1	24.4	1.0	0.0%
6	119.0	0.9	0.0	29.4	1.0	0.0%
7	119.0	0.2	0.0	22.8	1.0	0.0%
8	119.0	0.4	0.0	25.5	1.0	0.0%
9	119.0	0.6	0.0	37.7	2.0	0.0%
10	119.0	0.1	0.0	16.8	1.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.5</b>	<b>0.0</b>	<b>25.0</b>	<b>1.2</b>	<b>0.0%</b>

**WB R on Estes Drive - Lane ID 3053**

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>

**WB T on Estes Drive - Lane ID 3052**

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>

**ESTES DRIVE & CASWELL RD**

**NODE: 70219**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>NEB LTR on Caswell Rd - Lane ID 2991</b>						
1	119.0	1.4	0.1	18.7	1.0	0.0%
2	119.0	2.5	0.1	35.0	2.0	0.0%

Lane Queue by Intersection

ESTES DRIVE & CASWELL RD

NODE: 70219

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>NEB LTR on Caswell Rd - Lane ID 2991</b>						
3	119.0	1.6	0.1	28.2	1.0	0.0%
4	119.0	1.2	0.1	19.0	1.0	0.0%
5	119.0	1.4	0.1	28.6	1.0	0.0%
6	119.0	0.2	0.0	17.9	1.0	0.0%
7	119.0	1.8	0.1	23.2	1.0	0.0%
8	119.0	3.1	0.2	44.9	2.0	0.0%
9	119.0	2.1	0.1	20.3	1.0	0.0%
10	119.0	1.3	0.1	17.8	1.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>1.7</b>	<b>0.1</b>	<b>25.4</b>	<b>1.2</b>	<b>0.0%</b>
<b>NWB L on Estes Drive - Lane ID 2988</b>						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.1	0.0	17.1	1.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.2	0.0	19.3	1.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>0.2</b>	<b>0.0%</b>
<b>NWB TR on Estes Drive - Lane ID 2989</b>						
1	119.0	17.5	0.7	246.2	9.0	0.0%
2	119.0	17.1	0.7	204.9	8.0	0.0%
3	119.0	16.4	0.7	244.9	10.0	0.0%
4	119.0	18.6	0.7	248.0	9.0	0.0%
5	119.0	13.5	0.6	214.6	8.0	0.0%
6	119.0	17.0	0.7	187.2	7.0	0.0%
7	119.0	15.9	0.6	250.6	9.0	0.0%
8	119.0	17.4	0.7	218.7	8.0	0.0%
9	119.0	18.7	0.7	200.0	6.0	0.0%
10	119.0	15.0	0.6	243.3	10.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>16.7</b>	<b>0.7</b>	<b>225.8</b>	<b>8.4</b>	<b>0.0%</b>
<b>SEB L on Estes Drive - Lane ID 2984</b>						
1	119.0	2.1	0.1	57.9	3.0	0.0%
2	119.0	5.5	0.2	98.6	2.0	0.0%
3	119.0	3.6	0.2	65.0	2.0	0.0%
4	119.0	1.7	0.1	21.9	1.0	0.0%
5	119.0	2.1	0.1	53.8	2.0	0.0%
6	119.0	3.4	0.2	58.3	2.0	0.0%
7	119.0	2.1	0.1	23.3	1.0	0.0%



Lane Queue by Intersection

**ESTES DRIVE & CASWELL RD**

**NODE: 70219**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>SEB L on Estes Drive - Lane ID 2984</b>						
8	119.0	3.0	0.2	43.2	2.0	0.0%
9	119.0	3.2	0.2	48.8	2.0	0.0%
10	119.0	1.9	0.1	24.5	1.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>2.9</b>	<b>0.2</b>	<b>49.5</b>	<b>1.8</b>	<b>0.0%</b>

<b>SEB TR on Estes Drive - Lane ID 2985</b>						
1	119.0	18.5	0.8	237.7	9.0	0.0%
2	119.0	17.7	0.7	223.0	7.0	0.0%
3	119.0	17.4	0.7	224.9	8.0	0.0%
4	119.0	14.2	0.6	205.7	7.0	0.0%
5	119.0	13.3	0.6	218.1	8.0	0.0%
6	119.0	13.2	0.5	145.4	6.0	0.0%
7	119.0	17.2	0.7	217.3	8.0	0.0%
8	119.0	18.9	0.8	208.2	7.0	0.0%
9	119.0	14.5	0.6	144.7	6.0	0.0%
10	119.0	16.2	0.6	224.7	8.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>16.1</b>	<b>0.7</b>	<b>205.0</b>	<b>7.4</b>	<b>0.0%</b>

<b>SWB L on Caswell Rd - Lane ID 2995</b>						
1	119.0	4.1	0.2	40.4	2.0	0.0%
2	119.0	3.0	0.2	47.4	2.0	0.0%
3	119.0	3.6	0.2	40.8	2.0	0.0%
4	119.0	3.7	0.2	50.1	2.0	0.0%
5	119.0	4.9	0.3	44.5	2.0	0.0%
6	119.0	3.8	0.2	40.6	2.0	0.0%
7	119.0	3.9	0.2	55.6	2.0	0.0%
8	119.0	2.6	0.1	36.0	2.0	0.0%
9	119.0	4.4	0.2	44.9	2.0	0.0%
10	119.0	3.2	0.2	52.6	2.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>3.7</b>	<b>0.2</b>	<b>45.3</b>	<b>2.0</b>	<b>0.0%</b>

<b>SWB TR on Caswell Rd - Lane ID 2996</b>						
1	119.0	17.5	0.8	84.8	4.0	0.0%
2	119.0	15.2	0.7	88.0	4.0	0.0%
3	119.0	15.1	0.7	95.8	4.0	0.0%
4	119.0	16.6	0.8	74.3	3.0	0.0%
5	119.0	14.0	0.7	79.3	3.0	0.0%
6	119.0	14.9	0.7	80.0	3.0	0.0%
7	119.0	14.6	0.7	77.2	3.0	0.0%
8	119.0	17.6	0.8	92.5	4.0	0.0%
9	119.0	14.1	0.6	77.0	4.0	0.0%
10	119.0	10.4	0.5	84.5	4.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>15.0</b>	<b>0.7</b>	<b>83.3</b>	<b>3.6</b>	<b>0.0%</b>

Lane Queue by Intersection

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB L on Estes Drive - Lane ID 389</b>						
1	119.0	119.4	4.6	410.0	16.0	0.0%
2	119.0	95.6	3.9	387.3	14.0	0.0%
3	119.0	105.6	4.4	380.0	13.0	0.0%
4	119.0	87.1	3.7	341.2	13.0	0.0%
5	119.0	96.8	4.1	362.1	15.0	0.0%
6	119.0	96.3	3.8	325.5	12.0	0.0%
7	119.0	95.8	3.8	395.1	16.0	0.0%
8	119.0	95.4	4.0	297.1	11.0	0.0%
9	119.0	89.6	3.7	301.5	12.0	0.0%
10	119.0	95.9	4.0	321.2	13.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>97.8</b>	<b>4.0</b>	<b>352.1</b>	<b>13.5</b>	<b>0.0%</b>

<b>EB TR on Estes Drive - Lane ID 390</b>						
1	119.0	73.1	3.1	354.4	13.0	0.0%
2	119.0	91.5	3.7	347.9	14.0	0.0%
3	119.0	75.5	3.0	420.4	16.0	0.0%
4	119.0	86.1	3.6	366.3	15.0	0.0%
5	119.0	76.5	3.1	333.5	12.0	0.0%
6	119.0	71.7	2.9	297.1	12.0	0.0%
7	119.0	65.0	2.7	345.2	13.0	0.0%
8	119.0	76.9	3.1	386.8	15.0	0.0%
9	119.0	91.6	3.7	414.5	16.0	0.0%
10	119.0	79.5	3.2	357.4	13.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>78.7</b>	<b>3.2</b>	<b>362.4</b>	<b>13.9</b>	<b>0.0%</b>

<b>NB L on E. Franklin Street - Lane ID 872</b>						
1	119.0	19.4	0.9	105.4	4.0	0.0%
2	119.0	19.3	0.9	95.1	4.0	0.0%
3	119.0	18.7	0.9	74.1	3.0	0.0%
4	119.0	18.4	0.9	116.5	5.0	0.0%
5	119.0	25.0	1.0	137.1	4.0	0.0%
6	119.0	22.0	1.0	132.5	4.0	0.0%
7	119.0	20.3	0.9	139.8	6.0	0.0%
8	119.0	20.0	0.9	99.7	4.0	0.0%
9	119.0	23.1	1.0	120.7	4.0	0.0%
10	119.0	17.8	0.8	116.1	5.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>20.4</b>	<b>0.9</b>	<b>113.7</b>	<b>4.3</b>	<b>0.0%</b>

<b>NB T on E. Franklin Street - Lane ID 873</b>						
1	119.0	41.1	1.6	252.2	8.0	0.0%
2	119.0	35.7	1.5	177.3	6.0	0.0%
3	119.0	41.9	1.8	195.9	7.0	0.0%
4	119.0	35.7	1.6	186.6	7.0	0.0%
5	119.0	34.9	1.5	170.4	7.0	0.0%

Lane Queue by Intersection

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>NB T on E. Franklin Street - Lane ID 873</b>						
6	119.0	37.8	1.6	171.4	6.0	0.0%
7	119.0	41.4	1.7	165.2	7.0	0.0%
8	119.0	34.8	1.5	149.3	6.0	0.0%
9	119.0	36.9	1.6	163.6	7.0	0.0%
10	119.0	36.9	1.6	157.0	7.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>37.7</b>	<b>1.6</b>	<b>178.9</b>	<b>6.8</b>	<b>0.0%</b>

<b>NB TR on E. Franklin Street - Lane ID 874</b>						
1	119.0	50.0	2.2	173.1	7.0	0.0%
2	119.0	38.8	1.7	190.6	8.0	0.0%
3	119.0	47.9	2.1	192.7	8.0	0.0%
4	119.0	47.3	1.9	186.6	7.0	0.0%
5	119.0	40.4	1.7	186.6	7.0	0.0%
6	119.0	47.8	2.1	248.5	8.0	0.0%
7	119.0	49.3	2.1	235.8	9.0	0.0%
8	119.0	44.3	1.9	197.1	8.0	0.0%
9	119.0	47.1	2.0	200.8	8.0	0.0%
10	119.0	47.3	2.0	201.0	7.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>46.0</b>	<b>2.0</b>	<b>201.3</b>	<b>7.7</b>	<b>0.0%</b>

<b>NWB L on Estes Drive - Lane ID 852</b>						
1	119.0	28.6	1.3	128.6	5.0	0.0%
2	119.0	34.0	1.5	123.6	5.0	0.0%
3	119.0	30.0	1.3	144.9	5.0	0.0%
4	119.0	33.2	1.5	132.3	5.0	0.0%
5	119.0	28.6	1.3	106.2	4.0	0.0%
6	119.0	32.3	1.5	126.2	5.0	0.0%
7	119.0	31.9	1.4	129.2	5.0	0.0%
8	119.0	33.3	1.4	127.5	5.0	0.0%
9	119.0	32.5	1.4	137.8	6.0	0.0%
10	119.0	29.0	1.4	126.6	5.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>31.3</b>	<b>1.4</b>	<b>128.3</b>	<b>5.0</b>	<b>0.0%</b>

<b>NWB R on Estes Drive - Lane ID 854</b>						
1	119.0	26.4	1.2	122.3	5.0	0.0%
2	119.0	33.8	1.3	158.1	6.0	0.0%
3	119.0	27.2	1.3	120.8	5.0	0.0%
4	119.0	29.8	1.3	147.6	5.0	0.0%
5	119.0	29.8	1.3	125.9	5.0	0.0%
6	119.0	30.6	1.3	155.3	6.0	0.0%
7	119.0	32.6	1.3	157.5	5.0	0.0%
8	119.0	30.9	1.3	149.4	6.0	0.0%
9	119.0	27.1	1.2	118.7	5.0	0.0%
10	119.0	30.9	1.4	131.7	5.0	0.0%

Lane Queue by Intersection

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>NWB R on Estes Drive - Lane ID 854</b>						
Average:	119.0	29.9	1.3	138.7	5.3	0.0%
<b>NWB T on Estes Drive - Lane ID 853</b>						
1	119.0	78.3	3.2	260.3	10.0	0.0%
2	119.0	91.6	3.7	422.6	16.0	0.0%
3	119.0	84.9	3.5	341.0	12.0	0.0%
4	119.0	86.2	3.5	288.4	11.0	0.0%
5	119.0	81.6	3.3	311.4	12.0	0.0%
6	119.0	85.6	3.6	286.4	13.0	0.0%
7	119.0	76.2	3.1	291.1	12.0	0.0%
8	119.0	73.8	3.0	278.5	11.0	0.0%
9	119.0	78.0	3.2	343.8	14.0	0.0%
10	119.0	74.6	3.1	295.8	12.0	0.0%
Average:	119.0	81.1	3.3	311.9	12.3	0.0%
<b>SB L on E. Franklin Street - Lane ID 384</b>						
1	119.0	38.4	1.7	127.6	5.0	0.0%
2	119.0	38.5	1.6	134.5	5.0	0.0%
3	119.0	44.3	1.8	182.0	6.0	0.0%
4	119.0	37.1	1.7	130.8	5.0	0.0%
5	119.0	46.0	1.9	148.6	6.0	0.0%
6	119.0	44.2	1.9	174.8	6.0	0.0%
7	119.0	42.9	1.8	167.9	5.0	0.0%
8	119.0	41.1	1.8	151.9	5.0	0.0%
9	119.0	39.8	1.7	143.6	6.0	0.0%
10	119.0	32.3	1.5	107.5	4.0	0.0%
Average:	119.0	40.5	1.7	146.9	5.3	0.0%
<b>SB T on E. Franklin Street - Lane ID 385</b>						
1	119.0	44.6	1.9	192.1	8.0	0.0%
2	119.0	35.3	1.5	180.2	7.0	0.0%
3	119.0	44.6	1.8	208.0	8.0	0.0%
4	119.0	43.3	1.7	191.0	7.0	0.0%
5	119.0	40.3	1.7	197.6	8.0	0.0%
6	119.0	37.0	1.6	228.6	8.0	0.0%
7	119.0	35.8	1.5	165.4	7.0	0.0%
8	119.0	40.0	1.6	169.7	7.0	0.0%
9	119.0	38.2	1.6	237.2	9.0	0.0%
10	119.0	45.6	1.9	203.0	8.0	0.0%
Average:	119.0	40.5	1.7	197.3	7.7	0.0%
<b>SB TR on E. Franklin Street - Lane ID 386</b>						
1	119.0	59.7	2.5	280.2	11.0	0.0%
2	119.0	54.4	2.2	238.5	10.0	0.0%

Lane Queue by Intersection

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>SB TR on E. Franklin Street - Lane ID 386</b>						
3	119.0	62.6	2.6	267.5	10.0	0.0%
4	119.0	58.3	2.4	246.6	10.0	0.0%
5	119.0	54.2	2.2	238.5	9.0	0.0%
6	119.0	59.6	2.4	296.8	11.0	0.0%
7	119.0	52.9	2.2	247.4	10.0	0.0%
8	119.0	54.0	2.3	227.6	9.0	0.0%
9	119.0	50.6	2.1	239.6	10.0	0.0%
10	119.0	57.8	2.4	245.3	10.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>56.4</b>	<b>2.3</b>	<b>252.8</b>	<b>10.0</b>	<b>0.0%</b>

**ESTES DRIVE & SOMERSET DRIVE**

**NODE: 8**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB L on Estes Drive - Lane ID 3084</b>						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.7	0.0	21.9	1.0	0.0%
3	119.0	1.0	0.1	28.9	1.0	0.0%
4	119.0	0.8	0.0	40.5	2.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.8	0.0	28.3	1.0	0.0%
8	119.0	0.7	0.1	16.9	1.0	0.0%
9	119.0	0.3	0.0	16.5	1.0	0.0%
10	119.0	0.5	0.0	19.4	1.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.5</b>	<b>0.0</b>	<b>17.2</b>	<b>0.8</b>	<b>0.0%</b>

**EB T on Estes Drive - Lane ID 3045**

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>

**SB LR on Somerset Drive - Lane ID 3062**

1	119.0	0.9	0.1	20.2	1.0	0.0%
2	119.0	1.9	0.1	63.8	2.0	0.0%
3	119.0	1.7	0.1	46.3	2.0	0.0%
4	119.0	1.7	0.1	47.3	2.0	0.0%

Lane Queue by Intersection

**ESTES DRIVE & SOMERSET DRIVE**

**NODE: 8**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>SB LR on Somerset Drive - Lane ID 3062</b>						
5	119.0	1.1	0.1	26.1	1.0	0.0%
6	119.0	1.9	0.1	53.0	2.0	0.0%
7	119.0	1.2	0.1	43.4	2.0	0.0%
8	119.0	0.7	0.0	17.6	1.0	0.0%
9	119.0	1.5	0.1	25.5	1.0	0.0%
10	119.0	1.4	0.1	37.0	1.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>1.4</b>	<b>0.1</b>	<b>38.0</b>	<b>1.5</b>	<b>0.0%</b>

**WB TR on Estes Drive - Lane ID 2983**

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB L on Estes Drive Extension - Lane ID 1568</b>						
1	119.0	36.5	1.6	135.4	5.0	0.0%
2	119.0	38.3	1.7	125.6	5.0	0.0%
3	119.0	37.9	1.6	139.2	5.0	0.0%
4	119.0	40.0	1.7	139.4	5.0	0.0%
5	119.0	39.3	1.8	123.4	5.0	0.0%
6	119.0	39.6	1.7	122.3	5.0	0.0%
7	119.0	37.2	1.7	132.9	5.0	0.0%
8	119.0	40.3	1.7	142.8	5.0	0.0%
9	119.0	38.1	1.7	112.5	5.0	0.0%
10	119.0	40.4	1.7	129.8	5.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>38.8</b>	<b>1.7</b>	<b>130.3</b>	<b>5.0</b>	<b>0.0%</b>

**EB R on Estes Drive Extension - Lane ID 1570**

1	119.0	3.8	0.2	37.9	2.0	0.0%
2	119.0	1.5	0.1	20.0	1.0	0.0%
3	119.0	3.3	0.2	33.5	1.0	0.0%
4	119.0	1.3	0.1	22.6	1.0	0.0%
5	119.0	2.0	0.1	26.2	1.0	0.0%
6	119.0	2.0	0.1	22.8	1.0	0.0%

Lane Queue by Intersection

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB R on Estes Drive Extension - Lane ID 1570</b>						
7	119.0	2.3	0.1	21.5	1.0	0.0%
8	119.0	1.2	0.1	20.2	1.0	0.0%
9	119.0	2.0	0.1	21.5	1.0	0.0%
10	119.0	2.4	0.1	21.4	1.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>2.2</b>	<b>0.1</b>	<b>24.8</b>	<b>1.1</b>	<b>0.0%</b>

<b>EB T on Estes Drive Extension - Lane ID 1569</b>						
1	119.0	31.3	1.4	190.5	8.0	0.0%
2	119.0	31.9	1.4	201.1	6.0	0.0%
3	119.0	33.9	1.5	156.6	6.0	0.0%
4	119.0	34.0	1.5	153.6	6.0	0.0%
5	119.0	33.0	1.4	151.9	6.0	0.0%
6	119.0	32.7	1.4	139.5	6.0	0.0%
7	119.0	35.6	1.5	168.8	6.0	0.0%
8	119.0	29.8	1.3	148.5	6.0	0.0%
9	119.0	30.5	1.3	138.6	6.0	0.0%
10	119.0	31.2	1.4	156.3	5.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>32.4</b>	<b>1.4</b>	<b>160.5</b>	<b>6.1</b>	<b>0.0%</b>

<b>NB L on NC 86 (MLK Jr. Blvd) - Lane ID 2919</b>						
1	119.0	3.2	0.2	49.2	2.0	0.0%
2	119.0	3.8	0.2	56.3	2.0	0.0%
3	119.0	3.4	0.2	23.1	1.0	0.0%
4	119.0	2.4	0.1	19.6	1.0	0.0%
5	119.0	3.8	0.2	56.9	2.0	0.0%
6	119.0	2.5	0.1	42.3	2.0	0.0%
7	119.0	2.1	0.1	45.8	2.0	0.0%
8	119.0	4.5	0.2	47.7	2.0	0.0%
9	119.0	2.4	0.1	20.8	1.0	0.0%
10	119.0	3.0	0.2	37.6	1.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>3.1</b>	<b>0.2</b>	<b>39.9</b>	<b>1.6</b>	<b>0.0%</b>

<b>NB R on NC 86 (MLK Jr. Blvd) - Lane ID 3081</b>						
1	119.0	12.9	0.5	119.5	5.0	0.0%
2	119.0	13.6	0.6	97.6	4.0	0.0%
3	119.0	10.7	0.5	83.0	4.0	0.0%
4	119.0	11.9	0.6	85.3	3.0	0.0%
5	119.0	11.8	0.5	87.1	3.0	0.0%
6	119.0	12.1	0.6	123.0	5.0	0.0%
7	119.0	10.5	0.5	143.7	4.0	0.0%
8	119.0	10.3	0.5	102.5	3.0	0.0%
9	119.0	7.4	0.4	94.3	4.0	0.0%
10	119.0	9.8	0.4	122.3	5.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>11.1</b>	<b>0.5</b>	<b>105.8</b>	<b>4.0</b>	<b>0.0%</b>

Lane Queue by Intersection

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
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**NB R on NC 86 (MLK Jr. Blvd) - Lane ID 3081**

**NB T on NC 86 (MLK Jr. Blvd) - Lane ID 2920**

1	119.0	38.9	1.7	160.9	6.0	0.0%
2	119.0	38.7	1.7	155.3	6.0	0.0%
3	119.0	37.2	1.6	166.3	6.0	0.0%
4	119.0	39.1	1.6	155.3	6.0	0.0%
5	119.0	33.4	1.5	142.4	6.0	0.0%
6	119.0	41.3	1.8	127.5	5.0	0.0%
7	119.0	36.2	1.6	126.9	5.0	0.0%
8	119.0	35.2	1.5	161.0	6.0	0.0%
9	119.0	37.0	1.6	155.3	5.0	0.0%
10	119.0	33.1	1.5	123.7	5.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>37.0</b>	<b>1.6</b>	<b>147.5</b>	<b>5.6</b>	<b>0.0%</b>

**NB T on NC 86 (MLK Jr. Blvd) - Lane ID 2921**

1	119.0	32.2	1.4	179.9	6.0	0.0%
2	119.0	34.8	1.5	155.4	6.0	0.0%
3	119.0	32.2	1.4	115.7	5.0	0.0%
4	119.0	36.2	1.5	162.5	5.0	0.0%
5	119.0	30.9	1.3	165.0	5.0	0.0%
6	119.0	35.9	1.6	139.6	6.0	0.0%
7	119.0	33.7	1.5	139.9	5.0	0.0%
8	119.0	33.6	1.5	173.0	5.0	0.0%
9	119.0	33.5	1.4	141.4	6.0	0.0%
10	119.0	34.3	1.4	141.3	5.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>33.7</b>	<b>1.5</b>	<b>151.4</b>	<b>5.4</b>	<b>0.0%</b>

**SB L on NC 86 (MLK Jr. Blvd) - Lane ID 3072**

1	119.0	27.9	1.2	177.0	6.0	0.0%
2	119.0	28.1	1.2	177.0	6.0	0.0%
3	119.0	25.0	1.1	162.9	7.0	0.0%
4	119.0	27.0	1.2	147.0	6.0	0.0%
5	119.0	26.6	1.2	152.6	6.0	0.0%
6	119.0	28.1	1.2	177.0	6.0	0.0%
7	119.0	28.7	1.2	146.9	6.0	0.0%
8	119.0	26.9	1.2	157.9	7.0	0.0%
9	119.0	28.4	1.3	177.0	7.0	0.0%
10	119.0	27.9	1.2	151.1	6.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>27.5</b>	<b>1.2</b>	<b>162.6</b>	<b>6.3</b>	<b>0.0%</b>

**SB R on NC 86 (MLK Jr. Blvd) - Lane ID 3075**

1	119.0	7.5	0.4	71.2	3.0	0.0%
2	119.0	6.6	0.3	48.4	2.0	0.0%
3	119.0	5.3	0.3	45.0	2.0	0.0%
4	119.0	5.2	0.3	44.6	2.0	0.0%



Lane Queue by Intersection

ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE

NODE: 70532

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>SB R on NC 86 (MLK Jr. Blvd) - Lane ID 3075</b>						
5	119.0	8.5	0.4	77.4	3.0	0.0%
6	119.0	5.8	0.3	65.0	3.0	0.0%
7	119.0	7.5	0.3	77.5	3.0	0.0%
8	119.0	7.5	0.4	74.6	3.0	0.0%
9	119.0	6.5	0.3	69.9	3.0	0.0%
10	119.0	7.7	0.4	67.8	3.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>6.8</b>	<b>0.3</b>	<b>64.1</b>	<b>2.7</b>	<b>0.0%</b>

<b>SB T on NC 86 (MLK Jr. Blvd) - Lane ID 3073</b>						
1	119.0	21.7	1.0	119.9	5.0	0.0%
2	119.0	24.4	1.1	139.2	4.0	0.0%
3	119.0	26.8	1.2	116.8	5.0	0.0%
4	119.0	22.4	0.9	118.0	5.0	0.0%
5	119.0	23.7	1.1	115.2	4.0	0.0%
6	119.0	24.1	1.0	115.7	4.0	0.0%
7	119.0	23.1	1.0	124.2	5.0	0.0%
8	119.0	21.4	1.0	118.3	5.0	0.0%
9	119.0	24.0	1.1	138.9	5.0	0.0%
10	119.0	24.0	1.0	119.2	4.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>23.6</b>	<b>1.0</b>	<b>122.5</b>	<b>4.6</b>	<b>0.0%</b>

<b>SB T on NC 86 (MLK Jr. Blvd) - Lane ID 3074</b>						
1	119.0	25.4	1.1	122.6	5.0	0.0%
2	119.0	21.5	1.0	97.7	4.0	0.0%
3	119.0	26.2	1.1	156.2	5.0	0.0%
4	119.0	19.9	0.9	125.4	5.0	0.0%
5	119.0	25.0	1.1	134.2	5.0	0.0%
6	119.0	22.0	1.0	129.8	5.0	0.0%
7	119.0	23.7	1.0	136.1	5.0	0.0%
8	119.0	23.9	1.0	120.1	5.0	0.0%
9	119.0	24.3	1.1	130.6	5.0	0.0%
10	119.0	24.1	1.1	125.5	5.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>23.6</b>	<b>1.0</b>	<b>127.8</b>	<b>4.9</b>	<b>0.0%</b>

<b>WB L on Estes Drive - Lane ID 1574</b>						
1	119.0	15.0	0.6	88.8	4.0	0.0%
2	119.0	16.7	0.8	96.8	4.0	0.0%
3	119.0	15.4	0.7	100.2	4.0	0.0%
4	119.0	18.9	0.9	77.9	3.0	0.0%
5	119.0	20.9	1.0	98.3	4.0	0.0%
6	119.0	19.2	0.9	103.4	4.0	0.0%
7	119.0	18.1	0.8	91.4	4.0	0.0%
8	119.0	20.0	0.9	109.6	3.0	0.0%
9	119.0	18.5	0.8	103.2	3.0	0.0%

Lane Queue by Intersection

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>WB L on Estes Drive - Lane ID 1574</b>						
10	119.0	20.9	1.0	106.5	4.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>18.4</b>	<b>0.8</b>	<b>97.6</b>	<b>3.7</b>	<b>0.0%</b>
<b>WB L on Estes Drive - Lane ID 1575</b>						
1	119.0	15.9	0.8	75.0	3.0	0.0%
2	119.0	17.8	0.8	79.6	3.0	0.0%
3	119.0	14.8	0.7	79.9	4.0	0.0%
4	119.0	17.3	0.8	113.1	5.0	0.0%
5	119.0	20.7	0.9	90.0	4.0	0.0%
6	119.0	20.2	0.9	89.1	4.0	0.0%
7	119.0	20.2	0.9	98.7	3.0	0.0%
8	119.0	20.4	0.9	98.6	4.0	0.0%
9	119.0	18.6	0.9	76.0	3.0	0.0%
10	119.0	20.2	0.9	118.8	5.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>18.6</b>	<b>0.9</b>	<b>91.9</b>	<b>3.8</b>	<b>0.0%</b>
<b>WB R on Estes Drive - Lane ID 3069</b>						
1	119.0	30.2	1.2	209.8	7.0	0.0%
2	119.0	26.3	1.1	171.5	7.0	0.0%
3	119.0	26.3	1.1	178.3	7.0	0.0%
4	119.0	31.5	1.3	236.9	8.0	0.0%
5	119.0	29.6	1.3	209.8	8.0	0.0%
6	119.0	22.0	1.0	157.7	6.0	0.0%
7	119.0	20.6	0.9	181.5	6.0	0.0%
8	119.0	21.4	1.0	209.8	9.0	0.0%
9	119.0	26.4	1.1	139.9	6.0	0.0%
10	119.0	27.7	1.2	174.6	7.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>26.2</b>	<b>1.1</b>	<b>187.0</b>	<b>7.1</b>	<b>0.0%</b>
<b>WB T on Estes Drive - Lane ID 1576</b>						
1	119.0	41.7	1.8	215.1	8.0	0.0%
2	119.0	46.8	2.0	245.0	9.0	0.0%
3	119.0	44.7	2.0	220.2	9.0	0.0%
4	119.0	42.7	1.8	223.7	9.0	0.0%
5	119.0	44.6	1.9	191.3	8.0	0.0%
6	119.0	41.5	1.8	197.3	7.0	0.0%
7	119.0	40.5	1.7	213.1	7.0	0.0%
8	119.0	43.5	1.8	210.5	8.0	0.0%
9	119.0	37.9	1.6	276.0	9.0	0.0%
10	119.0	43.3	1.9	223.1	9.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>42.7</b>	<b>1.8</b>	<b>221.5</b>	<b>8.3</b>	<b>0.0%</b>

Lane Queue by Intersection

**NC 86 (MLK JR. BLVD) & AURA ACCESS #1**

**NODE: 2**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>NB R on NC 86 (MLK Jr. Blvd) - Lane ID 3051</b>						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>
<b>NB T on NC 86 (MLK Jr. Blvd) - Lane ID 2459</b>						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>
<b>NB T on NC 86 (MLK Jr. Blvd) - Lane ID 2460</b>						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>
<b>SB T on NC 86 (MLK Jr. Blvd) - Lane ID 3041</b>						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%

Lane Queue by Intersection

**NC 86 (MLK JR. BLVD) & AURA ACCESS #1**

**NODE: 2**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>SB T on NC 86 (MLK Jr. Blvd) - Lane ID 3041</b>						
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>

**SB T on NC 86 (MLK Jr. Blvd) - Lane ID 3042**

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>

**WB R on Aura Access #1 - Lane ID 3048**

1	119.0	1.4	0.1	22.2	1.0	0.0%
2	119.0	2.0	0.1	29.0	1.0	0.0%
3	119.0	0.8	0.0	21.1	1.0	0.0%
4	119.0	1.3	0.1	21.8	1.0	0.0%
5	119.0	1.0	0.1	19.7	1.0	0.0%
6	119.0	0.7	0.0	26.7	1.0	0.0%
7	119.0	0.9	0.1	21.2	1.0	0.0%
8	119.0	0.6	0.0	20.5	1.0	0.0%
9	119.0	0.7	0.0	26.3	1.0	0.0%
10	119.0	0.6	0.0	17.9	1.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>1.0</b>	<b>0.1</b>	<b>22.6</b>	<b>1.0</b>	<b>0.0%</b>

**SOMERSET DRIVE & LOCK7 MAIN ACCESS**

**NODE: 4**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB LR on Lock7 Main Access - Lane ID 3064</b>						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%

Lane Queue by Intersection

**SOMERSET DRIVE & LOCK7 MAIN ACCESS**

**NODE: 4**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB LR on Lock7 Main Access - Lane ID 3064</b>						
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>
<b>NB LT on Somerset Drive - Lane ID 3061</b>						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>
<b>SB TR on Somerset Drive - Lane ID 3060</b>						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>

Project: Lock7 TIA 2025  
 Scenario: Lock7 2025 No-Build - PM  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 17:00:00 - 18:00:00  
 Interval: Summary  
 Selection: --

# Lane Queue by Intersection - Overview

## ESTES DRIVE & AURA ACCESS #2

NODE: 3

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB L on Estes Drive - Lane ID 3058</b>						
1	119.0	2.3	0.1	20.4	1.0	0.0%
2	119.0	2.1	0.1	34.4	1.0	0.0%
3	119.0	1.5	0.1	24.3	1.0	0.0%
4	119.0	2.8	0.1	47.1	2.0	0.0%
5	119.0	2.9	0.2	48.3	2.0	0.0%
6	119.0	2.6	0.1	55.5	2.0	0.0%
7	119.0	2.4	0.1	22.1	1.0	0.0%
8	119.0	1.7	0.1	37.4	2.0	0.0%
9	119.0	1.7	0.1	48.4	2.0	0.0%
10	119.0	1.3	0.1	20.8	1.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>2.1</b>	<b>0.1</b>	<b>35.9</b>	<b>1.5</b>	<b>0.0%</b>

## EB T on Estes Drive - Lane ID 3043

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.3	0.0	34.5	1.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.5</b>	<b>0.1</b>	<b>0.0%</b>

## SB L on Aura Access #2 - Lane ID 3056

1	119.0	4.6	0.3	43.2	2.0	0.0%
2	119.0	5.8	0.3	73.9	3.0	0.0%
3	119.0	5.7	0.3	59.3	2.0	0.0%
4	119.0	7.6	0.4	96.6	4.0	0.0%
5	119.0	4.8	0.2	54.2	2.0	0.0%
6	119.0	4.3	0.2	41.7	2.0	0.0%
7	119.0	4.0	0.2	49.9	2.0	0.0%
8	119.0	5.0	0.3	59.6	2.0	0.0%
9	119.0	4.9	0.3	70.3	3.0	0.0%
10	119.0	6.1	0.3	70.4	3.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>5.3</b>	<b>0.3</b>	<b>61.9</b>	<b>2.5</b>	<b>0.0%</b>

Lane Queue by Intersection

**ESTES DRIVE & AURA ACCESS #2**

**NODE: 3**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>SB R on Aura Access #2 - Lane ID 3057</b>						
1	119.0	1.3	0.1	27.3	1.0	0.0%
2	119.0	1.5	0.1	60.6	1.0	0.0%
3	119.0	0.3	0.0	17.6	1.0	0.0%
4	119.0	0.4	0.0	17.9	1.0	0.0%
5	119.0	1.1	0.1	24.3	1.0	0.0%
6	119.0	0.7	0.0	19.2	1.0	0.0%
7	119.0	0.9	0.1	19.9	1.0	0.0%
8	119.0	0.9	0.1	20.2	1.0	0.0%
9	119.0	0.9	0.0	51.1	1.0	0.0%
10	119.0	0.4	0.0	22.4	1.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.8</b>	<b>0.1</b>	<b>28.1</b>	<b>1.0</b>	<b>0.0%</b>

**WB R on Estes Drive - Lane ID 3053**

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>

**WB T on Estes Drive - Lane ID 3052**

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>

**ESTES DRIVE & CASWELL RD**

**NODE: 70219**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>NEB LTR on Caswell Rd - Lane ID 2991</b>						
1	119.0	2.9	0.1	54.2	1.0	0.0%
2	119.0	3.1	0.2	19.6	1.0	0.0%

Lane Queue by Intersection

ESTES DRIVE & CASWELL RD

NODE: 70219

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>NEB LTR on Caswell Rd - Lane ID 2991</b>						
3	119.0	10.1	0.4	64.4	2.0	0.0%
4	119.0	3.2	0.1	102.8	2.0	0.0%
5	119.0	4.4	0.2	52.5	2.0	0.0%
6	119.0	2.9	0.1	45.9	2.0	0.0%
7	119.0	6.4	0.3	49.5	2.0	0.0%
8	119.0	6.1	0.3	70.0	3.0	0.0%
9	119.0	3.1	0.2	48.3	2.0	0.0%
10	119.0	8.0	0.4	82.3	4.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>5.0</b>	<b>0.2</b>	<b>59.0</b>	<b>2.1</b>	<b>0.0%</b>
<b>NWB L on Estes Drive - Lane ID 2988</b>						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.1	0.0	17.5	1.0	0.0%
3	119.0	0.1	0.0	15.0	1.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.1	0.0	15.5	1.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.1	0.0	15.5	1.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.4</b>	<b>0.4</b>	<b>0.0%</b>
<b>NWB TR on Estes Drive - Lane ID 2989</b>						
1	119.0	23.5	0.9	278.6	10.0	0.0%
2	119.0	23.5	0.9	286.9	11.0	0.0%
3	119.0	27.6	1.1	304.2	11.0	0.0%
4	119.0	29.9	1.1	339.6	11.0	0.0%
5	119.0	25.9	1.0	236.0	9.0	0.0%
6	119.0	28.3	1.1	306.7	10.0	0.0%
7	119.0	26.0	1.0	293.3	11.0	0.0%
8	119.0	29.9	1.2	238.9	9.0	0.0%
9	119.0	24.9	1.0	326.6	13.0	0.0%
10	119.0	26.1	1.0	276.2	11.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>26.6</b>	<b>1.0</b>	<b>288.7</b>	<b>10.6</b>	<b>0.0%</b>
<b>SEB L on Estes Drive - Lane ID 2984</b>						
1	119.0	11.5	0.6	73.8	3.0	0.0%
2	119.0	12.3	0.6	97.9	3.0	0.0%
3	119.0	11.6	0.6	71.4	3.0	0.0%
4	119.0	14.2	0.7	77.5	3.0	0.0%
5	119.0	13.5	0.6	97.9	4.0	0.0%
6	119.0	15.1	0.7	106.3	4.0	0.0%
7	119.0	14.5	0.7	116.2	5.0	0.0%



Lane Queue by Intersection

**ESTES DRIVE & CASWELL RD**

**NODE: 70219**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>SEB L on Estes Drive - Lane ID 2984</b>						
8	119.0	12.3	0.6	68.4	3.0	0.0%
9	119.0	12.6	0.6	96.5	4.0	0.0%
10	119.0	14.1	0.7	97.3	4.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>13.2</b>	<b>0.6</b>	<b>90.3</b>	<b>3.6</b>	<b>0.0%</b>

<b>SEB TR on Estes Drive - Lane ID 2985</b>						
1	119.0	30.2	1.2	259.8	10.0	0.0%
2	119.0	42.2	1.6	270.1	10.0	0.0%
3	119.0	40.4	1.6	254.8	10.0	0.0%
4	119.0	31.7	1.3	259.3	10.0	0.0%
5	119.0	34.3	1.4	255.8	9.0	0.0%
6	119.0	40.4	1.6	275.7	11.0	0.0%
7	119.0	33.7	1.3	318.7	12.0	0.0%
8	119.0	37.6	1.5	276.3	10.0	0.0%
9	119.0	34.3	1.4	256.7	9.0	0.0%
10	119.0	33.6	1.4	255.6	10.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>35.8</b>	<b>1.4</b>	<b>268.3</b>	<b>10.1</b>	<b>0.0%</b>

<b>SWB L on Caswell Rd - Lane ID 2995</b>						
1	119.0	4.3	0.2	58.3	2.0	0.0%
2	119.0	6.2	0.3	45.2	2.0	0.0%
3	119.0	6.0	0.3	45.8	2.0	0.0%
4	119.0	5.8	0.3	65.6	3.0	0.0%
5	119.0	5.0	0.3	45.6	2.0	0.0%
6	119.0	5.6	0.3	49.5	2.0	0.0%
7	119.0	5.2	0.3	42.9	2.0	0.0%
8	119.0	4.9	0.2	52.4	2.0	0.0%
9	119.0	5.4	0.3	40.5	2.0	0.0%
10	119.0	7.9	0.4	68.9	3.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>5.6</b>	<b>0.3</b>	<b>51.5</b>	<b>2.2</b>	<b>0.0%</b>

<b>SWB TR on Caswell Rd - Lane ID 2996</b>						
1	119.0	35.6	1.5	146.6	6.0	0.0%
2	119.0	34.7	1.5	148.0	6.0	0.0%
3	119.0	38.7	1.7	136.5	6.0	0.0%
4	119.0	34.4	1.5	144.2	6.0	0.0%
5	119.0	41.0	1.8	151.1	6.0	0.0%
6	119.0	36.3	1.6	126.8	5.0	0.0%
7	119.0	32.8	1.4	128.5	5.0	0.0%
8	119.0	36.1	1.6	129.3	5.0	0.0%
9	119.0	35.9	1.5	146.7	6.0	0.0%
10	119.0	33.4	1.5	151.9	5.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>35.9</b>	<b>1.6</b>	<b>141.0</b>	<b>5.6</b>	<b>0.0%</b>

Lane Queue by Intersection

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB L on Estes Drive - Lane ID 389</b>						
1	119.0	128.7	5.2	592.5	23.0	0.0%
2	119.0	129.8	5.3	552.8	19.0	0.0%
3	119.0	127.3	5.1	483.4	19.0	0.0%
4	119.0	108.3	4.5	397.6	15.0	0.0%
5	119.0	130.0	5.3	462.3	19.0	0.0%
6	119.0	111.9	4.7	385.6	16.0	0.0%
7	119.0	185.9	7.5	660.7	27.0	0.0%
8	119.0	147.5	5.9	707.9	27.0	0.0%
9	119.0	140.8	5.8	541.8	23.0	0.0%
10	119.0	113.6	4.7	377.0	15.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>132.4</b>	<b>5.4</b>	<b>516.2</b>	<b>20.3</b>	<b>0.0%</b>

<b>EB TR on Estes Drive - Lane ID 390</b>						
1	119.0	136.1	5.5	475.7	19.0	0.0%
2	119.0	143.2	5.7	593.8	21.0	0.0%
3	119.0	135.3	5.3	524.5	20.0	0.0%
4	119.0	162.8	6.3	593.8	23.0	0.0%
5	119.0	150.4	6.0	554.4	20.0	0.0%
6	119.0	128.9	5.2	466.4	19.0	0.0%
7	119.0	134.9	5.6	487.1	18.0	0.0%
8	119.0	138.5	5.5	525.2	21.0	0.0%
9	119.0	134.7	5.6	537.3	21.0	0.0%
10	119.0	147.6	5.9	508.9	20.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>141.2</b>	<b>5.7</b>	<b>526.7</b>	<b>20.2</b>	<b>0.0%</b>

<b>NB L on E. Franklin Street - Lane ID 872</b>						
1	119.0	41.9	1.9	132.7	6.0	0.0%
2	119.0	44.0	1.9	140.1	6.0	0.0%
3	119.0	57.3	2.3	307.9	9.0	0.0%
4	119.0	44.2	2.0	142.0	6.0	0.0%
5	119.0	41.5	1.8	120.5	5.0	0.0%
6	119.0	45.7	1.9	176.4	5.0	0.0%
7	119.0	42.5	1.9	124.2	5.0	0.0%
8	119.0	48.3	2.0	146.3	6.0	0.0%
9	119.0	44.0	1.9	150.0	6.0	0.0%
10	119.0	42.6	1.9	121.0	5.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>45.2</b>	<b>2.0</b>	<b>156.1</b>	<b>5.9</b>	<b>0.0%</b>

<b>NB T on E. Franklin Street - Lane ID 873</b>						
1	119.0	109.3	4.4	406.2	17.0	0.0%
2	119.0	108.1	4.4	393.6	17.0	0.0%
3	119.0	96.6	4.0	387.7	15.0	0.0%
4	119.0	104.3	4.3	378.8	15.0	0.0%
5	119.0	96.4	3.9	413.8	15.0	0.0%

Lane Queue by Intersection

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>NB T on E. Franklin Street - Lane ID 873</b>						
6	119.0	105.0	4.2	401.6	15.0	0.0%
7	119.0	108.3	4.3	405.8	15.0	0.0%
8	119.0	106.9	4.4	414.3	16.0	0.0%
9	119.0	100.1	4.0	414.0	17.0	0.0%
10	119.0	112.5	4.5	418.3	17.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>104.8</b>	<b>4.2</b>	<b>403.4</b>	<b>15.9</b>	<b>0.0%</b>

<b>NB TR on E. Franklin Street - Lane ID 874</b>						
1	119.0	112.5	4.5	452.0	18.0	0.0%
2	119.0	111.3	4.5	413.2	17.0	0.0%
3	119.0	108.1	4.4	425.6	16.0	0.0%
4	119.0	113.1	4.6	412.4	16.0	0.0%
5	119.0	105.7	4.3	415.7	15.0	0.0%
6	119.0	110.5	4.5	395.7	15.0	0.0%
7	119.0	115.6	4.8	436.2	17.0	0.0%
8	119.0	119.4	4.8	427.5	17.0	0.0%
9	119.0	107.4	4.4	444.9	18.0	0.0%
10	119.0	116.2	4.6	426.4	16.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>112.0</b>	<b>4.5</b>	<b>425.0</b>	<b>16.5</b>	<b>0.0%</b>

<b>NWB L on Estes Drive - Lane ID 852</b>						
1	119.0	59.0	2.5	241.9	9.0	0.0%
2	119.0	48.6	2.1	188.7	8.0	0.0%
3	119.0	55.1	2.3	273.7	9.0	0.0%
4	119.0	55.3	2.3	203.8	8.0	0.0%
5	119.0	51.5	2.2	223.5	9.0	0.0%
6	119.0	51.3	2.2	191.8	8.0	0.0%
7	119.0	58.1	2.4	236.9	9.0	0.0%
8	119.0	44.0	1.9	213.7	8.0	0.0%
9	119.0	61.5	2.7	225.9	9.0	0.0%
10	119.0	58.6	2.4	415.4	13.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>54.3</b>	<b>2.3</b>	<b>241.5</b>	<b>9.0</b>	<b>0.0%</b>

<b>NWB R on Estes Drive - Lane ID 854</b>						
1	119.0	68.0	2.8	269.9	10.0	0.0%
2	119.0	62.4	2.6	230.3	10.0	0.0%
3	119.0	61.6	2.7	201.0	9.0	0.0%
4	119.0	69.3	3.0	241.8	10.0	0.0%
5	119.0	77.7	3.2	289.4	11.0	0.0%
6	119.0	69.4	2.9	250.7	9.0	0.0%
7	119.0	68.3	2.9	226.9	9.0	0.0%
8	119.0	65.7	2.8	230.4	9.0	0.0%
9	119.0	69.2	2.9	275.1	10.0	0.0%
10	119.0	71.0	3.0	246.1	9.0	0.0%

Lane Queue by Intersection

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>NWB R on Estes Drive - Lane ID 854</b>						
Average:	119.0	68.3	2.9	246.2	9.6	0.0%
<b>NWB T on Estes Drive - Lane ID 853</b>						
1	119.0	156.5	6.3	609.3	25.0	0.0%
2	119.0	133.1	5.4	514.1	19.0	0.0%
3	119.0	137.7	5.7	457.2	18.0	0.0%
4	119.0	167.5	6.8	605.2	24.0	0.0%
5	119.0	141.6	5.7	493.0	18.0	0.0%
6	119.0	133.4	5.5	496.4	19.0	0.0%
7	119.0	141.5	5.8	519.7	20.0	0.0%
8	119.0	132.9	5.6	493.6	20.0	0.0%
9	119.0	172.4	6.9	735.6	29.0	0.0%
10	119.0	148.0	5.8	562.3	22.0	0.0%
Average:	119.0	146.5	6.0	548.6	21.4	0.0%
<b>SB L on E. Franklin Street - Lane ID 384</b>						
1	119.0	61.1	2.4	190.0	6.0	0.0%
2	119.0	62.9	2.7	225.0	8.0	0.0%
3	119.0	55.1	2.4	152.5	6.0	0.0%
4	119.0	56.9	2.4	155.2	6.0	0.0%
5	119.0	53.1	2.4	162.1	7.0	0.0%
6	119.0	67.6	2.7	237.7	8.0	0.0%
7	119.0	55.7	2.5	152.9	6.0	0.0%
8	119.0	53.4	2.4	160.5	6.0	0.0%
9	119.0	60.1	2.5	153.0	6.0	0.0%
10	119.0	58.2	2.5	147.5	6.0	0.0%
Average:	119.0	58.4	2.5	173.6	6.5	0.0%
<b>SB T on E. Franklin Street - Lane ID 385</b>						
1	119.0	103.0	4.1	392.1	15.0	0.0%
2	119.0	81.0	3.3	395.7	16.0	0.0%
3	119.0	89.2	3.6	397.1	16.0	0.0%
4	119.0	89.0	3.6	424.3	15.0	0.0%
5	119.0	85.1	3.5	369.2	16.0	0.0%
6	119.0	106.1	4.2	449.6	16.0	0.0%
7	119.0	94.3	3.9	388.7	16.0	0.0%
8	119.0	97.5	3.9	373.6	16.0	0.0%
9	119.0	81.6	3.4	340.7	13.0	0.0%
10	119.0	84.5	3.5	422.5	15.0	0.0%
Average:	119.0	91.1	3.7	395.4	15.4	0.0%
<b>SB TR on E. Franklin Street - Lane ID 386</b>						
1	119.0	132.8	5.3	496.9	19.0	0.0%
2	119.0	121.8	4.8	493.4	17.0	0.0%

Lane Queue by Intersection

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>SB TR on E. Franklin Street - Lane ID 386</b>						
3	119.0	116.4	4.5	465.0	18.0	0.0%
4	119.0	119.7	4.8	548.2	21.0	0.0%
5	119.0	122.9	4.8	502.7	20.0	0.0%
6	119.0	131.4	5.2	469.2	18.0	0.0%
7	119.0	117.7	4.7	452.6	17.0	0.0%
8	119.0	125.7	5.0	513.6	19.0	0.0%
9	119.0	108.9	4.5	391.3	16.0	0.0%
10	119.0	119.5	4.8	461.6	18.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>121.7</b>	<b>4.8</b>	<b>479.5</b>	<b>18.3</b>	<b>0.0%</b>

**ESTES DRIVE & SOMERSET DRIVE**

**NODE: 8**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB L on Estes Drive - Lane ID 3084</b>						
1	119.0	1.4	0.1	18.9	1.0	0.0%
2	119.0	0.3	0.0	18.0	1.0	0.0%
3	119.0	0.5	0.0	21.7	1.0	0.0%
4	119.0	0.4	0.0	18.9	1.0	0.0%
5	119.0	0.8	0.1	18.8	1.0	0.0%
6	119.0	0.1	0.0	14.9	1.0	0.0%
7	119.0	0.4	0.0	18.7	1.0	0.0%
8	119.0	0.6	0.0	20.5	1.0	0.0%
9	119.0	0.5	0.0	19.2	1.0	0.0%
10	119.0	1.0	0.1	36.7	2.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.6</b>	<b>0.0</b>	<b>20.6</b>	<b>1.1</b>	<b>0.0%</b>

**EB T on Estes Drive - Lane ID 3045**

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>

**SB LR on Somerset Drive - Lane ID 3062**

1	119.0	2.9	0.2	50.6	2.0	0.0%
2	119.0	3.3	0.2	43.2	2.0	0.0%
3	119.0	5.0	0.3	73.9	2.0	0.0%
4	119.0	4.8	0.2	57.2	2.0	0.0%

Lane Queue by Intersection

**ESTES DRIVE & SOMERSET DRIVE**

**NODE: 8**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>SB LR on Somerset Drive - Lane ID 3062</b>						
5	119.0	5.8	0.3	104.1	4.0	0.0%
6	119.0	3.8	0.2	57.1	2.0	0.0%
7	119.0	10.8	0.4	206.7	6.0	0.0%
8	119.0	3.6	0.2	40.6	2.0	0.0%
9	119.0	4.3	0.2	74.5	3.0	0.0%
10	119.0	4.2	0.2	45.3	2.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>4.9</b>	<b>0.2</b>	<b>75.3</b>	<b>2.7</b>	<b>0.0%</b>

**WB TR on Estes Drive - Lane ID 2983**

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB L on Estes Drive Extension - Lane ID 1568</b>						
1	119.0	107.6	4.5	325.7	13.0	0.0%
2	119.0	119.2	4.9	340.9	14.0	0.0%
3	119.0	126.3	5.2	354.8	15.0	0.0%
4	119.0	115.2	4.7	371.6	14.0	0.0%
5	119.0	117.6	5.0	372.6	14.0	0.0%
6	119.0	133.5	5.4	418.7	16.0	0.0%
7	119.0	112.5	4.7	329.3	13.0	0.0%
8	119.0	124.0	5.0	377.5	14.0	0.0%
9	119.0	115.3	4.8	315.3	12.0	0.0%
10	119.0	134.8	5.4	435.0	16.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>120.6</b>	<b>5.0</b>	<b>364.1</b>	<b>14.1</b>	<b>0.0%</b>

**EB R on Estes Drive Extension - Lane ID 1570**

1	119.0	16.1	0.7	99.2	4.0	0.0%
2	119.0	14.0	0.7	95.6	4.0	0.0%
3	119.0	13.3	0.6	73.8	3.0	0.0%
4	119.0	15.0	0.7	92.5	4.0	0.0%
5	119.0	15.4	0.7	92.9	4.0	0.0%
6	119.0	16.2	0.7	90.1	3.0	0.0%

Lane Queue by Intersection

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB R on Estes Drive Extension - Lane ID 1570</b>						
7	119.0	15.7	0.8	128.9	5.0	0.0%
8	119.0	14.7	0.7	97.2	4.0	0.0%
9	119.0	12.6	0.6	104.3	4.0	0.0%
10	119.0	12.5	0.6	80.6	4.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>14.6</b>	<b>0.7</b>	<b>95.5</b>	<b>3.9</b>	<b>0.0%</b>
<b>EB T on Estes Drive Extension - Lane ID 1569</b>						
1	119.0	78.3	3.2	349.4	12.0	0.0%
2	119.0	83.5	3.4	342.6	14.0	0.0%
3	119.0	85.0	3.5	400.0	16.0	0.0%
4	119.0	74.5	3.0	345.3	12.0	0.0%
5	119.0	80.8	3.3	333.6	14.0	0.0%
6	119.0	81.6	3.4	403.3	14.0	0.0%
7	119.0	74.2	3.1	308.0	12.0	0.0%
8	119.0	83.5	3.5	338.5	13.0	0.0%
9	119.0	86.6	3.5	402.5	14.0	0.0%
10	119.0	78.5	3.3	432.3	15.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>80.7</b>	<b>3.3</b>	<b>365.6</b>	<b>13.6</b>	<b>0.0%</b>
<b>NB L on NC 86 (MLK Jr. Blvd) - Lane ID 2919</b>						
1	119.0	10.9	0.5	47.4	2.0	0.0%
2	119.0	12.0	0.6	59.5	3.0	0.0%
3	119.0	13.8	0.7	63.0	3.0	0.0%
4	119.0	14.5	0.7	75.6	3.0	0.0%
5	119.0	13.8	0.7	73.2	3.0	0.0%
6	119.0	12.8	0.6	97.8	4.0	0.0%
7	119.0	8.1	0.4	64.0	3.0	0.0%
8	119.0	14.3	0.6	83.1	3.0	0.0%
9	119.0	14.0	0.7	101.8	4.0	0.0%
10	119.0	7.6	0.4	47.2	2.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>12.2</b>	<b>0.6</b>	<b>71.3</b>	<b>3.0</b>	<b>0.0%</b>
<b>NB R on NC 86 (MLK Jr. Blvd) - Lane ID 3081</b>						
1	119.0	5.5	0.3	66.8	3.0	0.0%
2	119.0	8.1	0.4	72.4	3.0	0.0%
3	119.0	14.1	0.6	104.1	3.0	0.0%
4	119.0	4.8	0.2	102.1	4.0	0.0%
5	119.0	5.7	0.3	97.0	4.0	0.0%
6	119.0	6.2	0.3	91.4	4.0	0.0%
7	119.0	7.8	0.4	99.8	4.0	0.0%
8	119.0	10.7	0.5	120.2	5.0	0.0%
9	119.0	8.8	0.4	69.3	3.0	0.0%
10	119.0	8.2	0.4	119.6	5.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>8.0</b>	<b>0.4</b>	<b>94.3</b>	<b>3.8</b>	<b>0.0%</b>

Lane Queue by Intersection

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
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**NB R on NC 86 (MLK Jr. Blvd) - Lane ID 3081**

**NB T on NC 86 (MLK Jr. Blvd) - Lane ID 2920**

1	119.0	314.0	12.4	990.1	42.0	4.2%
2	119.0	380.6	14.5	1,011.0	41.0	22.7%
3	119.0	321.7	12.6	991.8	40.0	6.7%
4	119.0	434.1	16.6	991.1	42.0	19.3%
5	119.0	419.1	16.1	993.9	40.0	24.4%
6	119.0	382.7	14.5	1,005.7	41.0	17.6%
7	119.0	304.3	11.9	984.3	40.0	4.2%
8	119.0	359.0	13.8	1,020.6	41.0	16.8%
9	119.0	407.1	15.5	994.9	41.0	17.6%
10	119.0	266.8	10.6	919.9	37.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>358.9</b>	<b>13.9</b>	<b>990.3</b>	<b>40.5</b>	<b>13.4%</b>

**NB T on NC 86 (MLK Jr. Blvd) - Lane ID 2921**

1	119.0	305.0	12.1	990.2	42.0	3.4%
2	119.0	383.7	14.6	1,026.4	42.0	24.4%
3	119.0	315.2	12.2	992.6	40.0	8.4%
4	119.0	449.6	16.9	1,021.2	41.0	27.7%
5	119.0	412.2	15.7	1,046.2	41.0	26.1%
6	119.0	366.0	13.8	1,038.8	41.0	14.3%
7	119.0	314.1	12.0	993.7	40.0	5.9%
8	119.0	349.2	13.5	992.5	42.0	15.1%
9	119.0	382.8	15.0	990.9	41.0	21.0%
10	119.0	272.1	10.6	923.1	38.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>355.0</b>	<b>13.6</b>	<b>1,001.6</b>	<b>40.8</b>	<b>14.6%</b>

**SB L on NC 86 (MLK Jr. Blvd) - Lane ID 3072**

1	119.0	137.6	5.7	389.1	16.0	1.7%
2	119.0	129.1	5.2	355.9	14.0	2.5%
3	119.0	153.5	6.1	391.3	16.0	5.9%
4	119.0	138.6	5.5	390.1	15.0	5.0%
5	119.0	131.6	5.3	405.3	15.0	4.2%
6	119.0	136.8	5.8	393.0	16.0	4.2%
7	119.0	134.3	5.5	378.9	15.0	2.5%
8	119.0	136.7	5.5	377.7	15.0	2.5%
9	119.0	163.0	6.6	387.5	16.0	8.4%
10	119.0	131.2	5.5	381.6	15.0	1.7%
<b>Average:</b>	<b>119.0</b>	<b>139.2</b>	<b>5.7</b>	<b>385.0</b>	<b>15.3</b>	<b>3.9%</b>

**SB R on NC 86 (MLK Jr. Blvd) - Lane ID 3075**

1	119.0	12.0	0.5	115.2	3.0	0.0%
2	119.0	13.2	0.6	93.0	4.0	0.0%
3	119.0	12.6	0.6	81.0	3.0	0.0%
4	119.0	10.1	0.5	91.3	4.0	0.0%



Lane Queue by Intersection

ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE

NODE: 70532

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>SB R on NC 86 (MLK Jr. Blvd) - Lane ID 3075</b>						
5	119.0	12.5	0.6	89.4	4.0	0.0%
6	119.0	12.5	0.6	99.9	4.0	0.0%
7	119.0	13.7	0.6	117.6	4.0	0.0%
8	119.0	11.0	0.5	85.4	4.0	0.0%
9	119.0	10.3	0.5	79.5	4.0	0.0%
10	119.0	11.3	0.5	97.2	4.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>11.9</b>	<b>0.6</b>	<b>95.0</b>	<b>3.8</b>	<b>0.0%</b>

<b>SB T on NC 86 (MLK Jr. Blvd) - Lane ID 3073</b>						
1	119.0	52.2	2.1	227.9	9.0	0.0%
2	119.0	49.6	2.1	236.4	9.0	0.0%
3	119.0	51.2	2.1	234.8	9.0	0.0%
4	119.0	50.5	2.0	227.4	9.0	0.0%
5	119.0	50.3	2.1	229.8	9.0	0.0%
6	119.0	49.3	2.1	235.0	9.0	0.0%
7	119.0	50.9	2.1	209.4	9.0	0.0%
8	119.0	52.1	2.2	232.5	9.0	0.0%
9	119.0	43.7	1.9	237.8	10.0	0.0%
10	119.0	50.6	2.1	218.3	8.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>50.0</b>	<b>2.1</b>	<b>228.9</b>	<b>9.0</b>	<b>0.0%</b>

<b>SB T on NC 86 (MLK Jr. Blvd) - Lane ID 3074</b>						
1	119.0	54.3	2.3	300.3	11.0	0.0%
2	119.0	58.6	2.5	302.6	12.0	0.0%
3	119.0	58.5	2.5	328.1	12.0	0.0%
4	119.0	62.7	2.6	331.8	14.0	0.0%
5	119.0	56.2	2.4	286.9	12.0	0.0%
6	119.0	59.6	2.3	358.1	12.0	0.8%
7	119.0	57.2	2.3	289.4	12.0	0.0%
8	119.0	53.3	2.3	268.9	10.0	0.0%
9	119.0	65.0	2.5	325.8	11.0	0.0%
10	119.0	58.6	2.3	329.3	11.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>58.4</b>	<b>2.4</b>	<b>312.1</b>	<b>11.7</b>	<b>0.1%</b>

<b>WB L on Estes Drive - Lane ID 1574</b>						
1	119.0	48.2	2.1	147.3	7.0	0.0%
2	119.0	44.8	1.9	143.4	5.0	0.0%
3	119.0	47.0	2.1	138.6	6.0	0.0%
4	119.0	45.6	2.0	141.4	6.0	0.0%
5	119.0	52.1	2.2	177.4	7.0	0.0%
6	119.0	44.7	2.0	171.5	7.0	0.0%
7	119.0	50.5	2.1	167.4	6.0	0.0%
8	119.0	49.7	2.2	150.7	6.0	0.0%
9	119.0	47.8	2.0	150.3	6.0	0.0%

Lane Queue by Intersection

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>WB L on Estes Drive - Lane ID 1574</b>						
10	119.0	47.1	2.0	129.9	5.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>47.8</b>	<b>2.1</b>	<b>151.8</b>	<b>6.1</b>	<b>0.0%</b>
<b>WB L on Estes Drive - Lane ID 1575</b>						
1	119.0	50.0	2.1	146.5	6.0	0.0%
2	119.0	43.9	1.9	157.8	6.0	0.0%
3	119.0	48.9	2.1	144.7	6.0	0.0%
4	119.0	46.1	2.0	143.9	7.0	0.0%
5	119.0	46.9	2.0	151.7	6.0	0.0%
6	119.0	46.8	2.1	158.2	7.0	0.0%
7	119.0	51.3	2.2	190.4	7.0	0.0%
8	119.0	47.7	2.1	140.8	6.0	0.0%
9	119.0	42.8	1.9	171.1	6.0	0.0%
10	119.0	45.2	2.0	160.0	6.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>47.0</b>	<b>2.0</b>	<b>156.5</b>	<b>6.3</b>	<b>0.0%</b>
<b>WB R on Estes Drive - Lane ID 3069</b>						
1	119.0	86.0	3.6	342.7	14.0	0.0%
2	119.0	89.6	3.6	352.2	15.0	0.0%
3	119.0	86.5	3.4	418.8	15.0	0.0%
4	119.0	86.6	3.4	371.7	13.0	0.0%
5	119.0	86.2	3.5	406.8	15.0	0.0%
6	119.0	88.2	3.6	377.2	15.0	0.0%
7	119.0	83.6	3.4	354.7	14.0	0.0%
8	119.0	88.9	3.6	378.0	14.0	0.0%
9	119.0	91.5	3.7	429.4	17.0	0.0%
10	119.0	80.5	3.3	415.7	16.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>86.8</b>	<b>3.5</b>	<b>384.7</b>	<b>14.8</b>	<b>0.0%</b>
<b>WB T on Estes Drive - Lane ID 1576</b>						
1	119.0	92.5	3.7	374.0	12.0	0.0%
2	119.0	91.5	3.7	338.8	13.0	0.0%
3	119.0	100.2	4.0	378.1	15.0	0.0%
4	119.0	95.3	4.0	363.9	13.0	0.0%
5	119.0	92.5	3.8	360.5	14.0	0.0%
6	119.0	97.5	4.0	303.0	13.0	0.0%
7	119.0	87.1	3.7	293.4	12.0	0.0%
8	119.0	92.6	3.8	337.6	14.0	0.0%
9	119.0	92.6	3.9	358.9	15.0	0.0%
10	119.0	88.9	3.7	313.1	13.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>93.1</b>	<b>3.8</b>	<b>342.1</b>	<b>13.4</b>	<b>0.0%</b>

Lane Queue by Intersection

**NC 86 (MLK JR. BLVD) & AURA ACCESS #1**

**NODE: 2**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>NB R on NC 86 (MLK Jr. Blvd) - Lane ID 3051</b>						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>
<b>NB T on NC 86 (MLK Jr. Blvd) - Lane ID 2459</b>						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.4	0.0	44.9	1.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>0.1</b>	<b>0.0%</b>
<b>NB T on NC 86 (MLK Jr. Blvd) - Lane ID 2460</b>						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>
<b>SB T on NC 86 (MLK Jr. Blvd) - Lane ID 3041</b>						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.1	0.0	8.8	1.0	0.0%
5	119.0	0.0	0.0	0.0	1.0	0.0%

Lane Queue by Intersection

**NC 86 (MLK JR. BLVD) & AURA ACCESS #1**

**NODE: 2**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>SB T on NC 86 (MLK Jr. Blvd) - Lane ID 3041</b>						
6	119.0	0.0	0.0	0.0	1.0	0.0%
7	119.0	0.0	0.0	0.0	1.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	2.7	0.2	82.8	5.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.3</b>	<b>0.0</b>	<b>9.2</b>	<b>0.9</b>	<b>0.0%</b>

**SB T on NC 86 (MLK Jr. Blvd) - Lane ID 3042**

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.5	0.0	58.0	1.0	0.0%
3	119.0	0.0	0.0	5.3	2.0	0.0%
4	119.0	0.7	0.0	54.0	3.0	0.0%
5	119.0	0.0	0.0	0.0	1.0	0.0%
6	119.0	0.0	0.0	0.0	1.0	0.0%
7	119.0	0.4	0.0	43.3	2.0	0.0%
8	119.0	0.2	0.0	21.8	2.0	0.0%
9	119.0	0.4	0.0	41.9	2.0	0.0%
10	119.0	0.1	0.0	9.4	2.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.2</b>	<b>0.0</b>	<b>23.4</b>	<b>1.6</b>	<b>0.0%</b>

**WB R on Aura Access #1 - Lane ID 3048**

1	119.0	3.1	0.2	41.4	2.0	0.0%
2	119.0	2.6	0.1	34.4	1.0	0.0%
3	119.0	1.5	0.1	24.2	1.0	0.0%
4	119.0	2.7	0.2	22.7	1.0	0.0%
5	119.0	1.7	0.1	19.8	1.0	0.0%
6	119.0	2.1	0.1	32.3	1.0	0.0%
7	119.0	2.5	0.1	50.8	2.0	0.0%
8	119.0	1.9	0.1	21.5	1.0	0.0%
9	119.0	2.7	0.2	21.8	1.0	0.0%
10	119.0	2.9	0.1	104.5	2.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>2.4</b>	<b>0.1</b>	<b>37.3</b>	<b>1.3</b>	<b>0.0%</b>

**SOMERSET DRIVE & LOCK7 MAIN ACCESS**

**NODE: 4**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB LR on Lock7 Main Access - Lane ID 3064</b>						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%

Lane Queue by Intersection

**SOMERSET DRIVE & LOCK7 MAIN ACCESS**

**NODE: 4**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB LR on Lock7 Main Access - Lane ID 3064</b>						
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>
<b>NB LT on Somerset Drive - Lane ID 3061</b>						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>
<b>SB TR on Somerset Drive - Lane ID 3060</b>						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>

Project: Lock7 TIA 2025  
 Scenario: Lock 7 2025 Build - AM  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 08:00:00 - 09:00:00  
 Interval: Summary  
 Selection: --

# Lane Queue by Intersection - Overview

## ESTES DRIVE & AURA ACCESS #2

**NODE: 3**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB L on Estes Drive - Lane ID 3058</b>						
1	119.0	0.4	0.0	17.8	1.0	0.0%
2	119.0	0.4	0.0	19.7	1.0	0.0%
3	119.0	0.3	0.0	23.6	1.0	0.0%
4	119.0	0.7	0.0	52.4	2.0	0.0%
5	119.0	0.1	0.0	16.7	1.0	0.0%
6	119.0	0.1	0.0	17.6	1.0	0.0%
7	119.0	0.6	0.0	18.8	1.0	0.0%
8	119.0	0.4	0.0	27.3	1.0	0.0%
9	119.0	0.5	0.0	21.0	1.0	0.0%
10	119.0	0.2	0.0	20.9	1.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.4</b>	<b>0.0</b>	<b>23.6</b>	<b>1.1</b>	<b>0.0%</b>

## EB T on Estes Drive - Lane ID 3043

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>

## SB L on Aura Access #2 - Lane ID 3056

1	119.0	4.7	0.2	106.9	3.0	0.0%
2	119.0	5.0	0.2	52.7	2.0	0.0%
3	119.0	5.4	0.3	70.5	3.0	0.0%
4	119.0	3.8	0.2	63.3	2.0	0.0%
5	119.0	5.4	0.3	93.0	4.0	0.0%
6	119.0	5.3	0.3	91.4	3.0	0.0%
7	119.0	2.5	0.1	41.5	2.0	0.0%
8	119.0	3.8	0.2	61.9	3.0	0.0%
9	119.0	3.7	0.2	49.6	2.0	0.0%
10	119.0	2.4	0.1	70.5	3.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>4.2</b>	<b>0.2</b>	<b>70.1</b>	<b>2.7</b>	<b>0.0%</b>

Lane Queue by Intersection

**ESTES DRIVE & AURA ACCESS #2**

**NODE: 3**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>SB R on Aura Access #2 - Lane ID 3057</b>						
1	119.0	1.2	0.1	28.8	1.0	0.0%
2	119.0	0.8	0.0	24.2	1.0	0.0%
3	119.0	0.9	0.0	27.0	1.0	0.0%
4	119.0	0.8	0.0	19.6	1.0	0.0%
5	119.0	0.9	0.0	29.2	1.0	0.0%
6	119.0	0.6	0.0	19.4	1.0	0.0%
7	119.0	1.3	0.1	23.1	1.0	0.0%
8	119.0	0.7	0.0	25.5	1.0	0.0%
9	119.0	0.3	0.0	36.7	2.0	0.0%
10	119.0	1.1	0.1	39.3	2.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.9</b>	<b>0.0</b>	<b>27.3</b>	<b>1.2</b>	<b>0.0%</b>

**WB R on Estes Drive - Lane ID 3053**

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>

**WB T on Estes Drive - Lane ID 3052**

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>

**ESTES DRIVE & CASWELL RD**

**NODE: 70219**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>NEB LTR on Caswell Rd - Lane ID 2991</b>						
1	119.0	6.8	0.3	71.7	3.0	0.0%
2	119.0	5.8	0.3	109.7	3.0	0.0%

Lane Queue by Intersection

ESTES DRIVE & CASWELL RD

NODE: 70219

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>NEB LTR on Caswell Rd - Lane ID 2991</b>						
3	119.0	8.1	0.4	51.7	2.0	0.0%
4	119.0	7.4	0.3	86.9	2.0	0.0%
5	119.0	10.3	0.5	60.0	2.0	0.0%
6	119.0	10.6	0.5	95.5	4.0	0.0%
7	119.0	19.0	0.8	124.4	5.0	0.0%
8	119.0	9.3	0.5	71.9	3.0	0.0%
9	119.0	9.9	0.5	67.7	3.0	0.0%
10	119.0	11.3	0.6	91.0	4.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>9.9</b>	<b>0.5</b>	<b>83.1</b>	<b>3.1</b>	<b>0.0%</b>
<b>NWB L on Estes Drive - Lane ID 2988</b>						
1	119.0	0.3	0.0	18.2	1.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.1	0.0	17.3	1.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.2	0.0	18.3	1.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.1</b>	<b>0.0</b>	<b>5.4</b>	<b>0.3</b>	<b>0.0%</b>
<b>NWB TR on Estes Drive - Lane ID 2989</b>						
1	119.0	32.3	1.2	273.0	10.0	0.0%
2	119.0	29.4	1.2	243.1	10.0	0.0%
3	119.0	34.0	1.4	364.1	14.0	0.0%
4	119.0	35.5	1.4	294.1	11.0	0.0%
5	119.0	30.9	1.3	256.3	10.0	0.0%
6	119.0	27.1	1.1	217.1	9.0	0.0%
7	119.0	31.0	1.2	348.0	13.0	0.0%
8	119.0	28.2	1.2	256.7	11.0	0.0%
9	119.0	35.5	1.5	292.3	12.0	0.0%
10	119.0	33.2	1.3	262.9	10.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>31.7</b>	<b>1.3</b>	<b>280.8</b>	<b>11.0</b>	<b>0.0%</b>
<b>SEB L on Estes Drive - Lane ID 2984</b>						
1	119.0	5.3	0.3	72.9	3.0	0.0%
2	119.0	3.8	0.2	68.8	3.0	0.0%
3	119.0	5.2	0.2	79.6	3.0	0.0%
4	119.0	5.0	0.2	72.6	3.0	0.0%
5	119.0	5.8	0.3	58.9	3.0	0.0%
6	119.0	4.9	0.2	67.6	3.0	0.0%
7	119.0	5.3	0.3	89.3	4.0	0.0%



Lane Queue by Intersection

**ESTES DRIVE & CASWELL RD**

**NODE: 70219**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>SEB L on Estes Drive - Lane ID 2984</b>						
8	119.0	3.9	0.2	99.3	4.0	0.0%
9	119.0	4.4	0.2	86.5	3.0	0.0%
10	119.0	4.4	0.2	77.6	3.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>4.8</b>	<b>0.2</b>	<b>77.3</b>	<b>3.2</b>	<b>0.0%</b>

<b>SEB TR on Estes Drive - Lane ID 2985</b>						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	1.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0%</b>

<b>SWB L on Caswell Rd - Lane ID 2995</b>						
1	119.0	10.1	0.5	80.2	3.0	0.0%
2	119.0	11.2	0.5	53.3	2.0	0.0%
3	119.0	9.8	0.5	70.2	3.0	0.0%
4	119.0	8.5	0.4	68.8	2.0	0.0%
5	119.0	7.8	0.4	88.0	4.0	0.0%
6	119.0	11.6	0.6	73.7	3.0	0.0%
7	119.0	9.0	0.4	74.4	3.0	0.0%
8	119.0	10.7	0.5	77.6	2.0	0.0%
9	119.0	9.9	0.5	97.5	4.0	0.0%
10	119.0	10.1	0.5	49.3	2.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>9.9</b>	<b>0.5</b>	<b>73.3</b>	<b>2.8</b>	<b>0.0%</b>

<b>SWB TR on Caswell Rd - Lane ID 2996</b>						
1	119.0	29.8	1.4	106.1	4.0	0.0%
2	119.0	33.9	1.5	122.0	5.0	0.0%
3	119.0	30.5	1.4	121.1	5.0	0.0%
4	119.0	33.6	1.5	151.3	6.0	0.0%
5	119.0	33.1	1.4	126.3	5.0	0.0%
6	119.0	30.8	1.5	142.3	6.0	0.0%
7	119.0	37.0	1.5	167.9	5.0	0.0%
8	119.0	28.1	1.3	124.6	5.0	0.0%
9	119.0	33.6	1.5	131.3	6.0	0.0%
10	119.0	35.3	1.6	140.3	5.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>32.6</b>	<b>1.5</b>	<b>133.3</b>	<b>5.2</b>	<b>0.0%</b>

Lane Queue by Intersection

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB L on Estes Drive - Lane ID 389</b>						
1	119.0	99.0	4.1	311.1	13.0	0.0%
2	119.0	142.7	5.6	521.5	22.0	0.0%
3	119.0	133.7	5.2	510.5	19.0	0.0%
4	119.0	115.5	4.6	437.3	18.0	0.0%
5	119.0	99.5	4.1	403.8	15.0	0.0%
6	119.0	119.0	4.9	444.0	19.0	0.0%
7	119.0	103.7	4.3	393.4	16.0	0.0%
8	119.0	136.2	5.3	743.3	27.0	0.0%
9	119.0	176.0	7.0	652.7	24.0	0.0%
10	119.0	138.5	5.5	540.4	21.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>126.4</b>	<b>5.1</b>	<b>495.8</b>	<b>19.4</b>	<b>0.0%</b>

<b>EB TR on Estes Drive - Lane ID 390</b>						
1	119.0	78.3	3.3	437.6	17.0	0.0%
2	119.0	79.2	3.2	479.2	20.0	0.0%
3	119.0	77.6	3.2	423.6	17.0	0.0%
4	119.0	74.6	3.1	417.0	17.0	0.0%
5	119.0	85.8	3.5	404.8	17.0	0.0%
6	119.0	76.2	3.2	399.2	16.0	0.0%
7	119.0	84.1	3.5	370.9	14.0	0.0%
8	119.0	70.0	2.9	340.7	14.0	0.0%
9	119.0	89.1	3.7	460.9	20.0	0.0%
10	119.0	83.8	3.5	379.6	16.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>79.9</b>	<b>3.3</b>	<b>411.4</b>	<b>16.8</b>	<b>0.0%</b>

<b>NB L on E. Franklin Street - Lane ID 872</b>						
1	119.0	17.7	0.8	113.5	5.0	0.0%
2	119.0	15.5	0.7	96.3	4.0	0.0%
3	119.0	20.8	0.9	129.3	5.0	0.0%
4	119.0	20.3	0.8	136.2	4.0	0.0%
5	119.0	20.3	0.9	129.1	4.0	0.0%
6	119.0	16.7	0.8	72.8	3.0	0.0%
7	119.0	18.1	0.9	83.8	3.0	0.0%
8	119.0	19.7	0.9	100.0	4.0	0.0%
9	119.0	20.0	0.9	100.9	4.0	0.0%
10	119.0	16.6	0.8	67.2	3.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>18.6</b>	<b>0.8</b>	<b>102.9</b>	<b>3.9</b>	<b>0.0%</b>

<b>NB T on E. Franklin Street - Lane ID 873</b>						
1	119.0	31.1	1.3	139.5	5.0	0.0%
2	119.0	27.5	1.2	153.7	6.0	0.0%
3	119.0	31.3	1.3	166.0	6.0	0.0%
4	119.0	30.4	1.3	169.6	6.0	0.0%
5	119.0	28.2	1.2	141.2	6.0	0.0%

Lane Queue by Intersection

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>NB T on E. Franklin Street - Lane ID 873</b>						
6	119.0	33.7	1.4	163.5	6.0	0.0%
7	119.0	31.0	1.3	175.4	7.0	0.0%
8	119.0	30.4	1.3	157.7	6.0	0.0%
9	119.0	27.0	1.2	130.6	5.0	0.0%
10	119.0	29.3	1.2	178.2	6.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>30.0</b>	<b>1.3</b>	<b>157.5</b>	<b>5.9</b>	<b>0.0%</b>

<b>NB TR on E. Franklin Street - Lane ID 874</b>						
1	119.0	37.7	1.6	173.9	7.0	0.0%
2	119.0	40.4	1.8	186.6	7.0	0.0%
3	119.0	36.0	1.6	159.3	7.0	0.0%
4	119.0	37.7	1.6	151.7	6.0	0.0%
5	119.0	32.2	1.4	153.0	6.0	0.0%
6	119.0	34.5	1.5	166.3	6.0	0.0%
7	119.0	38.2	1.6	186.6	7.0	0.0%
8	119.0	31.3	1.3	165.4	6.0	0.0%
9	119.0	33.9	1.5	136.4	6.0	0.0%
10	119.0	34.6	1.5	186.6	7.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>35.7</b>	<b>1.5</b>	<b>166.6</b>	<b>6.5</b>	<b>0.0%</b>

<b>NWB L on Estes Drive - Lane ID 852</b>						
1	119.0	21.5	1.0	96.2	4.0	0.0%
2	119.0	19.9	0.9	98.4	4.0	0.0%
3	119.0	23.1	1.0	121.3	4.0	0.0%
4	119.0	22.4	1.0	76.9	3.0	0.0%
5	119.0	21.8	1.0	99.3	4.0	0.0%
6	119.0	19.8	0.9	101.4	4.0	0.0%
7	119.0	21.8	1.0	120.2	5.0	0.0%
8	119.0	22.3	1.0	105.7	4.0	0.0%
9	119.0	21.4	1.0	96.5	4.0	0.0%
10	119.0	21.7	1.0	94.3	4.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>21.6</b>	<b>1.0</b>	<b>101.0</b>	<b>4.0</b>	<b>0.0%</b>

<b>NWB R on Estes Drive - Lane ID 854</b>						
1	119.0	24.4	1.0	138.5	4.0	0.0%
2	119.0	17.4	0.8	76.9	3.0	0.0%
3	119.0	21.1	0.9	97.6	4.0	0.0%
4	119.0	23.4	1.1	94.2	4.0	0.0%
5	119.0	22.1	1.0	112.1	5.0	0.0%
6	119.0	18.7	0.8	101.4	4.0	0.0%
7	119.0	22.3	1.0	98.5	4.0	0.0%
8	119.0	19.7	0.9	103.4	4.0	0.0%
9	119.0	20.0	0.9	98.6	4.0	0.0%
10	119.0	23.8	1.0	137.3	4.0	0.0%

Lane Queue by Intersection

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>NWB R on Estes Drive - Lane ID 854</b>						
Average:	119.0	21.3	0.9	105.9	4.0	0.0%
<b>NWB T on Estes Drive - Lane ID 853</b>						
1	119.0	75.5	3.1	261.7	11.0	0.0%
2	119.0	66.4	2.7	290.7	10.0	0.0%
3	119.0	73.3	2.9	238.0	9.0	0.0%
4	119.0	68.1	2.8	270.1	9.0	0.0%
5	119.0	68.5	2.9	294.5	12.0	0.0%
6	119.0	66.1	2.7	259.7	10.0	0.0%
7	119.0	73.2	3.0	321.8	12.0	0.0%
8	119.0	63.3	2.7	228.4	9.0	0.0%
9	119.0	68.1	3.0	249.7	11.0	0.0%
10	119.0	67.8	3.0	194.5	8.0	0.0%
Average:	119.0	69.0	2.9	260.9	10.1	0.0%
<b>SB L on E. Franklin Street - Lane ID 384</b>						
1	119.0	32.8	1.4	150.6	5.0	0.0%
2	119.0	22.6	1.1	96.1	4.0	0.0%
3	119.0	27.5	1.3	140.2	5.0	0.0%
4	119.0	29.0	1.3	105.3	4.0	0.0%
5	119.0	33.5	1.5	104.7	4.0	0.0%
6	119.0	27.4	1.1	130.4	4.0	0.0%
7	119.0	31.1	1.3	139.4	4.0	0.0%
8	119.0	24.2	1.1	102.3	4.0	0.0%
9	119.0	27.3	1.3	92.9	4.0	0.0%
10	119.0	32.1	1.4	106.8	4.0	0.0%
Average:	119.0	28.8	1.3	116.9	4.2	0.0%
<b>SB T on E. Franklin Street - Lane ID 385</b>						
1	119.0	52.4	2.2	239.9	10.0	0.0%
2	119.0	61.2	2.4	315.1	11.0	0.0%
3	119.0	50.1	2.0	264.6	9.0	0.0%
4	119.0	55.0	2.3	258.2	11.0	0.0%
5	119.0	48.2	2.0	259.9	10.0	0.0%
6	119.0	50.1	2.1	232.4	9.0	0.0%
7	119.0	54.9	2.2	260.9	9.0	0.0%
8	119.0	47.7	2.0	240.8	10.0	0.0%
9	119.0	54.2	2.2	279.2	11.0	0.0%
10	119.0	47.2	1.9	219.0	9.0	0.0%
Average:	119.0	52.1	2.1	257.0	9.9	0.0%
<b>SB TR on E. Franklin Street - Lane ID 386</b>						
1	119.0	64.0	2.7	261.2	11.0	0.0%
2	119.0	73.1	3.0	294.7	12.0	0.0%

Lane Queue by Intersection

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>SB TR on E. Franklin Street - Lane ID 386</b>						
3	119.0	63.5	2.6	267.0	11.0	0.0%
4	119.0	66.1	2.8	275.1	11.0	0.0%
5	119.0	58.4	2.5	259.6	11.0	0.0%
6	119.0	65.5	2.6	339.1	10.0	0.0%
7	119.0	68.5	2.9	320.3	12.0	0.0%
8	119.0	61.8	2.5	307.4	12.0	0.0%
9	119.0	67.4	2.7	312.2	12.0	0.0%
10	119.0	65.8	2.7	318.4	13.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>65.4</b>	<b>2.7</b>	<b>295.5</b>	<b>11.5</b>	<b>0.0%</b>

**ESTES DRIVE & SOMERSET DRIVE**

**NODE: 8**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB L on Estes Drive - Lane ID 3084</b>						
1	119.0	0.5	0.0	18.8	1.0	0.0%
2	119.0	0.1	0.0	14.7	1.0	0.0%
3	119.0	0.2	0.0	18.3	1.0	0.0%
4	119.0	0.4	0.0	18.5	1.0	0.0%
5	119.0	0.2	0.0	19.0	1.0	0.0%
6	119.0	0.3	0.0	18.8	1.0	0.0%
7	119.0	0.5	0.0	21.3	1.0	0.0%
8	119.0	0.4	0.0	43.8	2.0	0.0%
9	119.0	0.1	0.0	13.8	1.0	0.0%
10	119.0	0.6	0.0	22.9	1.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.3</b>	<b>0.0</b>	<b>21.0</b>	<b>1.1</b>	<b>0.0%</b>

**EB T on Estes Drive - Lane ID 3045**

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>

**SB LR on Somerset Drive - Lane ID 3062**

1	119.0	3.1	0.2	50.7	2.0	0.0%
2	119.0	2.2	0.1	71.4	3.0	0.0%
3	119.0	3.6	0.2	58.6	2.0	0.0%
4	119.0	2.8	0.1	46.3	2.0	0.0%

Lane Queue by Intersection

**ESTES DRIVE & SOMERSET DRIVE**

**NODE: 8**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>SB LR on Somerset Drive - Lane ID 3062</b>						
5	119.0	4.1	0.2	42.2	2.0	0.0%
6	119.0	3.7	0.2	101.2	4.0	0.0%
7	119.0	2.9	0.1	78.5	3.0	0.0%
8	119.0	3.2	0.1	77.2	2.0	0.0%
9	119.0	2.7	0.1	45.7	2.0	0.0%
10	119.0	2.2	0.1	43.8	2.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>3.1</b>	<b>0.1</b>	<b>61.6</b>	<b>2.4</b>	<b>0.0%</b>

**WB TR on Estes Drive - Lane ID 2983**

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB L on Estes Drive Extension - Lane ID 1568</b>						
1	119.0	88.5	3.6	249.9	10.0	0.0%
2	119.0	93.0	3.9	267.5	10.0	0.0%
3	119.0	86.4	3.7	262.2	11.0	0.0%
4	119.0	90.6	3.7	279.8	11.0	0.0%
5	119.0	89.2	3.7	249.9	10.0	0.0%
6	119.0	84.6	3.5	269.1	10.0	0.0%
7	119.0	91.5	3.7	263.3	10.0	0.0%
8	119.0	94.2	3.9	355.2	14.0	0.0%
9	119.0	95.4	3.9	294.4	12.0	0.0%
10	119.0	87.5	3.6	307.4	12.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>90.1</b>	<b>3.7</b>	<b>279.9</b>	<b>11.0</b>	<b>0.0%</b>

**EB R on Estes Drive Extension - Lane ID 1570**

1	119.0	14.7	0.7	108.1	3.0	0.0%
2	119.0	12.9	0.6	73.4	3.0	0.0%
3	119.0	15.1	0.7	92.5	3.0	0.0%
4	119.0	16.2	0.7	87.0	3.0	0.0%
5	119.0	15.2	0.7	93.1	4.0	0.0%
6	119.0	14.1	0.7	95.6	4.0	0.0%

Lane Queue by Intersection

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB R on Estes Drive Extension - Lane ID 1570</b>						
7	119.0	15.1	0.7	97.9	4.0	0.0%
8	119.0	13.6	0.6	91.7	3.0	0.0%
9	119.0	12.8	0.6	72.0	3.0	0.0%
10	119.0	11.9	0.5	86.8	3.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>14.2</b>	<b>0.7</b>	<b>89.8</b>	<b>3.3</b>	<b>0.0%</b>
<b>EB T on Estes Drive Extension - Lane ID 1569</b>						
1	119.0	74.7	3.1	269.1	11.0	0.0%
2	119.0	81.2	3.3	280.7	11.0	0.0%
3	119.0	73.2	3.0	315.2	12.0	0.0%
4	119.0	76.1	3.2	316.1	13.0	0.0%
5	119.0	77.7	3.3	248.4	10.0	0.0%
6	119.0	70.8	3.0	264.6	11.0	0.0%
7	119.0	77.3	3.2	277.5	11.0	0.0%
8	119.0	72.9	3.1	275.7	11.0	0.0%
9	119.0	73.6	3.1	365.2	13.0	0.0%
10	119.0	77.9	3.2	387.6	14.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>75.5</b>	<b>3.2</b>	<b>300.0</b>	<b>11.7</b>	<b>0.0%</b>
<b>NB L on NC 86 (MLK Jr. Blvd) - Lane ID 2919</b>						
1	119.0	4.1	0.2	23.7	1.0	0.0%
2	119.0	2.5	0.1	20.4	1.0	0.0%
3	119.0	5.2	0.3	44.6	2.0	0.0%
4	119.0	5.4	0.3	48.5	1.0	0.0%
5	119.0	3.9	0.2	40.2	2.0	0.0%
6	119.0	5.7	0.3	50.4	2.0	0.0%
7	119.0	4.3	0.2	60.1	2.0	0.0%
8	119.0	6.3	0.4	40.7	2.0	0.0%
9	119.0	5.5	0.3	43.7	2.0	0.0%
10	119.0	5.7	0.3	48.3	2.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>4.9</b>	<b>0.3</b>	<b>42.1</b>	<b>1.7</b>	<b>0.0%</b>
<b>NB R on NC 86 (MLK Jr. Blvd) - Lane ID 3081</b>						
1	119.0	15.8	0.7	94.2	4.0	0.0%
2	119.0	11.4	0.5	103.5	4.0	0.0%
3	119.0	17.4	0.8	101.4	4.0	0.0%
4	119.0	13.5	0.6	105.9	4.0	0.0%
5	119.0	16.0	0.7	113.8	4.0	0.0%
6	119.0	17.4	0.8	125.3	4.0	0.0%
7	119.0	17.9	0.8	140.3	5.0	0.0%
8	119.0	15.3	0.7	155.6	5.0	0.0%
9	119.0	17.2	0.8	123.4	5.0	0.0%
10	119.0	19.4	0.8	144.0	6.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>16.1</b>	<b>0.7</b>	<b>120.7</b>	<b>4.5</b>	<b>0.0%</b>

Lane Queue by Intersection

ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE

NODE: 70532

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
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NB R on NC 86 (MLK Jr. Blvd) - Lane ID 3081

NB T on NC 86 (MLK Jr. Blvd) - Lane ID 2920

1	119.0	56.6	2.3	191.1	8.0	0.0%
2	119.0	51.9	2.1	181.1	6.0	0.0%
3	119.0	49.1	2.0	171.2	7.0	0.0%
4	119.0	53.1	2.1	190.4	7.0	0.0%
5	119.0	51.3	2.1	192.0	8.0	0.0%
6	119.0	50.4	2.1	199.3	8.0	0.0%
7	119.0	49.5	2.1	216.2	8.0	0.0%
8	119.0	51.7	2.1	202.4	7.0	0.0%
9	119.0	49.9	2.1	224.4	8.0	0.0%
10	119.0	46.1	2.0	184.9	8.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>51.0</b>	<b>2.1</b>	<b>195.3</b>	<b>7.5</b>	<b>0.0%</b>

NB T on NC 86 (MLK Jr. Blvd) - Lane ID 2921

1	119.0	50.8	2.1	184.1	8.0	0.0%
2	119.0	44.4	1.9	168.5	7.0	0.0%
3	119.0	45.7	2.0	165.5	7.0	0.0%
4	119.0	49.4	2.0	170.6	7.0	0.0%
5	119.0	47.4	2.0	176.2	7.0	0.0%
6	119.0	44.5	1.9	172.7	7.0	0.0%
7	119.0	49.6	2.2	173.4	7.0	0.0%
8	119.0	49.1	2.0	200.8	7.0	0.0%
9	119.0	47.1	2.0	181.6	7.0	0.0%
10	119.0	47.4	2.0	191.7	7.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>47.5</b>	<b>2.0</b>	<b>178.5</b>	<b>7.1</b>	<b>0.0%</b>

SB L on NC 86 (MLK Jr. Blvd) - Lane ID 3072

1	119.0	73.0	2.9	306.0	11.0	0.0%
2	119.0	70.8	2.9	351.4	13.0	0.8%
3	119.0	59.5	2.5	373.5	15.0	0.8%
4	119.0	63.4	2.6	340.0	14.0	0.8%
5	119.0	75.2	3.0	394.1	14.0	0.8%
6	119.0	76.3	3.1	361.3	13.0	0.8%
7	119.0	61.5	2.5	341.6	12.0	0.8%
8	119.0	57.1	2.3	249.8	11.0	0.0%
9	119.0	69.2	2.9	337.3	14.0	0.0%
10	119.0	67.6	2.7	355.2	14.0	0.8%
<b>Average:</b>	<b>119.0</b>	<b>67.4</b>	<b>2.7</b>	<b>341.0</b>	<b>13.1</b>	<b>0.6%</b>

SB R on NC 86 (MLK Jr. Blvd) - Lane ID 3075

1	119.0	7.3	0.4	61.6	3.0	0.0%
2	119.0	8.1	0.4	68.8	3.0	0.0%
3	119.0	6.1	0.3	66.2	3.0	0.0%
4	119.0	5.3	0.3	73.8	3.0	0.0%



Lane Queue by Intersection

ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE

NODE: 70532

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>SB R on NC 86 (MLK Jr. Blvd) - Lane ID 3075</b>						
5	119.0	7.1	0.3	85.6	3.0	0.0%
6	119.0	3.9	0.2	46.6	2.0	0.0%
7	119.0	6.9	0.4	58.8	3.0	0.0%
8	119.0	7.6	0.4	58.0	3.0	0.0%
9	119.0	6.7	0.3	65.5	3.0	0.0%
10	119.0	6.9	0.3	71.7	3.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>6.6</b>	<b>0.3</b>	<b>65.7</b>	<b>2.9</b>	<b>0.0%</b>

<b>SB T on NC 86 (MLK Jr. Blvd) - Lane ID 3073</b>						
1	119.0	71.9	2.9	384.3	13.0	0.8%
2	119.0	72.2	2.9	289.6	11.0	0.0%
3	119.0	72.8	2.9	356.9	14.0	0.8%
4	119.0	71.2	2.9	358.3	14.0	0.8%
5	119.0	66.4	2.7	284.1	12.0	0.0%
6	119.0	67.2	2.8	372.2	14.0	1.7%
7	119.0	70.6	2.9	290.7	12.0	0.0%
8	119.0	68.3	2.8	292.9	12.0	0.0%
9	119.0	69.0	2.8	372.1	14.0	0.8%
10	119.0	77.9	3.1	350.0	14.0	1.7%
<b>Average:</b>	<b>119.0</b>	<b>70.8</b>	<b>2.9</b>	<b>335.1</b>	<b>13.0</b>	<b>0.7%</b>

<b>SB T on NC 86 (MLK Jr. Blvd) - Lane ID 3074</b>						
1	119.0	73.2	3.0	366.6	15.0	1.7%
2	119.0	76.5	3.1	384.5	14.0	1.7%
3	119.0	80.8	3.3	389.4	15.0	2.5%
4	119.0	85.1	3.3	391.4	13.0	1.7%
5	119.0	66.6	2.8	368.5	13.0	0.8%
6	119.0	70.3	2.8	368.6	14.0	1.7%
7	119.0	69.2	2.9	333.0	14.0	0.0%
8	119.0	69.1	2.8	356.0	13.0	0.8%
9	119.0	77.4	3.2	385.2	16.0	2.5%
10	119.0	89.5	3.6	370.6	14.0	1.7%
<b>Average:</b>	<b>119.0</b>	<b>75.8</b>	<b>3.1</b>	<b>371.4</b>	<b>14.1</b>	<b>1.5%</b>

<b>WB L on Estes Drive - Lane ID 1574</b>						
1	119.0	37.6	1.6	142.4	6.0	0.0%
2	119.0	37.0	1.7	128.4	5.0	0.0%
3	119.0	28.8	1.3	157.2	6.0	0.0%
4	119.0	33.1	1.5	130.9	6.0	0.0%
5	119.0	38.6	1.7	135.9	6.0	0.0%
6	119.0	31.8	1.5	212.4	8.0	0.0%
7	119.0	32.9	1.5	118.8	5.0	0.0%
8	119.0	32.6	1.4	138.4	6.0	0.0%
9	119.0	31.9	1.4	130.3	5.0	0.0%

Lane Queue by Intersection

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>WB L on Estes Drive - Lane ID 1574</b>						
10	119.0	31.1	1.3	124.5	5.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>33.5</b>	<b>1.5</b>	<b>141.9</b>	<b>5.8</b>	<b>0.0%</b>
<b>WB L on Estes Drive - Lane ID 1575</b>						
1	119.0	31.6	1.4	119.9	5.0	0.0%
2	119.0	34.7	1.6	154.2	5.0	0.0%
3	119.0	29.0	1.2	115.2	5.0	0.0%
4	119.0	34.3	1.6	145.4	6.0	0.0%
5	119.0	34.3	1.5	126.7	4.0	0.0%
6	119.0	37.1	1.6	150.1	6.0	0.0%
7	119.0	32.7	1.4	116.9	5.0	0.0%
8	119.0	30.5	1.4	138.4	5.0	0.0%
9	119.0	32.0	1.4	132.3	6.0	0.0%
10	119.0	30.8	1.4	113.6	5.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>32.7</b>	<b>1.5</b>	<b>131.3</b>	<b>5.2</b>	<b>0.0%</b>
<b>WB R on Estes Drive - Lane ID 3069</b>						
1	119.0	32.2	1.4	244.2	10.0	0.0%
2	119.0	33.8	1.4	230.9	9.0	0.0%
3	119.0	34.0	1.4	244.2	9.0	0.0%
4	119.0	25.1	1.1	153.4	7.0	0.0%
5	119.0	29.3	1.3	183.6	8.0	0.0%
6	119.0	34.3	1.5	209.8	8.0	0.0%
7	119.0	30.8	1.3	236.6	8.0	0.0%
8	119.0	32.5	1.3	233.5	8.0	0.0%
9	119.0	38.1	1.6	248.1	9.0	0.0%
10	119.0	34.7	1.5	196.0	8.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>32.5</b>	<b>1.4</b>	<b>218.0</b>	<b>8.4</b>	<b>0.0%</b>
<b>WB T on Estes Drive - Lane ID 1576</b>						
1	119.0	38.6	1.7	175.5	7.0	0.0%
2	119.0	33.9	1.5	177.6	7.0	0.0%
3	119.0	33.4	1.4	148.3	6.0	0.0%
4	119.0	40.0	1.7	168.6	7.0	0.0%
5	119.0	39.6	1.7	167.4	7.0	0.0%
6	119.0	42.4	1.8	200.9	8.0	0.0%
7	119.0	38.7	1.7	142.1	6.0	0.0%
8	119.0	37.7	1.7	178.2	8.0	0.0%
9	119.0	45.6	1.9	176.2	7.0	0.0%
10	119.0	35.9	1.6	240.4	8.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>38.6</b>	<b>1.7</b>	<b>177.5</b>	<b>7.1</b>	<b>0.0%</b>

Lane Queue by Intersection

**NC 86 (MLK JR. BLVD) & AURA ACCESS #1**

**NODE: 2**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>NB R on NC 86 (MLK Jr. Blvd) - Lane ID 3051</b>						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>
<b>NB T on NC 86 (MLK Jr. Blvd) - Lane ID 2459</b>						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>
<b>NB T on NC 86 (MLK Jr. Blvd) - Lane ID 2460</b>						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>
<b>SB T on NC 86 (MLK Jr. Blvd) - Lane ID 3041</b>						
1	119.0	0.9	0.1	55.1	4.0	0.0%
2	119.0	0.5	0.1	45.2	3.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	2.0	0.1	90.8	4.0	0.0%
5	119.0	0.7	0.1	55.4	3.0	0.0%

Lane Queue by Intersection

**NC 86 (MLK JR. BLVD) & AURA ACCESS #1**

**NODE: 2**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>SB T on NC 86 (MLK Jr. Blvd) - Lane ID 3041</b>						
6	119.0	1.6	0.1	133.4	5.0	0.0%
7	119.0	0.0	0.0	0.0	1.0	0.0%
8	119.0	0.1	0.0	12.0	2.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.7	0.1	34.7	2.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.7</b>	<b>0.1</b>	<b>42.7</b>	<b>2.4</b>	<b>0.0%</b>

**SB T on NC 86 (MLK Jr. Blvd) - Lane ID 3042**

1	119.0	0.2	0.0	20.1	2.0	0.0%
2	119.0	2.0	0.1	160.2	8.0	0.0%
3	119.0	0.4	0.1	28.7	2.0	0.0%
4	119.0	0.8	0.1	49.1	2.0	0.0%
5	119.0	0.1	0.0	7.1	2.0	0.0%
6	119.0	1.8	0.1	62.7	4.0	0.0%
7	119.0	1.0	0.1	62.4	3.0	0.0%
8	119.0	0.8	0.1	50.0	3.0	0.0%
9	119.0	1.1	0.1	50.0	3.0	0.0%
10	119.0	0.8	0.1	52.2	3.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.9</b>	<b>0.1</b>	<b>54.3</b>	<b>3.2</b>	<b>0.0%</b>

**WB R on Aura Access #1 - Lane ID 3048**

1	119.0	0.7	0.0	19.9	1.0	0.0%
2	119.0	0.6	0.0	22.5	1.0	0.0%
3	119.0	1.6	0.1	54.0	2.0	0.0%
4	119.0	1.2	0.1	21.1	1.0	0.0%
5	119.0	1.2	0.1	24.9	1.0	0.0%
6	119.0	2.0	0.1	63.2	1.0	0.0%
7	119.0	1.0	0.0	33.2	1.0	0.0%
8	119.0	1.6	0.1	24.3	1.0	0.0%
9	119.0	0.6	0.0	24.2	1.0	0.0%
10	119.0	2.4	0.1	26.6	1.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>1.3</b>	<b>0.1</b>	<b>31.4</b>	<b>1.1</b>	<b>0.0%</b>

**SOMERSET DRIVE & LOCK7 MAIN ACCESS**

**NODE: 4**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB LR on Lock7 Main Access - Lane ID 3064</b>						
1	119.0	0.2	0.0	18.2	1.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.5	0.0	35.4	1.0	0.0%
4	119.0	0.2	0.0	18.1	1.0	0.0%
5	119.0	0.4	0.0	24.4	1.0	0.0%
6	119.0	0.2	0.0	25.5	1.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%

Lane Queue by Intersection

**SOMERSET DRIVE & LOCK7 MAIN ACCESS**

**NODE: 4**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB LR on Lock7 Main Access - Lane ID 3064</b>						
8	119.0	0.2	0.0	26.8	1.0	0.0%
9	119.0	0.4	0.0	24.1	1.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.2</b>	<b>0.0</b>	<b>17.3</b>	<b>0.7</b>	<b>0.0%</b>
<b>NB LT on Somerset Drive - Lane ID 3061</b>						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>
<b>SB TR on Somerset Drive - Lane ID 3060</b>						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>

Project: Lock7 TIA 2025  
 Scenario: Lock 7 2025 Build - NN  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 12:00:00 - 13:00:00  
 Interval: Summary  
 Selection: --

# Lane Queue by Intersection - Overview

ESTES DRIVE & AURA ACCESS #2							NODE: 3
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)	
<b>EB L on Estes Drive - Lane ID 3058</b>							
1	119.0	0.6	0.0	20.7	1.0	0.0%	
2	119.0	0.1	0.0	17.5	1.0	0.0%	
3	119.0	0.9	0.1	34.4	2.0	0.0%	
4	119.0	0.3	0.0	18.8	1.0	0.0%	
5	119.0	1.0	0.1	51.8	2.0	0.0%	
6	119.0	0.4	0.0	17.4	1.0	0.0%	
7	119.0	0.4	0.0	16.8	1.0	0.0%	
8	119.0	0.5	0.0	21.7	1.0	0.0%	
9	119.0	1.4	0.1	50.4	2.0	0.0%	
10	119.0	1.1	0.1	21.9	1.0	0.0%	
<b>Average:</b>	<b>119.0</b>	<b>0.7</b>	<b>0.0</b>	<b>27.1</b>	<b>1.3</b>	<b>0.0%</b>	
<b>EB T on Estes Drive - Lane ID 3043</b>							
1	119.0	0.0	0.0	0.0	0.0	0.0%	
2	119.0	0.0	0.0	0.0	0.0	0.0%	
3	119.0	0.0	0.0	0.0	0.0	0.0%	
4	119.0	0.0	0.0	0.0	0.0	0.0%	
5	119.0	0.0	0.0	0.0	0.0	0.0%	
6	119.0	0.0	0.0	0.0	0.0	0.0%	
7	119.0	0.0	0.0	0.0	0.0	0.0%	
8	119.0	0.0	0.0	0.0	0.0	0.0%	
9	119.0	0.0	0.0	0.0	0.0	0.0%	
10	119.0	0.0	0.0	0.0	0.0	0.0%	
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>	
<b>SB L on Aura Access #2 - Lane ID 3056</b>							
1	119.0	3.9	0.2	52.3	2.0	0.0%	
2	119.0	4.0	0.2	63.2	2.0	0.0%	
3	119.0	2.3	0.1	53.7	2.0	0.0%	
4	119.0	2.6	0.1	58.4	3.0	0.0%	
5	119.0	3.8	0.2	57.4	2.0	0.0%	
6	119.0	3.4	0.2	57.1	2.0	0.0%	
7	119.0	2.8	0.1	42.9	2.0	0.0%	
8	119.0	2.9	0.1	53.2	2.0	0.0%	
9	119.0	2.6	0.1	47.7	2.0	0.0%	
10	119.0	3.4	0.2	64.2	2.0	0.0%	
<b>Average:</b>	<b>119.0</b>	<b>3.2</b>	<b>0.2</b>	<b>55.0</b>	<b>2.1</b>	<b>0.0%</b>	

Lane Queue by Intersection

**ESTES DRIVE & AURA ACCESS #2**

**NODE: 3**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>SB R on Aura Access #2 - Lane ID 3057</b>						
1	119.0	0.4	0.0	17.0	1.0	0.0%
2	119.0	0.5	0.0	24.6	1.0	0.0%
3	119.0	0.3	0.0	22.5	1.0	0.0%
4	119.0	0.1	0.0	15.7	1.0	0.0%
5	119.0	0.7	0.0	43.6	1.0	0.0%
6	119.0	0.5	0.0	24.6	1.0	0.0%
7	119.0	0.6	0.0	23.8	1.0	0.0%
8	119.0	0.9	0.0	39.9	1.0	0.0%
9	119.0	0.4	0.0	19.8	1.0	0.0%
10	119.0	0.4	0.0	18.6	1.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.5</b>	<b>0.0</b>	<b>25.0</b>	<b>1.0</b>	<b>0.0%</b>

**WB R on Estes Drive - Lane ID 3053**

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>

**WB T on Estes Drive - Lane ID 3052**

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>

**ESTES DRIVE & CASWELL RD**

**NODE: 70219**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>NEB LTR on Caswell Rd - Lane ID 2991</b>						
1	119.0	0.8	0.0	24.2	1.0	0.0%
2	119.0	2.0	0.1	22.6	1.0	0.0%

Lane Queue by Intersection

ESTES DRIVE & CASWELL RD

NODE: 70219

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>NEB LTR on Caswell Rd - Lane ID 2991</b>						
3	119.0	2.3	0.1	29.9	1.0	0.0%
4	119.0	1.5	0.1	21.6	1.0	0.0%
5	119.0	3.8	0.2	42.7	2.0	0.0%
6	119.0	1.8	0.1	47.4	2.0	0.0%
7	119.0	1.8	0.1	45.1	2.0	0.0%
8	119.0	3.4	0.2	98.8	2.0	0.0%
9	119.0	2.1	0.1	45.2	2.0	0.0%
10	119.0	2.1	0.1	40.7	2.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>2.2</b>	<b>0.1</b>	<b>41.8</b>	<b>1.6</b>	<b>0.0%</b>
<b>NWB L on Estes Drive - Lane ID 2988</b>						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.1	0.0	17.1	1.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>0.1</b>	<b>0.0%</b>
<b>NWB TR on Estes Drive - Lane ID 2989</b>						
1	119.0	14.1	0.6	183.5	7.0	0.0%
2	119.0	16.8	0.7	210.0	8.0	0.0%
3	119.0	19.1	0.8	272.7	10.0	0.0%
4	119.0	17.0	0.7	246.7	9.0	0.0%
5	119.0	21.0	0.8	264.1	10.0	0.0%
6	119.0	14.5	0.6	224.5	9.0	0.0%
7	119.0	17.3	0.7	240.0	9.0	0.0%
8	119.0	15.8	0.7	222.7	9.0	0.0%
9	119.0	19.5	0.8	249.7	10.0	0.0%
10	119.0	19.0	0.8	225.0	9.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>17.4</b>	<b>0.7</b>	<b>233.9</b>	<b>9.0</b>	<b>0.0%</b>
<b>SEB L on Estes Drive - Lane ID 2984</b>						
1	119.0	2.9	0.1	41.4	2.0	0.0%
2	119.0	1.7	0.1	22.3	1.0	0.0%
3	119.0	2.1	0.1	62.1	2.0	0.0%
4	119.0	3.2	0.2	48.6	2.0	0.0%
5	119.0	4.5	0.2	65.8	2.0	0.0%
6	119.0	2.8	0.2	46.1	2.0	0.0%
7	119.0	2.5	0.1	24.5	1.0	0.0%



Lane Queue by Intersection

**ESTES DRIVE & CASWELL RD**

**NODE: 70219**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>SEB L on Estes Drive - Lane ID 2984</b>						
8	119.0	2.6	0.1	48.8	2.0	0.0%
9	119.0	3.1	0.2	54.0	2.0	0.0%
10	119.0	2.6	0.1	58.6	1.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>2.8</b>	<b>0.1</b>	<b>47.2</b>	<b>1.7</b>	<b>0.0%</b>

<b>SEB TR on Estes Drive - Lane ID 2985</b>						
1	119.0	12.0	0.5	131.1	5.0	0.0%
2	119.0	14.8	0.6	167.2	7.0	0.0%
3	119.0	19.1	0.8	170.9	7.0	0.0%
4	119.0	18.3	0.8	178.1	7.0	0.0%
5	119.0	15.8	0.7	149.4	6.0	0.0%
6	119.0	12.4	0.5	148.4	5.0	0.0%
7	119.0	20.4	0.8	256.5	10.0	0.0%
8	119.0	10.5	0.4	154.6	6.0	0.0%
9	119.0	21.6	0.9	167.1	6.0	0.0%
10	119.0	15.2	0.6	137.1	6.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>16.0</b>	<b>0.7</b>	<b>166.0</b>	<b>6.5</b>	<b>0.0%</b>

<b>SWB L on Caswell Rd - Lane ID 2995</b>						
1	119.0	4.7	0.2	64.7	3.0	0.0%
2	119.0	5.6	0.3	69.2	3.0	0.0%
3	119.0	3.3	0.2	44.3	2.0	0.0%
4	119.0	5.1	0.3	51.9	2.0	0.0%
5	119.0	4.3	0.2	41.2	2.0	0.0%
6	119.0	3.8	0.2	45.3	2.0	0.0%
7	119.0	4.5	0.2	63.7	2.0	0.0%
8	119.0	3.1	0.2	72.5	3.0	0.0%
9	119.0	4.7	0.2	66.0	2.0	0.0%
10	119.0	3.2	0.2	42.6	2.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>4.2</b>	<b>0.2</b>	<b>56.1</b>	<b>2.3</b>	<b>0.0%</b>

<b>SWB TR on Caswell Rd - Lane ID 2996</b>						
1	119.0	16.3	0.7	116.4	3.0	0.0%
2	119.0	14.6	0.7	72.0	3.0	0.0%
3	119.0	15.5	0.7	126.9	4.0	0.0%
4	119.0	15.6	0.7	99.8	4.0	0.0%
5	119.0	18.6	0.8	76.6	3.0	0.0%
6	119.0	14.7	0.7	81.1	4.0	0.0%
7	119.0	17.2	0.8	84.4	4.0	0.0%
8	119.0	15.8	0.8	82.7	3.0	0.0%
9	119.0	17.2	0.8	113.3	3.0	0.0%
10	119.0	17.4	0.8	75.3	3.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>16.3</b>	<b>0.8</b>	<b>92.9</b>	<b>3.4</b>	<b>0.0%</b>

Lane Queue by Intersection

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB L on Estes Drive - Lane ID 389</b>						
1	119.0	92.5	3.8	349.9	13.0	0.0%
2	119.0	88.4	3.8	329.1	14.0	0.0%
3	119.0	85.6	3.5	331.4	13.0	0.0%
4	119.0	102.8	4.2	418.5	16.0	0.0%
5	119.0	93.3	3.8	307.3	12.0	0.0%
6	119.0	86.8	3.6	276.9	11.0	0.0%
7	119.0	96.5	3.9	352.3	15.0	0.0%
8	119.0	86.0	3.6	302.6	11.0	0.0%
9	119.0	92.1	3.9	353.8	13.0	0.0%
10	119.0	89.8	3.7	290.7	11.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>91.4</b>	<b>3.8</b>	<b>331.3</b>	<b>12.9</b>	<b>0.0%</b>

<b>EB TR on Estes Drive - Lane ID 390</b>						
1	119.0	81.4	3.3	343.5	14.0	0.0%
2	119.0	79.2	3.2	435.8	16.0	0.0%
3	119.0	91.0	3.7	344.5	14.0	0.0%
4	119.0	85.8	3.4	404.9	15.0	0.0%
5	119.0	87.0	3.5	446.5	18.0	0.0%
6	119.0	74.6	3.1	338.6	14.0	0.0%
7	119.0	74.5	3.1	390.0	15.0	0.0%
8	119.0	74.0	3.0	374.8	14.0	0.0%
9	119.0	75.8	3.0	404.7	16.0	0.0%
10	119.0	76.3	3.1	315.6	12.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>80.0</b>	<b>3.2</b>	<b>379.9</b>	<b>14.8</b>	<b>0.0%</b>

<b>NB L on E. Franklin Street - Lane ID 872</b>						
1	119.0	20.5	0.9	119.2	5.0	0.0%
2	119.0	18.6	0.9	102.0	4.0	0.0%
3	119.0	23.1	1.0	112.5	5.0	0.0%
4	119.0	21.6	1.0	135.7	5.0	0.0%
5	119.0	19.6	0.9	102.7	4.0	0.0%
6	119.0	23.6	1.1	97.1	4.0	0.0%
7	119.0	17.6	0.8	105.6	4.0	0.0%
8	119.0	16.1	0.7	116.4	4.0	0.0%
9	119.0	19.6	1.0	94.1	4.0	0.0%
10	119.0	22.6	1.1	119.3	5.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>20.3</b>	<b>0.9</b>	<b>110.5</b>	<b>4.4</b>	<b>0.0%</b>

<b>NB T on E. Franklin Street - Lane ID 873</b>						
1	119.0	39.2	1.6	172.4	6.0	0.0%
2	119.0	36.2	1.6	144.7	6.0	0.0%
3	119.0	39.5	1.6	175.2	7.0	0.0%
4	119.0	38.0	1.6	165.4	6.0	0.0%
5	119.0	39.8	1.6	161.1	6.0	0.0%

Lane Queue by Intersection

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>NB T on E. Franklin Street - Lane ID 873</b>						
6	119.0	38.0	1.6	205.9	7.0	0.0%
7	119.0	36.6	1.6	164.2	7.0	0.0%
8	119.0	35.7	1.5	153.3	7.0	0.0%
9	119.0	44.0	1.8	189.0	7.0	0.0%
10	119.0	35.1	1.5	147.5	6.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>38.2</b>	<b>1.6</b>	<b>167.9</b>	<b>6.5</b>	<b>0.0%</b>

<b>NB TR on E. Franklin Street - Lane ID 874</b>						
1	119.0	46.7	2.0	195.6	8.0	0.0%
2	119.0	45.3	1.9	187.6	7.0	0.0%
3	119.0	53.4	2.2	221.7	8.0	0.0%
4	119.0	48.4	2.1	224.4	8.0	0.0%
5	119.0	47.5	2.1	186.6	8.0	0.0%
6	119.0	46.3	1.9	186.6	7.0	0.0%
7	119.0	45.2	1.9	186.6	8.0	0.0%
8	119.0	44.6	1.9	206.5	9.0	0.0%
9	119.0	43.3	1.8	186.6	8.0	0.0%
10	119.0	47.3	1.9	209.8	7.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>46.8</b>	<b>2.0</b>	<b>199.2</b>	<b>7.8</b>	<b>0.0%</b>

<b>NWB L on Estes Drive - Lane ID 852</b>						
1	119.0	28.3	1.3	122.0	5.0	0.0%
2	119.0	32.5	1.4	174.7	6.0	0.0%
3	119.0	32.5	1.4	148.0	5.0	0.0%
4	119.0	29.6	1.3	146.7	5.0	0.0%
5	119.0	29.0	1.3	133.7	4.0	0.0%
6	119.0	29.9	1.3	124.9	5.0	0.0%
7	119.0	31.4	1.4	139.8	6.0	0.0%
8	119.0	31.7	1.4	144.0	6.0	0.0%
9	119.0	39.0	1.7	138.6	6.0	0.0%
10	119.0	33.1	1.5	154.5	6.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>31.7</b>	<b>1.4</b>	<b>142.7</b>	<b>5.4</b>	<b>0.0%</b>

<b>NWB R on Estes Drive - Lane ID 854</b>						
1	119.0	32.8	1.4	171.8	6.0	0.0%
2	119.0	31.8	1.4	119.4	5.0	0.0%
3	119.0	28.4	1.3	137.3	6.0	0.0%
4	119.0	30.8	1.3	132.1	5.0	0.0%
5	119.0	27.7	1.2	118.7	5.0	0.0%
6	119.0	28.0	1.2	132.9	5.0	0.0%
7	119.0	33.9	1.5	158.3	5.0	0.0%
8	119.0	30.7	1.4	129.3	5.0	0.0%
9	119.0	27.2	1.2	132.9	4.0	0.0%
10	119.0	28.5	1.3	104.3	5.0	0.0%

Lane Queue by Intersection

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>NWB R on Estes Drive - Lane ID 854</b>						
Average:	119.0	30.0	1.3	133.7	5.1	0.0%
<b>NWB T on Estes Drive - Lane ID 853</b>						
1	119.0	78.0	3.2	297.9	12.0	0.0%
2	119.0	80.2	3.3	277.9	12.0	0.0%
3	119.0	83.7	3.5	344.4	13.0	0.0%
4	119.0	86.7	3.4	392.8	13.0	0.0%
5	119.0	71.2	2.9	311.1	12.0	0.0%
6	119.0	78.5	3.2	272.0	11.0	0.0%
7	119.0	81.7	3.4	316.1	13.0	0.0%
8	119.0	79.9	3.2	259.0	10.0	0.0%
9	119.0	74.6	3.1	326.9	11.0	0.0%
10	119.0	76.2	3.2	270.1	10.0	0.0%
Average:	119.0	79.1	3.2	306.8	11.7	0.0%
<b>SB L on E. Franklin Street - Lane ID 384</b>						
1	119.0	40.2	1.8	129.9	5.0	0.0%
2	119.0	41.7	1.8	133.0	5.0	0.0%
3	119.0	39.5	1.7	134.4	5.0	0.0%
4	119.0	39.5	1.8	140.2	5.0	0.0%
5	119.0	42.7	1.8	158.8	5.0	0.0%
6	119.0	36.6	1.6	130.6	5.0	0.0%
7	119.0	44.1	1.9	149.4	5.0	0.0%
8	119.0	39.6	1.7	116.4	5.0	0.0%
9	119.0	37.9	1.6	127.5	4.0	0.0%
10	119.0	40.7	1.8	129.8	5.0	0.0%
Average:	119.0	40.3	1.8	135.0	4.9	0.0%
<b>SB T on E. Franklin Street - Lane ID 385</b>						
1	119.0	36.0	1.6	198.9	8.0	0.0%
2	119.0	41.0	1.7	180.3	8.0	0.0%
3	119.0	39.0	1.6	196.4	7.0	0.0%
4	119.0	42.6	1.8	194.0	7.0	0.0%
5	119.0	40.0	1.7	181.7	7.0	0.0%
6	119.0	36.0	1.5	178.2	7.0	0.0%
7	119.0	37.6	1.6	197.4	7.0	0.0%
8	119.0	42.1	1.7	220.0	8.0	0.0%
9	119.0	40.6	1.7	237.1	9.0	0.0%
10	119.0	41.2	1.7	180.5	7.0	0.0%
Average:	119.0	39.6	1.7	196.5	7.5	0.0%
<b>SB TR on E. Franklin Street - Lane ID 386</b>						
1	119.0	56.5	2.3	331.1	11.0	0.0%
2	119.0	58.9	2.3	273.0	9.0	0.0%

Lane Queue by Intersection

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>SB TR on E. Franklin Street - Lane ID 386</b>						
3	119.0	59.1	2.4	257.2	11.0	0.0%
4	119.0	60.3	2.5	254.5	10.0	0.0%
5	119.0	59.8	2.5	253.9	11.0	0.0%
6	119.0	53.1	2.2	221.5	9.0	0.0%
7	119.0	53.1	2.2	246.3	10.0	0.0%
8	119.0	51.9	2.1	271.5	10.0	0.0%
9	119.0	50.5	2.1	227.9	9.0	0.0%
10	119.0	56.6	2.4	237.9	9.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>56.0</b>	<b>2.3</b>	<b>257.5</b>	<b>9.9</b>	<b>0.0%</b>

**ESTES DRIVE & SOMERSET DRIVE**

**NODE: 8**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB L on Estes Drive - Lane ID 3084</b>						
1	119.0	0.3	0.0	19.8	1.0	0.0%
2	119.0	0.9	0.0	32.5	1.0	0.0%
3	119.0	0.1	0.0	17.5	1.0	0.0%
4	119.0	0.6	0.0	18.7	1.0	0.0%
5	119.0	0.6	0.0	20.4	1.0	0.0%
6	119.0	0.5	0.0	43.0	2.0	0.0%
7	119.0	0.5	0.0	23.6	1.0	0.0%
8	119.0	0.6	0.0	72.4	2.0	0.0%
9	119.0	0.3	0.0	20.9	1.0	0.0%
10	119.0	0.1	0.0	16.9	1.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.5</b>	<b>0.0</b>	<b>28.6</b>	<b>1.2</b>	<b>0.0%</b>

**EB T on Estes Drive - Lane ID 3045**

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>

**SB LR on Somerset Drive - Lane ID 3062**

1	119.0	1.5	0.1	46.4	2.0	0.0%
2	119.0	2.3	0.1	51.2	2.0	0.0%
3	119.0	2.6	0.1	28.1	1.0	0.0%
4	119.0	2.1	0.1	53.7	2.0	0.0%

Lane Queue by Intersection

**ESTES DRIVE & SOMERSET DRIVE**

**NODE: 8**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>SB LR on Somerset Drive - Lane ID 3062</b>						
5	119.0	1.6	0.1	39.3	2.0	0.0%
6	119.0	1.4	0.1	25.8	1.0	0.0%
7	119.0	2.3	0.1	75.8	2.0	0.0%
8	119.0	2.1	0.1	38.6	2.0	0.0%
9	119.0	1.8	0.1	27.2	1.0	0.0%
10	119.0	2.1	0.1	35.0	1.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>2.0</b>	<b>0.1</b>	<b>42.1</b>	<b>1.6</b>	<b>0.0%</b>

**WB TR on Estes Drive - Lane ID 2983**

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB L on Estes Drive Extension - Lane ID 1568</b>						
1	119.0	40.0	1.7	150.7	5.0	0.0%
2	119.0	41.1	1.8	150.9	5.0	0.0%
3	119.0	37.7	1.6	139.8	5.0	0.0%
4	119.0	41.4	1.8	139.1	5.0	0.0%
5	119.0	39.0	1.8	123.8	5.0	0.0%
6	119.0	39.9	1.8	120.9	5.0	0.0%
7	119.0	43.2	1.8	149.5	6.0	0.0%
8	119.0	38.1	1.7	128.5	5.0	0.0%
9	119.0	41.8	1.8	124.7	5.0	0.0%
10	119.0	38.6	1.7	123.6	5.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>40.1</b>	<b>1.8</b>	<b>135.2</b>	<b>5.1</b>	<b>0.0%</b>

**EB R on Estes Drive Extension - Lane ID 1570**

1	119.0	2.8	0.1	49.6	2.0	0.0%
2	119.0	3.6	0.2	23.6	1.0	0.0%
3	119.0	2.9	0.1	80.5	2.0	0.0%
4	119.0	1.9	0.1	25.3	1.0	0.0%
5	119.0	1.5	0.1	21.1	1.0	0.0%
6	119.0	2.3	0.1	40.8	2.0	0.0%

Lane Queue by Intersection

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB R on Estes Drive Extension - Lane ID 1570</b>						
7	119.0	2.8	0.1	46.2	2.0	0.0%
8	119.0	3.0	0.2	40.8	2.0	0.0%
9	119.0	2.2	0.1	23.8	1.0	0.0%
10	119.0	1.8	0.1	21.3	1.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>2.5</b>	<b>0.1</b>	<b>37.3</b>	<b>1.5</b>	<b>0.0%</b>

<b>EB T on Estes Drive Extension - Lane ID 1569</b>						
1	119.0	25.3	1.2	104.4	4.0	0.0%
2	119.0	31.8	1.4	192.1	8.0	0.0%
3	119.0	36.7	1.6	153.2	6.0	0.0%
4	119.0	30.4	1.3	151.3	6.0	0.0%
5	119.0	33.6	1.4	176.6	7.0	0.0%
6	119.0	26.9	1.2	147.6	5.0	0.0%
7	119.0	35.2	1.5	158.5	5.0	0.0%
8	119.0	32.0	1.4	221.0	7.0	0.0%
9	119.0	33.4	1.5	136.2	5.0	0.0%
10	119.0	27.8	1.3	151.4	6.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>31.3</b>	<b>1.4</b>	<b>159.2</b>	<b>5.9</b>	<b>0.0%</b>

<b>NB L on NC 86 (MLK Jr. Blvd) - Lane ID 2919</b>						
1	119.0	3.4	0.2	24.1	1.0	0.0%
2	119.0	4.9	0.2	52.6	2.0	0.0%
3	119.0	2.9	0.2	22.7	1.0	0.0%
4	119.0	3.2	0.2	35.8	2.0	0.0%
5	119.0	3.6	0.2	35.1	1.0	0.0%
6	119.0	3.4	0.2	22.2	1.0	0.0%
7	119.0	3.6	0.2	40.3	2.0	0.0%
8	119.0	3.5	0.2	23.6	1.0	0.0%
9	119.0	2.4	0.1	21.0	1.0	0.0%
10	119.0	3.9	0.2	48.6	2.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>3.5</b>	<b>0.2</b>	<b>32.6</b>	<b>1.4</b>	<b>0.0%</b>

<b>NB R on NC 86 (MLK Jr. Blvd) - Lane ID 3081</b>						
1	119.0	11.1	0.5	97.2	4.0	0.0%
2	119.0	8.9	0.4	96.2	4.0	0.0%
3	119.0	10.0	0.5	129.2	5.0	0.0%
4	119.0	11.3	0.5	71.6	3.0	0.0%
5	119.0	11.8	0.6	111.6	4.0	0.0%
6	119.0	10.9	0.5	102.4	4.0	0.0%
7	119.0	9.7	0.5	81.5	3.0	0.0%
8	119.0	9.7	0.5	107.8	4.0	0.0%
9	119.0	11.7	0.6	100.8	4.0	0.0%
10	119.0	10.0	0.5	105.0	5.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>10.5</b>	<b>0.5</b>	<b>100.3</b>	<b>4.0</b>	<b>0.0%</b>

Lane Queue by Intersection

ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE

NODE: 70532

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
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NB R on NC 86 (MLK Jr. Blvd) - Lane ID 3081

NB T on NC 86 (MLK Jr. Blvd) - Lane ID 2920

1	119.0	33.3	1.5	133.4	5.0	0.0%
2	119.0	32.7	1.5	143.5	6.0	0.0%
3	119.0	32.4	1.5	130.7	5.0	0.0%
4	119.0	40.1	1.8	183.6	6.0	0.0%
5	119.0	38.9	1.7	136.3	6.0	0.0%
6	119.0	35.9	1.6	148.1	6.0	0.0%
7	119.0	39.3	1.6	167.7	6.0	0.0%
8	119.0	41.7	1.7	161.1	6.0	0.0%
9	119.0	35.6	1.5	142.2	6.0	0.0%
10	119.0	34.6	1.5	155.3	6.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>36.5</b>	<b>1.6</b>	<b>150.2</b>	<b>5.8</b>	<b>0.0%</b>

NB T on NC 86 (MLK Jr. Blvd) - Lane ID 2921

1	119.0	36.5	1.5	158.9	6.0	0.0%
2	119.0	31.7	1.4	131.3	5.0	0.0%
3	119.0	36.0	1.6	119.7	5.0	0.0%
4	119.0	33.0	1.4	180.5	6.0	0.0%
5	119.0	34.2	1.5	136.6	5.0	0.0%
6	119.0	31.0	1.3	155.4	5.0	0.0%
7	119.0	33.7	1.5	126.7	6.0	0.0%
8	119.0	37.1	1.6	155.4	6.0	0.0%
9	119.0	34.3	1.5	155.4	6.0	0.0%
10	119.0	36.5	1.5	165.6	5.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>34.4</b>	<b>1.5</b>	<b>148.6</b>	<b>5.5</b>	<b>0.0%</b>

SB L on NC 86 (MLK Jr. Blvd) - Lane ID 3072

1	119.0	25.1	1.1	138.0	6.0	0.0%
2	119.0	24.9	1.1	141.2	6.0	0.0%
3	119.0	28.7	1.3	146.9	6.0	0.0%
4	119.0	31.5	1.3	164.3	6.0	0.0%
5	119.0	31.4	1.4	207.6	8.0	0.0%
6	119.0	28.2	1.3	160.3	6.0	0.0%
7	119.0	29.4	1.3	191.1	8.0	0.0%
8	119.0	29.7	1.3	179.6	7.0	0.0%
9	119.0	31.2	1.3	178.5	7.0	0.0%
10	119.0	29.4	1.3	157.1	7.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>29.0</b>	<b>1.3</b>	<b>166.5</b>	<b>6.7</b>	<b>0.0%</b>

SB R on NC 86 (MLK Jr. Blvd) - Lane ID 3075

1	119.0	6.2	0.3	51.1	2.0	0.0%
2	119.0	7.7	0.4	79.5	3.0	0.0%
3	119.0	7.8	0.4	71.2	3.0	0.0%
4	119.0	7.7	0.4	84.8	3.0	0.0%



Lane Queue by Intersection

ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE

NODE: 70532

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>SB R on NC 86 (MLK Jr. Blvd) - Lane ID 3075</b>						
5	119.0	7.7	0.4	65.9	3.0	0.0%
6	119.0	7.4	0.3	86.3	3.0	0.0%
7	119.0	8.1	0.4	73.6	3.0	0.0%
8	119.0	7.8	0.4	62.6	3.0	0.0%
9	119.0	7.5	0.4	47.6	2.0	0.0%
10	119.0	8.8	0.4	72.8	3.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>7.7</b>	<b>0.4</b>	<b>69.5</b>	<b>2.8</b>	<b>0.0%</b>

<b>SB T on NC 86 (MLK Jr. Blvd) - Lane ID 3073</b>						
1	119.0	26.2	1.1	129.6	6.0	0.0%
2	119.0	22.7	1.0	108.9	5.0	0.0%
3	119.0	23.5	1.1	136.8	5.0	0.0%
4	119.0	23.5	1.0	113.0	5.0	0.0%
5	119.0	24.0	1.1	119.7	4.0	0.0%
6	119.0	24.0	1.1	138.3	5.0	0.0%
7	119.0	25.9	1.2	133.7	5.0	0.0%
8	119.0	26.2	1.2	127.1	5.0	0.0%
9	119.0	21.2	1.0	96.6	4.0	0.0%
10	119.0	21.9	0.9	118.7	5.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>23.9</b>	<b>1.1</b>	<b>122.2</b>	<b>4.9</b>	<b>0.0%</b>

<b>SB T on NC 86 (MLK Jr. Blvd) - Lane ID 3074</b>						
1	119.0	25.3	1.1	126.6	5.0	0.0%
2	119.0	24.3	1.1	119.0	5.0	0.0%
3	119.0	23.5	1.0	127.9	5.0	0.0%
4	119.0	26.7	1.2	134.9	5.0	0.0%
5	119.0	24.9	1.1	152.3	5.0	0.0%
6	119.0	24.8	1.1	111.2	5.0	0.0%
7	119.0	21.1	0.9	127.8	5.0	0.0%
8	119.0	24.0	1.1	125.6	4.0	0.0%
9	119.0	26.2	1.2	112.3	5.0	0.0%
10	119.0	23.6	1.1	123.2	5.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>24.4</b>	<b>1.1</b>	<b>126.1</b>	<b>4.9</b>	<b>0.0%</b>

<b>WB L on Estes Drive - Lane ID 1574</b>						
1	119.0	16.2	0.8	116.4	5.0	0.0%
2	119.0	21.2	0.9	98.0	4.0	0.0%
3	119.0	17.1	0.8	86.7	3.0	0.0%
4	119.0	18.7	0.9	75.2	3.0	0.0%
5	119.0	18.2	0.8	97.3	4.0	0.0%
6	119.0	17.7	0.8	100.8	4.0	0.0%
7	119.0	18.3	0.8	86.3	3.0	0.0%
8	119.0	17.6	0.8	88.0	3.0	0.0%
9	119.0	20.2	0.9	96.8	4.0	0.0%

Lane Queue by Intersection

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>WB L on Estes Drive - Lane ID 1574</b>						
10	119.0	20.4	1.0	83.0	3.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>18.6</b>	<b>0.9</b>	<b>92.9</b>	<b>3.6</b>	<b>0.0%</b>
<b>WB L on Estes Drive - Lane ID 1575</b>						
1	119.0	19.1	0.9	115.7	5.0	0.0%
2	119.0	20.6	0.9	109.1	5.0	0.0%
3	119.0	19.2	0.9	101.0	4.0	0.0%
4	119.0	17.9	0.9	93.3	4.0	0.0%
5	119.0	17.0	0.8	97.0	4.0	0.0%
6	119.0	22.5	1.0	99.1	4.0	0.0%
7	119.0	19.4	0.9	109.4	4.0	0.0%
8	119.0	17.7	0.8	74.2	3.0	0.0%
9	119.0	16.7	0.8	74.8	3.0	0.0%
10	119.0	15.2	0.7	92.9	4.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>18.5</b>	<b>0.9</b>	<b>96.7</b>	<b>4.0</b>	<b>0.0%</b>
<b>WB R on Estes Drive - Lane ID 3069</b>						
1	119.0	24.7	1.1	153.6	6.0	0.0%
2	119.0	25.5	1.1	138.8	6.0	0.0%
3	119.0	30.8	1.3	169.0	7.0	0.0%
4	119.0	23.8	1.0	209.8	7.0	0.0%
5	119.0	25.8	1.1	266.6	11.0	0.0%
6	119.0	24.6	1.1	214.4	8.0	0.0%
7	119.0	26.5	1.1	224.0	10.0	0.0%
8	119.0	24.2	1.1	220.2	9.0	0.0%
9	119.0	28.1	1.2	189.7	8.0	0.0%
10	119.0	27.0	1.2	173.2	7.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>26.1</b>	<b>1.1</b>	<b>195.9</b>	<b>7.9</b>	<b>0.0%</b>
<b>WB T on Estes Drive - Lane ID 1576</b>						
1	119.0	45.2	1.9	210.5	8.0	0.0%
2	119.0	43.2	1.9	174.0	7.0	0.0%
3	119.0	41.7	1.8	239.5	10.0	0.0%
4	119.0	42.1	1.7	204.9	8.0	0.0%
5	119.0	42.1	1.8	186.6	8.0	0.0%
6	119.0	41.0	1.8	233.7	8.0	0.0%
7	119.0	44.6	1.9	211.6	9.0	0.0%
8	119.0	48.3	2.0	272.2	9.0	0.0%
9	119.0	46.1	2.0	221.9	9.0	0.0%
10	119.0	41.1	1.8	187.5	8.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>43.5</b>	<b>1.9</b>	<b>214.2</b>	<b>8.4</b>	<b>0.0%</b>

Lane Queue by Intersection

**NC 86 (MLK JR. BLVD) & AURA ACCESS #1**

**NODE: 2**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>NB R on NC 86 (MLK Jr. Blvd) - Lane ID 3051</b>						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>
<b>NB T on NC 86 (MLK Jr. Blvd) - Lane ID 2459</b>						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>
<b>NB T on NC 86 (MLK Jr. Blvd) - Lane ID 2460</b>						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>
<b>SB T on NC 86 (MLK Jr. Blvd) - Lane ID 3041</b>						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%

Lane Queue by Intersection

**NC 86 (MLK JR. BLVD) & AURA ACCESS #1**

**NODE: 2**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>SB T on NC 86 (MLK Jr. Blvd) - Lane ID 3041</b>						
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>

**SB T on NC 86 (MLK Jr. Blvd) - Lane ID 3042**

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>

**WB R on Aura Access #1 - Lane ID 3048**

1	119.0	0.4	0.0	17.9	1.0	0.0%
2	119.0	1.5	0.1	25.8	1.0	0.0%
3	119.0	1.0	0.1	24.9	1.0	0.0%
4	119.0	1.7	0.1	21.4	1.0	0.0%
5	119.0	0.9	0.1	22.8	1.0	0.0%
6	119.0	0.4	0.0	17.6	1.0	0.0%
7	119.0	1.1	0.1	18.6	1.0	0.0%
8	119.0	0.7	0.0	23.8	1.0	0.0%
9	119.0	0.4	0.0	14.9	1.0	0.0%
10	119.0	0.6	0.0	26.6	1.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.9</b>	<b>0.1</b>	<b>21.4</b>	<b>1.0</b>	<b>0.0%</b>

**SOMERSET DRIVE & LOCK7 MAIN ACCESS**

**NODE: 4**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB LR on Lock7 Main Access - Lane ID 3064</b>						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.1	0.0	16.7	1.0	0.0%
3	119.0	0.2	0.0	22.8	1.0	0.0%
4	119.0	0.3	0.0	31.1	1.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%

Lane Queue by Intersection

**SOMERSET DRIVE & LOCK7 MAIN ACCESS**

**NODE: 4**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB LR on Lock7 Main Access - Lane ID 3064</b>						
8	119.0	0.2	0.0	23.9	1.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.1	0.0	15.8	1.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.1</b>	<b>0.0</b>	<b>11.0</b>	<b>0.5</b>	<b>0.0%</b>
<b>NB LT on Somerset Drive - Lane ID 3061</b>						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>
<b>SB TR on Somerset Drive - Lane ID 3060</b>						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>

Project: Lock7 TIA 2025  
 Scenario: Lock 7 2025 Build - PM  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 17:00:00 - 18:00:00  
 Interval: Summary  
 Selection: --

# Lane Queue by Intersection - Overview

ESTES DRIVE & AURA ACCESS #2							NODE: 3
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)	
<b>EB L on Estes Drive - Lane ID 3058</b>							
1	119.0	2.3	0.1	44.7	2.0	0.0%	
2	119.0	3.6	0.2	95.7	2.0	0.0%	
3	119.0	2.5	0.1	39.9	2.0	0.0%	
4	119.0	2.3	0.1	41.9	2.0	0.0%	
5	119.0	2.4	0.1	44.6	2.0	0.0%	
6	119.0	2.7	0.1	55.9	2.0	0.0%	
7	119.0	1.7	0.1	38.7	2.0	0.0%	
8	119.0	2.0	0.1	51.3	2.0	0.0%	
9	119.0	1.4	0.1	39.3	2.0	0.0%	
10	119.0	2.8	0.2	71.9	3.0	0.0%	
<b>Average:</b>	<b>119.0</b>	<b>2.4</b>	<b>0.1</b>	<b>52.4</b>	<b>2.1</b>	<b>0.0%</b>	
<b>EB T on Estes Drive - Lane ID 3043</b>							
1	119.0	0.0	0.0	0.0	0.0	0.0%	
2	119.0	0.0	0.0	0.0	0.0	0.0%	
3	119.0	0.0	0.0	0.0	0.0	0.0%	
4	119.0	0.0	0.0	0.0	0.0	0.0%	
5	119.0	0.0	0.0	0.0	0.0	0.0%	
6	119.0	0.0	0.0	0.0	0.0	0.0%	
7	119.0	0.0	0.0	0.0	0.0	0.0%	
8	119.0	0.0	0.0	0.0	0.0	0.0%	
9	119.0	0.0	0.0	0.0	0.0	0.0%	
10	119.0	0.0	0.0	0.0	0.0	0.0%	
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>	
<b>SB L on Aura Access #2 - Lane ID 3056</b>							
1	119.0	5.3	0.3	58.5	3.0	0.0%	
2	119.0	6.6	0.3	71.2	2.0	0.0%	
3	119.0	5.7	0.3	46.8	2.0	0.0%	
4	119.0	5.5	0.3	44.5	2.0	0.0%	
5	119.0	4.2	0.2	47.1	2.0	0.0%	
6	119.0	4.5	0.3	46.0	2.0	0.0%	
7	119.0	5.5	0.3	78.8	3.0	0.0%	
8	119.0	4.0	0.2	42.1	2.0	0.0%	
9	119.0	4.5	0.3	63.9	3.0	0.0%	
10	119.0	6.3	0.3	59.2	2.0	0.0%	
<b>Average:</b>	<b>119.0</b>	<b>5.2</b>	<b>0.3</b>	<b>55.8</b>	<b>2.3</b>	<b>0.0%</b>	

Lane Queue by Intersection

**ESTES DRIVE & AURA ACCESS #2**

**NODE: 3**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>SB R on Aura Access #2 - Lane ID 3057</b>						
1	119.0	1.1	0.1	21.0	1.0	0.0%
2	119.0	0.8	0.0	25.2	1.0	0.0%
3	119.0	1.2	0.1	34.0	1.0	0.0%
4	119.0	0.7	0.0	20.2	1.0	0.0%
5	119.0	1.5	0.1	41.7	2.0	0.0%
6	119.0	0.6	0.0	18.2	1.0	0.0%
7	119.0	1.3	0.1	32.8	1.0	0.0%
8	119.0	0.8	0.0	21.0	1.0	0.0%
9	119.0	1.6	0.1	34.4	1.0	0.0%
10	119.0	0.9	0.1	20.0	1.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>1.1</b>	<b>0.1</b>	<b>26.9</b>	<b>1.1</b>	<b>0.0%</b>

**WB R on Estes Drive - Lane ID 3053**

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>

**WB T on Estes Drive - Lane ID 3052**

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>

**ESTES DRIVE & CASWELL RD**

**NODE: 70219**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>NEB LTR on Caswell Rd - Lane ID 2991</b>						
1	119.0	7.7	0.3	87.2	2.0	0.0%
2	119.0	8.1	0.4	49.6	2.0	0.0%

Lane Queue by Intersection

ESTES DRIVE & CASWELL RD

NODE: 70219

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>NEB LTR on Caswell Rd - Lane ID 2991</b>						
3	119.0	1.0	0.1	19.2	1.0	0.0%
4	119.0	1.6	0.1	20.1	1.0	0.0%
5	119.0	9.6	0.5	61.6	3.0	0.0%
6	119.0	4.3	0.3	20.1	1.0	0.0%
7	119.0	4.5	0.2	68.0	3.0	0.0%
8	119.0	1.3	0.1	19.0	1.0	0.0%
9	119.0	7.7	0.4	46.8	2.0	0.0%
10	119.0	7.2	0.4	36.6	2.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>5.3</b>	<b>0.3</b>	<b>42.8</b>	<b>1.8</b>	<b>0.0%</b>
<b>NWB L on Estes Drive - Lane ID 2988</b>						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.3	0.0	16.4	1.0	0.0%
5	119.0	0.2	0.0	20.8	1.0	0.0%
6	119.0	0.1	0.0	16.2	1.0	0.0%
7	119.0	0.2	0.0	18.1	1.0	0.0%
8	119.0	0.2	0.0	18.9	1.0	0.0%
9	119.0	0.2	0.0	18.4	1.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.1</b>	<b>0.0</b>	<b>10.9</b>	<b>0.6</b>	<b>0.0%</b>
<b>NWB TR on Estes Drive - Lane ID 2989</b>						
1	119.0	27.7	1.1	295.5	11.0	0.0%
2	119.0	27.6	1.1	283.8	11.0	0.0%
3	119.0	22.5	0.9	293.7	12.0	0.0%
4	119.0	27.1	1.1	354.1	13.0	0.0%
5	119.0	32.1	1.2	306.4	11.0	0.0%
6	119.0	21.8	0.9	248.2	10.0	0.0%
7	119.0	31.7	1.2	287.2	12.0	0.0%
8	119.0	28.7	1.2	305.5	11.0	0.0%
9	119.0	30.3	1.2	342.7	12.0	0.0%
10	119.0	28.0	1.1	301.3	12.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>27.8</b>	<b>1.1</b>	<b>301.8</b>	<b>11.5</b>	<b>0.0%</b>
<b>SEB L on Estes Drive - Lane ID 2984</b>						
1	119.0	13.1	0.7	100.4	4.0	0.0%
2	119.0	16.1	0.7	95.4	4.0	0.0%
3	119.0	15.6	0.7	97.0	4.0	0.0%
4	119.0	13.9	0.7	70.0	3.0	0.0%
5	119.0	14.6	0.7	92.1	4.0	0.0%
6	119.0	18.2	0.9	147.3	6.0	0.0%
7	119.0	16.1	0.8	95.0	4.0	0.0%



Lane Queue by Intersection

**ESTES DRIVE & CASWELL RD**

**NODE: 70219**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>SEB L on Estes Drive - Lane ID 2984</b>						
8	119.0	13.3	0.6	92.4	4.0	0.0%
9	119.0	12.9	0.6	83.5	4.0	0.0%
10	119.0	12.9	0.7	97.3	4.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>14.7</b>	<b>0.7</b>	<b>97.0</b>	<b>4.1</b>	<b>0.0%</b>

<b>SEB TR on Estes Drive - Lane ID 2985</b>						
1	119.0	33.8	1.4	261.9	9.0	0.0%
2	119.0	36.0	1.5	296.9	11.0	0.0%
3	119.0	38.6	1.5	308.3	12.0	0.0%
4	119.0	36.6	1.5	236.4	9.0	0.0%
5	119.0	36.6	1.5	248.2	10.0	0.0%
6	119.0	29.0	1.2	272.1	10.0	0.0%
7	119.0	37.9	1.5	271.6	10.0	0.0%
8	119.0	31.6	1.3	242.6	10.0	0.0%
9	119.0	36.0	1.4	245.1	9.0	0.0%
10	119.0	27.7	1.2	233.4	9.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>34.4</b>	<b>1.4</b>	<b>261.7</b>	<b>9.9</b>	<b>0.0%</b>

<b>SWB L on Caswell Rd - Lane ID 2995</b>						
1	119.0	5.5	0.3	71.3	3.0	0.0%
2	119.0	7.0	0.3	41.4	2.0	0.0%
3	119.0	5.3	0.3	39.0	2.0	0.0%
4	119.0	5.9	0.3	74.3	3.0	0.0%
5	119.0	6.8	0.3	52.0	2.0	0.0%
6	119.0	5.5	0.3	45.4	2.0	0.0%
7	119.0	5.8	0.3	47.5	2.0	0.0%
8	119.0	6.1	0.3	68.4	3.0	0.0%
9	119.0	6.3	0.3	50.0	2.0	0.0%
10	119.0	5.9	0.3	57.5	2.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>6.0</b>	<b>0.3</b>	<b>54.7</b>	<b>2.3</b>	<b>0.0%</b>

<b>SWB TR on Caswell Rd - Lane ID 2996</b>						
1	119.0	34.5	1.5	145.0	5.0	0.0%
2	119.0	35.1	1.5	184.6	6.0	0.0%
3	119.0	37.6	1.6	114.1	5.0	0.0%
4	119.0	34.4	1.5	138.3	5.0	0.0%
5	119.0	36.9	1.6	133.9	5.0	0.0%
6	119.0	35.8	1.6	146.0	6.0	0.0%
7	119.0	34.0	1.4	166.3	5.0	0.0%
8	119.0	34.4	1.5	132.1	5.0	0.0%
9	119.0	32.0	1.4	138.2	5.0	0.0%
10	119.0	34.4	1.5	128.6	5.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>34.9</b>	<b>1.5</b>	<b>142.7</b>	<b>5.2</b>	<b>0.0%</b>

Lane Queue by Intersection

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB L on Estes Drive - Lane ID 389</b>						
1	119.0	144.3	6.0	569.9	23.0	0.0%
2	119.0	139.2	5.5	632.7	24.0	0.0%
3	119.0	133.8	5.4	512.8	20.0	0.0%
4	119.0	113.4	4.7	432.9	18.0	0.0%
5	119.0	145.6	5.6	503.0	18.0	0.0%
6	119.0	110.6	4.6	440.4	17.0	0.0%
7	119.0	144.5	5.8	592.5	24.0	0.0%
8	119.0	169.3	6.8	678.8	26.0	0.0%
9	119.0	135.9	5.4	556.2	22.0	0.0%
10	119.0	113.7	4.8	430.2	16.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>135.0</b>	<b>5.5</b>	<b>534.9</b>	<b>20.8</b>	<b>0.0%</b>

<b>EB TR on Estes Drive - Lane ID 390</b>						
1	119.0	139.2	5.6	460.1	19.0	0.0%
2	119.0	146.6	5.9	552.5	21.0	0.0%
3	119.0	135.5	5.3	557.0	19.0	0.0%
4	119.0	146.3	5.8	477.2	19.0	0.0%
5	119.0	148.4	5.9	546.7	21.0	0.0%
6	119.0	144.8	5.9	521.6	21.0	0.0%
7	119.0	143.6	5.8	532.7	21.0	0.0%
8	119.0	141.0	5.7	498.6	19.0	0.0%
9	119.0	137.1	5.4	689.1	27.0	0.0%
10	119.0	135.4	5.5	574.6	22.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>141.8</b>	<b>5.7</b>	<b>541.0</b>	<b>20.9</b>	<b>0.0%</b>

<b>NB L on E. Franklin Street - Lane ID 872</b>						
1	119.0	40.9	1.9	141.6	6.0	0.0%
2	119.0	44.6	2.0	152.4	6.0	0.0%
3	119.0	45.2	2.0	161.9	6.0	0.0%
4	119.0	46.9	2.0	143.6	6.0	0.0%
5	119.0	45.4	2.0	157.7	6.0	0.0%
6	119.0	49.0	2.2	160.9	6.0	0.0%
7	119.0	54.0	2.2	148.3	6.0	0.0%
8	119.0	42.5	1.9	164.7	6.0	0.0%
9	119.0	43.7	1.9	146.3	6.0	0.0%
10	119.0	45.7	2.1	175.0	7.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>45.8</b>	<b>2.0</b>	<b>155.2</b>	<b>6.1</b>	<b>0.0%</b>

<b>NB T on E. Franklin Street - Lane ID 873</b>						
1	119.0	100.8	4.1	388.2	16.0	0.0%
2	119.0	109.7	4.4	393.1	16.0	0.0%
3	119.0	104.3	4.2	406.8	16.0	0.0%
4	119.0	110.7	4.4	405.4	16.0	0.0%
5	119.0	105.6	4.3	415.8	16.0	0.0%

Lane Queue by Intersection

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>NB T on E. Franklin Street - Lane ID 873</b>						
6	119.0	100.0	3.9	427.0	15.0	0.0%
7	119.0	101.9	4.2	428.6	16.0	0.0%
8	119.0	107.2	4.2	424.8	17.0	0.0%
9	119.0	111.0	4.5	401.7	16.0	0.0%
10	119.0	115.8	4.6	409.7	16.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>106.7</b>	<b>4.3</b>	<b>410.1</b>	<b>16.0</b>	<b>0.0%</b>

<b>NB TR on E. Franklin Street - Lane ID 874</b>						
1	119.0	113.9	4.5	409.8	17.0	0.0%
2	119.0	119.5	4.8	438.6	16.0	0.0%
3	119.0	112.4	4.6	429.1	17.0	0.0%
4	119.0	115.3	4.7	398.2	16.0	0.0%
5	119.0	121.3	4.9	473.7	17.0	0.0%
6	119.0	117.5	4.8	432.4	16.0	0.0%
7	119.0	109.7	4.4	415.0	15.0	0.0%
8	119.0	116.6	4.6	395.2	16.0	0.0%
9	119.0	116.8	4.8	419.4	17.0	0.0%
10	119.0	123.8	5.0	433.3	17.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>116.7</b>	<b>4.7</b>	<b>424.5</b>	<b>16.4</b>	<b>0.0%</b>

<b>NWB L on Estes Drive - Lane ID 852</b>						
1	119.0	50.6	2.2	214.0	7.0	0.0%
2	119.0	47.4	2.1	203.8	9.0	0.0%
3	119.0	48.9	2.0	205.5	8.0	0.0%
4	119.0	64.4	2.7	315.1	11.0	0.0%
5	119.0	61.4	2.5	240.7	9.0	0.0%
6	119.0	55.2	2.3	273.7	10.0	0.0%
7	119.0	55.8	2.3	219.3	9.0	0.0%
8	119.0	53.7	2.3	200.2	8.0	0.0%
9	119.0	53.4	2.3	196.4	9.0	0.0%
10	119.0	46.6	2.0	255.2	10.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>53.7</b>	<b>2.3</b>	<b>232.4</b>	<b>9.0</b>	<b>0.0%</b>

<b>NWB R on Estes Drive - Lane ID 854</b>						
1	119.0	69.7	2.8	258.4	9.0	0.0%
2	119.0	71.9	3.0	247.4	10.0	0.0%
3	119.0	68.8	2.8	235.5	9.0	0.0%
4	119.0	66.5	2.8	231.4	10.0	0.0%
5	119.0	64.1	2.7	232.2	9.0	0.0%
6	119.0	69.6	2.9	293.0	10.0	0.0%
7	119.0	67.4	2.8	233.1	10.0	0.0%
8	119.0	63.2	2.6	270.8	9.0	0.0%
9	119.0	62.8	2.7	251.0	10.0	0.0%
10	119.0	66.3	2.7	269.9	10.0	0.0%

Lane Queue by Intersection

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
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**NWB R on Estes Drive - Lane ID 854**

<b>Average:</b>	<b>119.0</b>	<b>67.0</b>	<b>2.8</b>	<b>252.3</b>	<b>9.6</b>	<b>0.0%</b>
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**NWB T on Estes Drive - Lane ID 853**

1	119.0	163.7	6.5	597.9	23.0	0.0%
2	119.0	150.9	6.1	516.7	19.0	0.0%
3	119.0	150.7	6.2	586.5	24.0	0.0%
4	119.0	172.8	6.7	629.7	22.0	0.0%
5	119.0	171.5	6.9	628.5	24.0	0.0%
6	119.0	139.3	5.6	561.6	21.0	0.0%
7	119.0	159.6	6.5	522.9	22.0	0.0%
8	119.0	127.2	5.2	520.5	21.0	0.0%
9	119.0	179.6	7.2	780.9	29.0	0.0%
10	119.0	150.0	6.1	592.4	23.0	0.0%

<b>Average:</b>	<b>119.0</b>	<b>156.5</b>	<b>6.3</b>	<b>593.8</b>	<b>22.8</b>	<b>0.0%</b>
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**SB L on E. Franklin Street - Lane ID 384**

1	119.0	61.9	2.4	199.4	6.0	0.0%
2	119.0	59.5	2.6	173.9	7.0	0.0%
3	119.0	57.6	2.6	159.9	6.0	0.0%
4	119.0	65.9	2.8	165.7	6.0	0.0%
5	119.0	55.6	2.5	164.0	6.0	0.0%
6	119.0	61.1	2.5	202.9	7.0	0.0%
7	119.0	58.7	2.6	188.4	8.0	0.0%
8	119.0	48.2	2.1	145.8	6.0	0.0%
9	119.0	57.2	2.6	183.4	6.0	0.0%
10	119.0	51.9	2.2	183.2	6.0	0.0%

<b>Average:</b>	<b>119.0</b>	<b>57.8</b>	<b>2.5</b>	<b>176.7</b>	<b>6.4</b>	<b>0.0%</b>
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**SB T on E. Franklin Street - Lane ID 385**

1	119.0	86.5	3.5	353.8	14.0	0.0%
2	119.0	88.9	3.6	395.4	16.0	0.0%
3	119.0	89.3	3.7	423.1	15.0	0.0%
4	119.0	93.5	3.8	395.4	16.0	0.0%
5	119.0	95.4	4.0	373.7	15.0	0.0%
6	119.0	93.8	3.7	402.1	14.0	0.0%
7	119.0	92.5	3.8	470.8	17.0	0.0%
8	119.0	92.1	3.7	437.0	16.0	0.0%
9	119.0	92.0	3.7	402.1	15.0	0.0%
10	119.0	82.6	3.3	384.1	14.0	0.0%

<b>Average:</b>	<b>119.0</b>	<b>90.7</b>	<b>3.7</b>	<b>403.8</b>	<b>15.2</b>	<b>0.0%</b>
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**SB TR on E. Franklin Street - Lane ID 386**

1	119.0	112.1	4.6	429.0	17.0	0.0%
2	119.0	126.8	4.9	479.5	19.0	0.0%

Lane Queue by Intersection

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>SB TR on E. Franklin Street - Lane ID 386</b>						
3	119.0	122.9	4.9	520.3	19.0	0.0%
4	119.0	120.8	4.8	491.6	20.0	0.0%
5	119.0	127.5	5.0	447.3	17.0	0.0%
6	119.0	127.9	5.1	465.5	18.0	0.0%
7	119.0	120.8	4.7	472.8	18.0	0.0%
8	119.0	116.4	4.6	485.2	18.0	0.0%
9	119.0	121.4	4.8	449.9	18.0	0.0%
10	119.0	113.5	4.6	413.0	17.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>121.0</b>	<b>4.8</b>	<b>465.4</b>	<b>18.1</b>	<b>0.0%</b>

**ESTES DRIVE & SOMERSET DRIVE**

**NODE: 8**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB L on Estes Drive - Lane ID 3084</b>						
1	119.0	1.0	0.1	19.4	1.0	0.0%
2	119.0	0.9	0.1	21.5	1.0	0.0%
3	119.0	1.2	0.1	25.4	1.0	0.0%
4	119.0	0.9	0.1	21.2	1.0	0.0%
5	119.0	1.3	0.1	20.8	1.0	0.0%
6	119.0	1.8	0.1	129.8	2.0	0.0%
7	119.0	1.0	0.1	18.0	1.0	0.0%
8	119.0	1.3	0.1	53.8	2.0	0.0%
9	119.0	1.4	0.1	26.9	1.0	0.0%
10	119.0	1.2	0.1	42.0	2.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>1.2</b>	<b>0.1</b>	<b>37.9</b>	<b>1.3</b>	<b>0.0%</b>

**EB T on Estes Drive - Lane ID 3045**

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>

**SB LR on Somerset Drive - Lane ID 3062**

1	119.0	7.6	0.4	92.7	4.0	0.0%
2	119.0	5.3	0.3	67.7	3.0	0.0%
3	119.0	7.4	0.3	90.2	4.0	0.0%
4	119.0	7.7	0.4	50.7	2.0	0.0%

Lane Queue by Intersection

**ESTES DRIVE & SOMERSET DRIVE**

**NODE: 8**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>SB LR on Somerset Drive - Lane ID 3062</b>						
5	119.0	7.3	0.3	78.4	3.0	0.0%
6	119.0	6.3	0.3	67.6	3.0	0.0%
7	119.0	9.0	0.4	96.5	4.0	0.0%
8	119.0	6.7	0.3	87.8	3.0	0.0%
9	119.0	6.2	0.3	49.2	2.0	0.0%
10	119.0	7.2	0.4	69.3	3.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>7.1</b>	<b>0.3</b>	<b>75.0</b>	<b>3.1</b>	<b>0.0%</b>

**WB TR on Estes Drive - Lane ID 2983**

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB L on Estes Drive Extension - Lane ID 1568</b>						
1	119.0	110.9	4.5	374.1	12.0	0.0%
2	119.0	125.0	5.1	435.6	17.0	0.0%
3	119.0	122.5	5.0	456.8	16.0	0.0%
4	119.0	115.7	4.7	298.4	12.0	0.0%
5	119.0	111.7	4.7	306.8	12.0	0.0%
6	119.0	148.5	6.0	643.2	24.0	0.0%
7	119.0	118.0	4.9	349.7	13.0	0.0%
8	119.0	115.9	4.7	332.3	12.0	0.0%
9	119.0	110.3	4.6	337.0	11.0	0.0%
10	119.0	117.4	4.7	352.0	12.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>119.6</b>	<b>4.9</b>	<b>388.6</b>	<b>14.1</b>	<b>0.0%</b>

**EB R on Estes Drive Extension - Lane ID 1570**

1	119.0	15.5	0.7	103.3	4.0	0.0%
2	119.0	14.6	0.7	82.7	4.0	0.0%
3	119.0	12.5	0.6	92.6	4.0	0.0%
4	119.0	17.9	0.8	98.3	4.0	0.0%
5	119.0	12.4	0.6	68.0	3.0	0.0%
6	119.0	11.1	0.6	91.0	3.0	0.0%

Lane Queue by Intersection

ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE

NODE: 70532

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB R on Estes Drive Extension - Lane ID 1570</b>						
7	119.0	13.2	0.6	68.1	3.0	0.0%
8	119.0	15.6	0.7	97.1	3.0	0.0%
9	119.0	13.6	0.7	79.0	3.0	0.0%
10	119.0	12.1	0.6	108.1	3.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>13.9</b>	<b>0.7</b>	<b>88.8</b>	<b>3.4</b>	<b>0.0%</b>

<b>EB T on Estes Drive Extension - Lane ID 1569</b>						
1	119.0	73.0	3.1	219.2	9.0	0.0%
2	119.0	76.3	3.1	460.6	16.0	0.0%
3	119.0	84.7	3.5	347.6	12.0	0.0%
4	119.0	81.1	3.3	288.3	10.0	0.0%
5	119.0	71.9	3.0	314.8	10.0	0.0%
6	119.0	86.3	3.6	474.9	16.0	0.0%
7	119.0	80.8	3.4	309.7	11.0	0.0%
8	119.0	78.0	3.2	240.1	9.0	0.0%
9	119.0	78.4	3.2	283.5	11.0	0.0%
10	119.0	76.8	3.2	259.7	9.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>78.7</b>	<b>3.3</b>	<b>319.8</b>	<b>11.3</b>	<b>0.0%</b>

<b>NB L on NC 86 (MLK Jr. Blvd) - Lane ID 2919</b>						
1	119.0	13.9	0.7	88.5	4.0	0.0%
2	119.0	13.6	0.7	99.6	4.0	0.0%
3	119.0	12.9	0.6	137.8	6.0	0.0%
4	119.0	14.8	0.7	86.9	4.0	0.0%
5	119.0	15.5	0.7	113.0	5.0	0.0%
6	119.0	13.8	0.6	103.7	4.0	0.0%
7	119.0	14.9	0.7	109.3	4.0	0.0%
8	119.0	19.2	0.9	81.0	4.0	0.0%
9	119.0	13.2	0.6	127.9	5.0	0.0%
10	119.0	11.5	0.6	69.4	3.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>14.3</b>	<b>0.7</b>	<b>101.7</b>	<b>4.3</b>	<b>0.0%</b>

<b>NB R on NC 86 (MLK Jr. Blvd) - Lane ID 3081</b>						
1	119.0	5.7	0.3	117.1	5.0	0.0%
2	119.0	9.8	0.5	71.1	3.0	0.0%
3	119.0	7.6	0.3	128.5	5.0	0.0%
4	119.0	4.3	0.2	120.0	5.0	0.0%
5	119.0	4.6	0.2	192.6	8.0	0.0%
6	119.0	4.7	0.2	116.0	4.0	0.0%
7	119.0	3.5	0.2	63.6	3.0	0.0%
8	119.0	2.8	0.1	47.0	2.0	0.0%
9	119.0	5.6	0.3	102.3	4.0	0.0%
10	119.0	2.8	0.2	40.9	2.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>5.1</b>	<b>0.3</b>	<b>99.9</b>	<b>4.1</b>	<b>0.0%</b>

Lane Queue by Intersection

ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE

NODE: 70532

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
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**NB R on NC 86 (MLK Jr. Blvd) - Lane ID 3081**

**NB T on NC 86 (MLK Jr. Blvd) - Lane ID 2920**

1	119.0	327.8	12.6	990.2	41.0	10.9%
2	119.0	311.3	11.9	1,012.0	41.0	7.6%
3	119.0	408.3	15.4	1,019.8	42.0	21.8%
4	119.0	434.2	16.2	1,023.4	41.0	20.2%
5	119.0	438.6	16.5	992.0	40.0	26.9%
6	119.0	348.0	13.4	993.2	41.0	11.8%
7	119.0	424.2	16.1	1,036.2	41.0	24.4%
8	119.0	422.8	15.9	990.8	40.0	25.2%
9	119.0	397.7	15.5	992.7	41.0	17.6%
10	119.0	407.9	15.6	991.5	40.0	18.5%
<b>Average:</b>	<b>119.0</b>	<b>392.1</b>	<b>14.9</b>	<b>1,004.2</b>	<b>40.8</b>	<b>18.5%</b>

**NB T on NC 86 (MLK Jr. Blvd) - Lane ID 2921**

1	119.0	322.2	12.4	993.7	40.0	17.6%
2	119.0	318.4	12.6	994.0	42.0	8.4%
3	119.0	394.4	15.0	992.6	41.0	21.0%
4	119.0	434.4	16.5	994.6	40.0	26.9%
5	119.0	409.8	15.6	1,003.7	41.0	29.4%
6	119.0	311.2	12.1	995.4	41.0	10.1%
7	119.0	424.7	16.2	993.4	40.0	26.1%
8	119.0	447.8	17.2	990.9	41.0	29.4%
9	119.0	390.0	15.1	991.2	40.0	21.8%
10	119.0	407.1	15.6	996.1	40.0	21.0%
<b>Average:</b>	<b>119.0</b>	<b>386.0</b>	<b>14.8</b>	<b>994.6</b>	<b>40.6</b>	<b>21.2%</b>

**SB L on NC 86 (MLK Jr. Blvd) - Lane ID 3072**

1	119.0	153.6	6.2	392.8	15.0	5.9%
2	119.0	133.7	5.5	354.4	14.0	0.8%
3	119.0	156.3	6.1	393.2	15.0	10.1%
4	119.0	146.0	6.0	390.3	16.0	7.6%
5	119.0	188.4	7.5	390.6	16.0	16.0%
6	119.0	148.7	5.9	378.0	15.0	9.2%
7	119.0	152.6	6.1	393.7	15.0	6.7%
8	119.0	143.7	5.8	384.7	15.0	4.2%
9	119.0	155.1	6.2	395.1	17.0	8.4%
10	119.0	127.5	5.4	382.6	16.0	4.2%
<b>Average:</b>	<b>119.0</b>	<b>150.6</b>	<b>6.1</b>	<b>385.5</b>	<b>15.4</b>	<b>7.3%</b>

**SB R on NC 86 (MLK Jr. Blvd) - Lane ID 3075**

1	119.0	10.3	0.5	98.2	4.0	0.0%
2	119.0	10.0	0.5	98.7	3.0	0.0%
3	119.0	12.7	0.6	112.4	3.0	0.0%
4	119.0	12.3	0.6	82.7	4.0	0.0%



Lane Queue by Intersection

ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE

NODE: 70532

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>SB R on NC 86 (MLK Jr. Blvd) - Lane ID 3075</b>						
5	119.0	9.5	0.4	75.6	3.0	0.0%
6	119.0	10.7	0.5	101.0	4.0	0.0%
7	119.0	13.1	0.6	85.0	4.0	0.0%
8	119.0	12.2	0.5	104.7	3.0	0.0%
9	119.0	10.6	0.5	72.4	3.0	0.0%
10	119.0	11.1	0.5	85.8	4.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>11.3</b>	<b>0.5</b>	<b>91.7</b>	<b>3.5</b>	<b>0.0%</b>

<b>SB T on NC 86 (MLK Jr. Blvd) - Lane ID 3073</b>						
1	119.0	44.6	1.8	196.0	8.0	0.0%
2	119.0	51.8	2.2	228.6	9.0	0.0%
3	119.0	46.9	2.0	210.9	8.0	0.0%
4	119.0	52.7	2.1	221.1	8.0	0.0%
5	119.0	50.4	2.1	254.7	9.0	0.0%
6	119.0	44.9	1.9	199.2	9.0	0.0%
7	119.0	46.7	2.0	218.5	8.0	0.0%
8	119.0	49.6	2.1	192.8	8.0	0.0%
9	119.0	49.3	2.1	249.1	9.0	0.0%
10	119.0	50.6	2.1	229.4	8.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>48.8</b>	<b>2.0</b>	<b>220.0</b>	<b>8.4</b>	<b>0.0%</b>

<b>SB T on NC 86 (MLK Jr. Blvd) - Lane ID 3074</b>						
1	119.0	63.5	2.6	307.2	13.0	0.0%
2	119.0	55.2	2.3	344.7	12.0	0.8%
3	119.0	62.0	2.6	312.5	12.0	0.0%
4	119.0	59.6	2.5	322.5	13.0	0.0%
5	119.0	67.3	2.7	374.3	14.0	0.8%
6	119.0	65.2	2.6	356.2	14.0	1.7%
7	119.0	61.7	2.5	329.7	12.0	0.0%
8	119.0	59.1	2.5	289.1	11.0	0.0%
9	119.0	62.6	2.5	370.8	14.0	1.7%
10	119.0	58.9	2.4	257.9	11.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>61.5</b>	<b>2.5</b>	<b>326.5</b>	<b>12.6</b>	<b>0.5%</b>

<b>WB L on Estes Drive - Lane ID 1574</b>						
1	119.0	44.3	2.0	151.5	7.0	0.0%
2	119.0	47.7	2.0	168.1	7.0	0.0%
3	119.0	49.9	2.2	171.3	7.0	0.0%
4	119.0	46.0	1.9	163.7	7.0	0.0%
5	119.0	47.5	2.1	146.3	6.0	0.0%
6	119.0	49.9	2.1	163.5	7.0	0.0%
7	119.0	49.8	2.1	170.5	7.0	0.0%
8	119.0	46.4	2.0	166.1	6.0	0.0%
9	119.0	50.9	2.1	152.6	6.0	0.0%

Lane Queue by Intersection

ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE

NODE: 70532

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>WB L on Estes Drive - Lane ID 1574</b>						
10	119.0	46.6	2.0	169.3	6.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>47.9</b>	<b>2.1</b>	<b>162.3</b>	<b>6.6</b>	<b>0.0%</b>
<b>WB L on Estes Drive - Lane ID 1575</b>						
1	119.0	43.7	1.9	156.3	6.0	0.0%
2	119.0	47.0	2.1	144.0	6.0	0.0%
3	119.0	50.3	2.3	151.0	7.0	0.0%
4	119.0	48.9	2.1	199.4	6.0	0.0%
5	119.0	51.8	2.3	165.9	7.0	0.0%
6	119.0	46.4	2.0	153.3	7.0	0.0%
7	119.0	48.3	1.9	176.8	6.0	0.0%
8	119.0	46.3	2.1	150.5	6.0	0.0%
9	119.0	49.5	2.1	157.0	6.0	0.0%
10	119.0	46.3	1.9	176.2	6.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>47.9</b>	<b>2.1</b>	<b>163.0</b>	<b>6.3</b>	<b>0.0%</b>
<b>WB R on Estes Drive - Lane ID 3069</b>						
1	119.0	81.8	3.3	411.0	16.0	0.0%
2	119.0	94.8	3.8	417.5	17.0	0.0%
3	119.0	83.7	3.4	397.5	15.0	0.0%
4	119.0	91.0	3.5	363.8	14.0	0.0%
5	119.0	85.5	3.4	425.4	17.0	0.0%
6	119.0	82.8	3.4	330.6	14.0	0.0%
7	119.0	96.7	3.8	442.0	17.0	0.0%
8	119.0	88.7	3.6	355.0	16.0	0.0%
9	119.0	84.8	3.5	376.7	15.0	0.0%
10	119.0	86.4	3.6	495.3	18.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>87.6</b>	<b>3.5</b>	<b>401.5</b>	<b>15.9</b>	<b>0.0%</b>
<b>WB T on Estes Drive - Lane ID 1576</b>						
1	119.0	92.7	3.6	435.6	16.0	0.0%
2	119.0	98.8	4.0	422.2	16.0	0.0%
3	119.0	90.9	3.8	355.6	14.0	0.0%
4	119.0	83.6	3.6	282.8	12.0	0.0%
5	119.0	87.0	3.6	295.6	12.0	0.0%
6	119.0	91.4	3.8	367.6	15.0	0.0%
7	119.0	97.6	4.0	354.9	13.0	0.0%
8	119.0	94.6	3.9	333.3	14.0	0.0%
9	119.0	94.0	3.7	410.9	15.0	0.0%
10	119.0	101.0	4.3	376.1	14.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>93.2</b>	<b>3.8</b>	<b>363.5</b>	<b>14.1</b>	<b>0.0%</b>

Lane Queue by Intersection

**NC 86 (MLK JR. BLVD) & AURA ACCESS #1**

**NODE: 2**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>NB R on NC 86 (MLK Jr. Blvd) - Lane ID 3051</b>						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>

<b>NB T on NC 86 (MLK Jr. Blvd) - Lane ID 2459</b>						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>

<b>NB T on NC 86 (MLK Jr. Blvd) - Lane ID 2460</b>						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>

<b>SB T on NC 86 (MLK Jr. Blvd) - Lane ID 3041</b>						
1	119.0	0.0	0.0	0.0	1.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.2	0.0	12.7	2.0	0.0%
4	119.0	0.4	0.0	24.4	2.0	0.0%
5	119.0	6.4	0.4	159.9	5.0	0.0%

Lane Queue by Intersection

**NC 86 (MLK JR. BLVD) & AURA ACCESS #1**

**NODE: 2**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>SB T on NC 86 (MLK Jr. Blvd) - Lane ID 3041</b>						
6	119.0	0.9	0.1	80.2	5.0	0.0%
7	119.0	0.2	0.0	26.8	2.0	0.0%
8	119.0	0.2	0.0	20.5	2.0	0.0%
9	119.0	0.8	0.1	34.0	3.0	0.0%
10	119.0	0.4	0.0	46.9	3.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>1.0</b>	<b>0.1</b>	<b>40.5</b>	<b>2.5</b>	<b>0.0%</b>

**SB T on NC 86 (MLK Jr. Blvd) - Lane ID 3042**

1	119.0	0.2	0.0	25.4	2.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.2	0.1	17.0	2.0	0.0%
4	119.0	0.7	0.1	77.8	5.0	0.0%
5	119.0	3.8	0.2	104.0	5.0	0.0%
6	119.0	1.5	0.1	176.0	5.0	0.0%
7	119.0	0.2	0.0	26.8	1.0	0.0%
8	119.0	0.0	0.0	0.0	1.0	0.0%
9	119.0	0.9	0.1	39.3	3.0	0.0%
10	119.0	0.8	0.1	90.4	5.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.8</b>	<b>0.1</b>	<b>55.7</b>	<b>2.9</b>	<b>0.0%</b>

**WB R on Aura Access #1 - Lane ID 3048**

1	119.0	2.6	0.1	54.3	2.0	0.0%
2	119.0	3.0	0.2	40.0	2.0	0.0%
3	119.0	3.3	0.2	59.2	1.0	0.0%
4	119.0	3.5	0.2	38.1	2.0	0.0%
5	119.0	2.3	0.1	23.7	1.0	0.0%
6	119.0	2.4	0.1	23.6	1.0	0.0%
7	119.0	3.4	0.2	26.2	1.0	0.0%
8	119.0	2.9	0.2	25.8	1.0	0.0%
9	119.0	3.7	0.2	58.8	1.0	0.0%
10	119.0	4.4	0.2	65.5	2.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>3.2</b>	<b>0.2</b>	<b>41.5</b>	<b>1.4</b>	<b>0.0%</b>

**SOMERSET DRIVE & LOCK7 MAIN ACCESS**

**NODE: 4**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB LR on Lock7 Main Access - Lane ID 3064</b>						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.2	0.0	26.1	1.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.2	0.0	22.2	1.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%

Lane Queue by Intersection

**SOMERSET DRIVE & LOCK7 MAIN ACCESS**

**NODE: 4**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB LR on Lock7 Main Access - Lane ID 3064</b>						
8	119.0	0.2	0.0	18.3	1.0	0.0%
9	119.0	0.3	0.0	18.7	1.0	0.0%
10	119.0	0.2	0.0	26.6	1.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.1</b>	<b>0.0</b>	<b>11.2</b>	<b>0.5</b>	<b>0.0%</b>
<b>NB LT on Somerset Drive - Lane ID 3061</b>						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>
<b>SB TR on Somerset Drive - Lane ID 3060</b>						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0%</b>

Project: Lock7 TIA 2025 Mitigation  
 Scenario: Lock 7 2025 Mitigation - AM  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 08:00:00 - 09:00:00  
 Interval: Summary  
 Selection: MOEs

# Lane Queue by Intersection - Overview

## ESTES DRIVE & E. FRANKLIN STREET

NODE: 70527

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB L on Estes Drive - Lane ID 389</b>						
1	119.0	88.3	3.4	317.6	13.0	0.0%
2	119.0	98.2	3.8	380.1	15.0	0.0%
3	119.0	94.9	3.8	504.1	17.0	0.0%
4	119.0	103.0	4.2	404.8	16.0	0.0%
5	119.0	95.9	3.9	560.4	20.0	0.0%
6	119.0	86.7	3.7	356.6	15.0	0.0%
7	119.0	105.3	4.3	406.0	15.0	0.0%
8	119.0	93.8	3.9	414.0	17.0	0.0%
9	119.0	93.4	3.8	454.4	17.0	0.0%
10	119.0	92.3	3.8	339.3	14.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>95.2</b>	<b>3.9</b>	<b>413.7</b>	<b>15.9</b>	<b>0.0%</b>

## EB TR on Estes Drive - Lane ID 390

1	119.0	78.8	3.3	384.9	16.0	0.0%
2	119.0	85.4	3.5	371.8	15.0	0.0%
3	119.0	87.4	3.6	413.2	16.0	0.0%
4	119.0	80.5	3.3	380.7	15.0	0.0%
5	119.0	73.5	3.1	368.6	15.0	0.0%
6	119.0	79.6	3.3	493.4	19.0	0.0%
7	119.0	80.4	3.2	419.1	16.0	0.0%
8	119.0	80.8	3.3	452.0	18.0	0.0%
9	119.0	82.8	3.4	428.3	17.0	0.0%
10	119.0	83.1	3.4	381.3	16.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>81.2</b>	<b>3.3</b>	<b>409.3</b>	<b>16.3</b>	<b>0.0%</b>

## NB L on E. Franklin Street - Lane ID 872

1	119.0	19.0	0.9	112.5	4.0	0.0%
2	119.0	15.5	0.7	100.5	4.0	0.0%
3	119.0	20.5	1.0	107.1	4.0	0.0%
4	119.0	18.0	0.7	93.8	4.0	0.0%
5	119.0	18.2	0.9	112.9	5.0	0.0%
6	119.0	20.1	0.9	103.2	4.0	0.0%
7	119.0	19.7	0.9	97.9	4.0	0.0%
8	119.0	19.1	0.9	143.8	5.0	0.0%
9	119.0	16.9	0.8	112.7	4.0	0.0%
10	119.0	17.1	0.8	74.5	3.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>18.4</b>	<b>0.9</b>	<b>105.9</b>	<b>4.1</b>	<b>0.0%</b>

Lane Queue by Intersection

ESTES DRIVE & E. FRANKLIN STREET

NODE: 70527

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>NB T on E. Franklin Street - Lane ID 873</b>						
1	119.0	28.7	1.2	131.3	5.0	0.0%
2	119.0	31.3	1.4	145.8	6.0	0.0%
3	119.0	34.6	1.5	144.3	6.0	0.0%
4	119.0	37.0	1.6	165.2	7.0	0.0%
5	119.0	31.7	1.3	167.5	6.0	0.0%
6	119.0	38.2	1.6	139.3	6.0	0.0%
7	119.0	31.2	1.3	156.4	5.0	0.0%
8	119.0	30.7	1.4	157.9	7.0	0.0%
9	119.0	33.2	1.4	157.6	7.0	0.0%
10	119.0	33.0	1.4	169.0	7.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>33.0</b>	<b>1.4</b>	<b>153.4</b>	<b>6.2</b>	<b>0.0%</b>

<b>NB TR on E. Franklin Street - Lane ID 874</b>						
1	119.0	34.5	1.5	162.9	6.0	0.0%
2	119.0	37.2	1.6	186.6	7.0	0.0%
3	119.0	38.4	1.6	149.2	6.0	0.0%
4	119.0	46.1	1.8	197.3	7.0	0.0%
5	119.0	37.4	1.6	136.7	6.0	0.0%
6	119.0	43.3	1.8	188.8	6.0	0.0%
7	119.0	31.7	1.4	157.5	6.0	0.0%
8	119.0	36.0	1.5	146.4	6.0	0.0%
9	119.0	39.7	1.6	188.7	6.0	0.0%
10	119.0	33.9	1.5	156.3	6.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>37.8</b>	<b>1.6</b>	<b>167.0</b>	<b>6.2</b>	<b>0.0%</b>

<b>NWB L on Estes Drive - Lane ID 852</b>						
1	119.0	21.6	1.0	105.5	4.0	0.0%
2	119.0	23.3	1.0	102.2	4.0	0.0%
3	119.0	23.0	1.1	111.2	5.0	0.0%
4	119.0	23.1	1.0	154.7	4.0	0.0%
5	119.0	21.8	1.0	103.7	4.0	0.0%
6	119.0	19.6	0.9	91.0	4.0	0.0%
7	119.0	23.0	1.1	108.2	4.0	0.0%
8	119.0	20.4	0.9	83.4	3.0	0.0%
9	119.0	20.0	1.0	74.0	3.0	0.0%
10	119.0	19.8	0.9	93.9	4.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>21.6</b>	<b>1.0</b>	<b>102.8</b>	<b>3.9</b>	<b>0.0%</b>

<b>NWB R on Estes Drive - Lane ID 854</b>						
1	119.0	21.5	0.9	143.5	4.0	0.0%
2	119.0	22.4	1.0	113.1	4.0	0.0%
3	119.0	18.7	0.8	112.5	4.0	0.0%
4	119.0	17.3	0.8	90.2	4.0	0.0%
5	119.0	16.0	0.8	110.3	4.0	0.0%

Lane Queue by Intersection

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>NWB R on Estes Drive - Lane ID 854</b>						
6	119.0	19.2	0.9	107.5	4.0	0.0%
7	119.0	21.6	0.9	98.2	4.0	0.0%
8	119.0	23.0	1.1	99.7	4.0	0.0%
9	119.0	20.0	0.9	121.6	4.0	0.0%
10	119.0	19.5	0.9	100.7	4.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>19.9</b>	<b>0.9</b>	<b>109.7</b>	<b>4.0</b>	<b>0.0%</b>

<b>NWB T on Estes Drive - Lane ID 853</b>						
1	119.0	72.7	2.9	292.8	11.0	0.0%
2	119.0	77.5	3.2	333.5	13.0	0.0%
3	119.0	69.0	2.9	238.0	10.0	0.0%
4	119.0	70.6	3.0	333.0	12.0	0.0%
5	119.0	75.4	3.1	427.8	16.0	0.0%
6	119.0	73.6	3.0	300.0	11.0	0.0%
7	119.0	65.8	2.7	203.5	8.0	0.0%
8	119.0	68.4	2.9	294.1	11.0	0.0%
9	119.0	64.0	2.8	240.4	10.0	0.0%
10	119.0	71.2	3.0	257.7	9.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>70.8</b>	<b>3.0</b>	<b>292.1</b>	<b>11.1</b>	<b>0.0%</b>

<b>SB L on E. Franklin Street - Lane ID 3085</b>						
1	119.0	26.1	1.2	119.6	4.0	0.0%
2	119.0	30.0	1.3	101.7	4.0	0.0%
3	119.0	28.5	1.3	129.9	5.0	0.0%
4	119.0	23.5	1.1	97.9	4.0	0.0%
5	119.0	27.8	1.2	92.9	4.0	0.0%
6	119.0	27.1	1.2	126.5	3.0	0.0%
7	119.0	29.2	1.3	120.3	5.0	0.0%
8	119.0	33.2	1.5	134.3	4.0	0.0%
9	119.0	23.6	1.1	107.3	4.0	0.0%
10	119.0	26.0	1.1	131.4	4.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>27.5</b>	<b>1.2</b>	<b>116.2</b>	<b>4.1</b>	<b>0.0%</b>

<b>SB R on E. Franklin Street - Lane ID 3090</b>						
1	119.0	8.9	0.4	113.3	5.0	0.0%
2	119.0	11.4	0.5	118.0	5.0	0.0%
3	119.0	13.4	0.6	130.5	5.0	0.0%
4	119.0	13.2	0.6	123.4	5.0	0.0%
5	119.0	16.3	0.7	117.4	5.0	0.0%
6	119.0	17.4	0.7	149.5	6.0	0.0%
7	119.0	12.1	0.5	115.3	5.0	0.0%
8	119.0	13.1	0.6	135.3	6.0	0.0%
9	119.0	10.1	0.5	105.3	5.0	0.0%
10	119.0	12.7	0.6	118.3	5.0	0.0%



Lane Queue by Intersection

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>SB R on E. Franklin Street - Lane ID 3090</b>						
Average:	119.0	12.9	0.6	122.6	5.2	0.0%
<b>SB T on E. Franklin Street - Lane ID 3086</b>						
1	119.0	40.8	1.7	195.1	8.0	0.0%
2	119.0	42.2	1.7	189.0	8.0	0.0%
3	119.0	46.6	2.0	195.0	8.0	0.0%
4	119.0	43.8	1.9	178.5	7.0	0.0%
5	119.0	41.4	1.7	199.3	8.0	0.0%
6	119.0	42.7	1.8	187.6	8.0	0.0%
7	119.0	36.4	1.5	159.8	7.0	0.0%
8	119.0	38.9	1.6	200.5	7.0	0.0%
9	119.0	38.7	1.6	196.1	7.0	0.0%
10	119.0	39.7	1.7	180.1	8.0	0.0%
Average:	119.0	41.1	1.7	188.1	7.6	0.0%
<b>SB T on E. Franklin Street - Lane ID 3087</b>						
1	119.0	37.8	1.6	176.0	7.0	0.0%
2	119.0	42.6	1.7	169.6	7.0	0.0%
3	119.0	41.0	1.7	182.8	8.0	0.0%
4	119.0	42.3	1.8	196.9	8.0	0.0%
5	119.0	40.1	1.7	179.3	7.0	0.0%
6	119.0	44.8	1.8	224.2	9.0	0.0%
7	119.0	36.8	1.6	156.8	6.0	0.0%
8	119.0	37.3	1.6	199.9	8.0	0.0%
9	119.0	41.0	1.6	187.2	7.0	0.0%
10	119.0	39.5	1.7	167.2	7.0	0.0%
Average:	119.0	40.3	1.7	184.0	7.4	0.0%

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB L on Estes Drive Extension - Lane ID 1568</b>						
1	119.0	46.0	2.0	122.7	5.0	0.0%
2	119.0	42.9	1.9	126.1	5.0	0.0%
3	119.0	47.3	2.1	153.1	6.0	0.0%
4	119.0	45.4	2.0	159.3	6.0	0.0%
5	119.0	47.6	2.0	142.0	6.0	0.0%
6	119.0	45.3	1.9	156.7	5.0	0.0%
7	119.0	45.1	2.0	138.8	6.0	0.0%
8	119.0	48.3	2.1	138.5	5.0	0.0%
9	119.0	45.8	1.9	127.0	5.0	0.0%
10	119.0	45.6	2.0	133.6	5.0	0.0%
Average:	119.0	45.9	2.0	139.8	5.4	0.0%

Lane Queue by Intersection

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB L on Estes Drive Extension - Lane ID 1569</b>						
1	119.0	46.0	2.0	152.3	6.0	0.0%
2	119.0	45.7	2.0	158.2	6.0	0.0%
3	119.0	42.6	1.9	142.4	6.0	0.0%
4	119.0	51.1	2.1	155.1	7.0	0.0%
5	119.0	46.2	1.9	132.2	5.0	0.0%
6	119.0	49.5	2.1	152.3	6.0	0.0%
7	119.0	46.7	2.0	125.0	5.0	0.0%
8	119.0	45.1	1.9	124.2	5.0	0.0%
9	119.0	49.0	2.2	155.3	6.0	0.0%
10	119.0	45.1	2.0	135.8	6.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>46.7</b>	<b>2.0</b>	<b>143.3</b>	<b>5.8</b>	<b>0.0%</b>

<b>EB R on Estes Drive Extension - Lane ID 3091</b>						
1	119.0	15.4	0.7	96.2	3.0	0.0%
2	119.0	14.9	0.7	74.7	3.0	0.0%
3	119.0	16.0	0.7	90.8	3.0	0.0%
4	119.0	15.4	0.7	110.3	3.0	0.0%
5	119.0	15.9	0.8	71.9	3.0	0.0%
6	119.0	14.9	0.7	82.0	3.0	0.0%
7	119.0	16.6	0.8	70.4	3.0	0.0%
8	119.0	16.5	0.8	90.9	3.0	0.0%
9	119.0	14.8	0.7	75.7	3.0	0.0%
10	119.0	16.6	0.7	78.3	3.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>15.7</b>	<b>0.7</b>	<b>84.1</b>	<b>3.0</b>	<b>0.0%</b>

<b>EB T on Estes Drive Extension - Lane ID 1570</b>						
1	119.0	90.7	3.8	298.5	12.0	0.0%
2	119.0	98.3	4.0	309.4	11.0	0.0%
3	119.0	96.1	4.0	302.8	12.0	0.0%
4	119.0	94.6	3.9	404.8	12.0	0.0%
5	119.0	98.2	4.1	288.8	12.0	0.0%
6	119.0	98.6	4.1	326.6	12.0	0.0%
7	119.0	93.9	3.8	395.0	16.0	0.0%
8	119.0	97.9	4.0	287.2	11.0	0.0%
9	119.0	92.7	3.8	333.6	13.0	0.0%
10	119.0	86.8	3.6	283.0	11.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>94.8</b>	<b>3.9</b>	<b>323.0</b>	<b>12.2</b>	<b>0.0%</b>

<b>NB L on NC 86 (MLK Jr. Blvd) - Lane ID 2919</b>						
1	119.0	3.3	0.2	49.8	2.0	0.0%
2	119.0	3.3	0.2	23.1	1.0	0.0%
3	119.0	4.8	0.2	35.9	1.0	0.0%
4	119.0	4.7	0.2	77.7	2.0	0.0%
5	119.0	4.1	0.2	51.3	2.0	0.0%

Lane Queue by Intersection

ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE

NODE: 70532

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>NB L on NC 86 (MLK Jr. Blvd) - Lane ID 2919</b>						
6	119.0	3.6	0.2	36.3	2.0	0.0%
7	119.0	4.5	0.2	42.5	2.0	0.0%
8	119.0	3.8	0.2	60.2	2.0	0.0%
9	119.0	3.6	0.2	53.4	2.0	0.0%
10	119.0	4.9	0.3	44.3	2.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>4.1</b>	<b>0.2</b>	<b>47.5</b>	<b>1.8</b>	<b>0.0%</b>

<b>NB R on NC 86 (MLK Jr. Blvd) - Lane ID 3081</b>						
1	119.0	11.5	0.5	92.4	4.0	0.0%
2	119.0	13.5	0.6	100.2	4.0	0.0%
3	119.0	13.0	0.6	102.7	4.0	0.0%
4	119.0	15.7	0.7	95.5	4.0	0.0%
5	119.0	12.7	0.6	107.6	4.0	0.0%
6	119.0	12.5	0.6	94.4	4.0	0.0%
7	119.0	15.9	0.7	106.2	4.0	0.0%
8	119.0	12.1	0.6	96.1	4.0	0.0%
9	119.0	11.8	0.5	99.3	4.0	0.0%
10	119.0	12.1	0.5	119.2	4.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>13.1</b>	<b>0.6</b>	<b>101.4</b>	<b>4.0</b>	<b>0.0%</b>

<b>NB T on NC 86 (MLK Jr. Blvd) - Lane ID 2920</b>						
1	119.0	41.4	1.7	209.0	7.0	0.0%
2	119.0	41.4	1.7	195.3	8.0	0.0%
3	119.0	36.3	1.6	177.8	7.0	0.0%
4	119.0	38.8	1.7	170.1	7.0	0.0%
5	119.0	40.6	1.8	177.4	7.0	0.0%
6	119.0	45.7	1.9	187.8	7.0	0.0%
7	119.0	45.2	1.9	170.1	7.0	0.0%
8	119.0	43.3	1.8	223.2	9.0	0.0%
9	119.0	40.6	1.7	174.2	7.0	0.0%
10	119.0	36.9	1.6	155.3	6.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>41.0</b>	<b>1.7</b>	<b>184.0</b>	<b>7.2</b>	<b>0.0%</b>

<b>NB T on NC 86 (MLK Jr. Blvd) - Lane ID 2921</b>						
1	119.0	34.6	1.5	194.7	8.0	0.0%
2	119.0	38.3	1.6	155.4	6.0	0.0%
3	119.0	36.2	1.5	166.9	6.0	0.0%
4	119.0	36.0	1.5	183.8	7.0	0.0%
5	119.0	34.8	1.5	155.4	6.0	0.0%
6	119.0	38.4	1.7	188.1	7.0	0.0%
7	119.0	33.7	1.5	145.6	6.0	0.0%
8	119.0	37.5	1.5	207.6	6.0	0.0%
9	119.0	35.5	1.5	155.4	6.0	0.0%
10	119.0	38.1	1.6	155.4	6.0	0.0%

Lane Queue by Intersection

ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE

NODE: 70532

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>NB T on NC 86 (MLK Jr. Blvd) - Lane ID 2921</b>						
Average:	119.0	36.3	1.5	170.8	6.4	0.0%
<b>SB L on NC 86 (MLK Jr. Blvd) - Lane ID 3072</b>						
1	119.0	55.5	2.3	267.3	10.0	0.0%
2	119.0	46.6	1.9	303.0	13.0	0.0%
3	119.0	40.4	1.7	213.3	8.0	0.0%
4	119.0	49.0	2.0	265.5	11.0	0.0%
5	119.0	54.6	2.3	239.5	10.0	0.0%
6	119.0	50.1	2.1	277.9	11.0	0.0%
7	119.0	53.6	2.2	245.0	10.0	0.0%
8	119.0	45.5	1.9	234.7	9.0	0.0%
9	119.0	50.2	2.0	268.0	11.0	0.0%
10	119.0	50.2	2.1	221.6	9.0	0.0%
Average:	119.0	49.6	2.1	253.6	10.2	0.0%
<b>SB R on NC 86 (MLK Jr. Blvd) - Lane ID 3075</b>						
1	119.0	12.2	0.5	115.2	3.0	0.0%
2	119.0	10.6	0.5	104.0	4.0	0.0%
3	119.0	9.4	0.4	68.3	2.0	0.0%
4	119.0	10.8	0.5	74.8	3.0	0.0%
5	119.0	11.3	0.5	98.7	3.0	0.0%
6	119.0	8.3	0.4	72.2	3.0	0.0%
7	119.0	7.7	0.4	81.1	3.0	0.0%
8	119.0	11.0	0.5	73.2	3.0	0.0%
9	119.0	9.7	0.5	79.1	3.0	0.0%
10	119.0	10.6	0.5	87.9	3.0	0.0%
Average:	119.0	10.2	0.5	85.5	3.0	0.0%
<b>SB T on NC 86 (MLK Jr. Blvd) - Lane ID 3073</b>						
1	119.0	60.0	2.4	262.9	10.0	0.0%
2	119.0	52.0	2.2	280.6	11.0	0.0%
3	119.0	64.0	2.6	314.9	12.0	0.0%
4	119.0	57.5	2.3	314.4	11.0	0.0%
5	119.0	65.0	2.6	331.1	13.0	0.0%
6	119.0	51.9	2.1	307.5	12.0	0.0%
7	119.0	52.8	2.2	356.5	13.0	0.8%
8	119.0	61.7	2.5	271.0	11.0	0.0%
9	119.0	55.5	2.2	261.5	10.0	0.0%
10	119.0	56.1	2.3	258.6	10.0	0.0%
Average:	119.0	57.7	2.3	295.9	11.3	0.1%
<b>SB T on NC 86 (MLK Jr. Blvd) - Lane ID 3074</b>						
1	119.0	64.2	2.6	354.2	13.0	0.8%
2	119.0	56.1	2.3	332.8	13.0	0.0%

Lane Queue by Intersection

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>SB T on NC 86 (MLK Jr. Blvd) - Lane ID 3074</b>						
3	119.0	59.5	2.5	329.5	12.0	0.0%
4	119.0	57.8	2.4	337.3	14.0	0.8%
5	119.0	63.7	2.6	286.0	12.0	0.0%
6	119.0	57.0	2.3	327.9	11.0	0.0%
7	119.0	53.0	2.2	300.9	11.0	0.0%
8	119.0	64.2	2.5	311.2	12.0	0.0%
9	119.0	59.7	2.5	321.3	14.0	0.0%
10	119.0	59.6	2.5	319.6	13.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>59.5</b>	<b>2.4</b>	<b>322.1</b>	<b>12.5</b>	<b>0.2%</b>
<b>WB L on Estes Drive - Lane ID 1574</b>						
1	119.0	35.0	1.5	148.3	6.0	0.0%
2	119.0	30.3	1.3	123.1	5.0	0.0%
3	119.0	33.5	1.4	131.7	5.0	0.0%
4	119.0	33.6	1.5	118.0	5.0	0.0%
5	119.0	31.2	1.4	110.7	5.0	0.0%
6	119.0	30.9	1.4	120.7	6.0	0.0%
7	119.0	32.3	1.5	102.4	5.0	0.0%
8	119.0	31.4	1.4	146.6	7.0	0.0%
9	119.0	31.5	1.5	100.3	4.0	0.0%
10	119.0	33.6	1.5	126.6	5.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>32.3</b>	<b>1.4</b>	<b>122.8</b>	<b>5.3</b>	<b>0.0%</b>
<b>WB L on Estes Drive - Lane ID 1575</b>						
1	119.0	37.8	1.7	138.1	5.0	0.0%
2	119.0	29.5	1.3	134.0	6.0	0.0%
3	119.0	29.4	1.3	195.3	6.0	0.0%
4	119.0	29.5	1.4	123.1	5.0	0.0%
5	119.0	33.5	1.5	109.9	4.0	0.0%
6	119.0	30.7	1.4	126.6	4.0	0.0%
7	119.0	30.4	1.3	128.9	5.0	0.0%
8	119.0	33.6	1.4	153.2	6.0	0.0%
9	119.0	28.7	1.3	122.9	5.0	0.0%
10	119.0	31.3	1.5	88.6	4.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>31.4</b>	<b>1.4</b>	<b>132.1</b>	<b>5.0</b>	<b>0.0%</b>
<b>WB R on Estes Drive - Lane ID 3069</b>						
1	119.0	32.0	1.4	193.2	8.0	0.0%
2	119.0	31.3	1.3	198.7	8.0	0.0%
3	119.0	27.2	1.2	181.0	7.0	0.0%
4	119.0	34.3	1.5	211.4	9.0	0.0%
5	119.0	26.7	1.2	215.5	8.0	0.0%
6	119.0	28.7	1.2	218.6	9.0	0.0%
7	119.0	23.4	1.0	226.1	10.0	0.0%

Lane Queue by Intersection

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>WB R on Estes Drive - Lane ID 3069</b>						
8	119.0	30.7	1.3	196.6	7.0	0.0%
9	119.0	33.6	1.4	252.6	10.0	0.0%
10	119.0	27.9	1.1	294.3	10.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>29.6</b>	<b>1.3</b>	<b>218.8</b>	<b>8.6</b>	<b>0.0%</b>
<b>WB T on Estes Drive - Lane ID 1576</b>						
1	119.0	42.3	1.9	169.6	7.0	0.0%
2	119.0	51.5	2.2	199.1	8.0	0.0%
3	119.0	46.4	1.9	190.9	8.0	0.0%
4	119.0	43.8	1.9	174.1	7.0	0.0%
5	119.0	44.1	1.9	236.4	9.0	0.0%
6	119.0	44.6	1.9	189.1	8.0	0.0%
7	119.0	41.7	1.8	186.6	6.0	0.0%
8	119.0	49.5	2.1	210.5	8.0	0.0%
9	119.0	40.8	1.8	211.9	7.0	0.0%
10	119.0	45.5	2.0	187.0	7.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>45.0</b>	<b>1.9</b>	<b>195.5</b>	<b>7.5</b>	<b>0.0%</b>

Project: Lock7 TIA 2025 Mitigation  
 Scenario: Lock 7 2025 Mitigation - NN  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 12:00:00 - 13:00:00  
 Interval: Summary  
 Selection: MOEs

# Lane Queue by Intersection - Overview

ESTES DRIVE & E. FRANKLIN STREET						NODE: 70527
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB L on Estes Drive - Lane ID 389</b>						
1	119.0	85.4	3.5	266.2	11.0	0.0%
2	119.0	77.3	3.2	268.6	11.0	0.0%
3	119.0	65.3	2.8	269.1	9.0	0.0%
4	119.0	68.2	2.8	280.0	11.0	0.0%
5	119.0	66.5	2.8	285.8	12.0	0.0%
6	119.0	61.2	2.6	240.3	9.0	0.0%
7	119.0	66.8	2.8	289.6	11.0	0.0%
8	119.0	66.0	2.8	298.9	12.0	0.0%
9	119.0	71.0	2.9	287.6	10.0	0.0%
10	119.0	65.3	2.8	223.2	9.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>69.3</b>	<b>2.9</b>	<b>270.9</b>	<b>10.5</b>	<b>0.0%</b>
<b>EB TR on Estes Drive - Lane ID 390</b>						
1	119.0	64.5	2.6	260.0	10.0	0.0%
2	119.0	58.5	2.4	261.0	10.0	0.0%
3	119.0	60.5	2.5	293.0	11.0	0.0%
4	119.0	59.7	2.4	291.8	12.0	0.0%
5	119.0	65.3	2.6	291.6	11.0	0.0%
6	119.0	67.0	2.8	289.0	12.0	0.0%
7	119.0	59.9	2.5	295.6	12.0	0.0%
8	119.0	60.7	2.5	263.5	11.0	0.0%
9	119.0	65.2	2.6	334.6	13.0	0.0%
10	119.0	63.5	2.6	263.1	10.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>62.5</b>	<b>2.6</b>	<b>284.3</b>	<b>11.2</b>	<b>0.0%</b>
<b>NB L on E. Franklin Street - Lane ID 872</b>						
1	119.0	14.0	0.7	121.0	5.0	0.0%
2	119.0	15.8	0.7	96.0	4.0	0.0%
3	119.0	16.4	0.7	92.6	4.0	0.0%
4	119.0	17.5	0.8	76.3	4.0	0.0%
5	119.0	16.9	0.7	100.5	4.0	0.0%
6	119.0	13.5	0.6	109.8	4.0	0.0%
7	119.0	14.4	0.7	121.2	5.0	0.0%
8	119.0	15.0	0.7	108.9	4.0	0.0%
9	119.0	13.1	0.6	114.9	4.0	0.0%
10	119.0	18.9	0.8	141.2	5.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>15.6</b>	<b>0.7</b>	<b>108.2</b>	<b>4.3</b>	<b>0.0%</b>

Lane Queue by Intersection

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>NB T on E. Franklin Street - Lane ID 873</b>						
1	119.0	32.6	1.4	144.4	6.0	0.0%
2	119.0	30.0	1.3	186.6	6.0	0.0%
3	119.0	33.7	1.4	136.9	6.0	0.0%
4	119.0	35.0	1.5	160.8	6.0	0.0%
5	119.0	32.5	1.4	135.2	6.0	0.0%
6	119.0	34.9	1.5	174.1	6.0	0.0%
7	119.0	32.2	1.4	142.7	6.0	0.0%
8	119.0	31.4	1.3	152.5	6.0	0.0%
9	119.0	30.4	1.3	128.0	5.0	0.0%
10	119.0	31.0	1.3	154.7	5.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>32.4</b>	<b>1.4</b>	<b>151.6</b>	<b>5.8</b>	<b>0.0%</b>

<b>NB TR on E. Franklin Street - Lane ID 874</b>						
1	119.0	44.3	1.9	222.7	7.0	0.0%
2	119.0	40.4	1.7	161.0	6.0	0.0%
3	119.0	41.3	1.8	161.5	6.0	0.0%
4	119.0	38.4	1.6	164.0	7.0	0.0%
5	119.0	40.6	1.8	138.7	6.0	0.0%
6	119.0	39.9	1.7	162.8	6.0	0.0%
7	119.0	38.1	1.6	164.7	6.0	0.0%
8	119.0	35.3	1.5	177.3	6.0	0.0%
9	119.0	41.3	1.7	172.1	7.0	0.0%
10	119.0	37.5	1.6	157.0	7.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>39.7</b>	<b>1.7</b>	<b>168.2</b>	<b>6.4</b>	<b>0.0%</b>

<b>NWB L on Estes Drive - Lane ID 852</b>						
1	119.0	17.3	0.8	94.4	4.0	0.0%
2	119.0	20.7	0.9	102.2	4.0	0.0%
3	119.0	20.5	0.9	148.7	4.0	0.0%
4	119.0	20.0	0.9	99.9	4.0	0.0%
5	119.0	20.7	1.0	93.5	4.0	0.0%
6	119.0	18.8	0.9	99.8	4.0	0.0%
7	119.0	21.2	0.9	113.8	4.0	0.0%
8	119.0	23.4	1.0	144.4	4.0	0.0%
9	119.0	20.2	0.9	146.8	4.0	0.0%
10	119.0	19.5	0.9	114.0	5.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>20.2</b>	<b>0.9</b>	<b>115.8</b>	<b>4.1</b>	<b>0.0%</b>

<b>NWB R on Estes Drive - Lane ID 854</b>						
1	119.0	19.5	0.9	101.5	4.0	0.0%
2	119.0	18.1	0.9	92.6	4.0	0.0%
3	119.0	19.1	0.9	100.4	4.0	0.0%
4	119.0	21.1	0.9	103.0	4.0	0.0%
5	119.0	19.5	0.9	108.1	5.0	0.0%



Lane Queue by Intersection

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>NWB R on Estes Drive - Lane ID 854</b>						
6	119.0	20.8	0.9	107.2	4.0	0.0%
7	119.0	19.1	0.8	104.0	4.0	0.0%
8	119.0	18.7	0.9	132.2	4.0	0.0%
9	119.0	22.3	1.0	108.0	4.0	0.0%
10	119.0	23.1	1.0	99.6	4.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>20.1</b>	<b>0.9</b>	<b>105.7</b>	<b>4.1</b>	<b>0.0%</b>

<b>NWB T on Estes Drive - Lane ID 853</b>						
1	119.0	58.5	2.5	186.6	8.0	0.0%
2	119.0	58.8	2.5	200.4	8.0	0.0%
3	119.0	57.8	2.4	244.3	9.0	0.0%
4	119.0	58.6	2.5	215.8	8.0	0.0%
5	119.0	56.3	2.4	228.1	10.0	0.0%
6	119.0	58.3	2.5	218.1	9.0	0.0%
7	119.0	53.3	2.3	217.2	9.0	0.0%
8	119.0	55.1	2.2	226.4	8.0	0.0%
9	119.0	66.8	2.7	245.4	9.0	0.0%
10	119.0	62.1	2.6	246.9	9.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>58.6</b>	<b>2.5</b>	<b>222.9</b>	<b>8.7</b>	<b>0.0%</b>

<b>SB L on E. Franklin Street - Lane ID 3085</b>						
1	119.0	24.8	1.2	94.7	4.0	0.0%
2	119.0	29.0	1.3	106.0	4.0	0.0%
3	119.0	28.6	1.2	141.6	4.0	0.0%
4	119.0	25.9	1.2	92.4	3.0	0.0%
5	119.0	28.5	1.2	110.1	4.0	0.0%
6	119.0	27.5	1.2	119.0	4.0	0.0%
7	119.0	24.7	1.2	90.3	4.0	0.0%
8	119.0	25.8	1.2	102.6	4.0	0.0%
9	119.0	32.1	1.4	118.6	4.0	0.0%
10	119.0	28.8	1.3	115.6	4.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>27.6</b>	<b>1.2</b>	<b>109.1</b>	<b>3.9</b>	<b>0.0%</b>

<b>SB R on E. Franklin Street - Lane ID 3090</b>						
1	119.0	13.5	0.6	96.4	4.0	0.0%
2	119.0	14.0	0.6	143.8	6.0	0.0%
3	119.0	14.3	0.6	153.4	5.0	0.0%
4	119.0	12.2	0.5	109.5	4.0	0.0%
5	119.0	13.5	0.6	130.4	4.0	0.0%
6	119.0	15.8	0.7	146.2	4.0	0.0%
7	119.0	11.5	0.5	101.3	4.0	0.0%
8	119.0	13.7	0.6	135.0	6.0	0.0%
9	119.0	13.9	0.6	129.5	6.0	0.0%
10	119.0	14.0	0.6	151.1	6.0	0.0%

Lane Queue by Intersection

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>SB R on E. Franklin Street - Lane ID 3090</b>						
Average:	119.0	13.6	0.6	129.7	4.9	0.0%
<b>SB T on E. Franklin Street - Lane ID 3086</b>						
1	119.0	23.6	1.0	117.1	5.0	0.0%
2	119.0	22.2	1.0	110.2	4.0	0.0%
3	119.0	23.7	1.0	94.7	4.0	0.0%
4	119.0	24.9	1.1	119.0	5.0	0.0%
5	119.0	23.0	1.0	103.3	4.0	0.0%
6	119.0	24.0	1.1	98.4	4.0	0.0%
7	119.0	22.6	1.0	115.3	4.0	0.0%
8	119.0	21.2	0.9	100.1	4.0	0.0%
9	119.0	20.0	0.9	122.4	5.0	0.0%
10	119.0	19.5	0.9	132.8	4.0	0.0%
Average:	119.0	22.5	1.0	111.3	4.3	0.0%
<b>SB T on E. Franklin Street - Lane ID 3087</b>						
1	119.0	23.4	1.0	128.7	5.0	0.0%
2	119.0	18.3	0.8	86.6	4.0	0.0%
3	119.0	22.0	1.0	149.3	5.0	0.0%
4	119.0	20.1	0.9	99.0	4.0	0.0%
5	119.0	19.4	0.8	107.9	4.0	0.0%
6	119.0	21.3	1.0	126.7	5.0	0.0%
7	119.0	22.6	1.0	116.7	4.0	0.0%
8	119.0	19.1	0.8	108.8	4.0	0.0%
9	119.0	19.6	0.9	103.2	4.0	0.0%
10	119.0	20.1	0.9	115.8	4.0	0.0%
Average:	119.0	20.6	0.9	114.3	4.3	0.0%

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB L on Estes Drive Extension - Lane ID 1568</b>						
1	119.0	19.4	0.9	72.2	3.0	0.0%
2	119.0	22.0	1.0	90.1	3.0	0.0%
3	119.0	20.8	1.0	90.7	3.0	0.0%
4	119.0	19.8	0.9	76.9	3.0	0.0%
5	119.0	23.7	1.1	71.8	3.0	0.0%
6	119.0	20.8	1.0	69.1	3.0	0.0%
7	119.0	21.3	0.9	85.1	3.0	0.0%
8	119.0	19.9	1.0	68.4	3.0	0.0%
9	119.0	22.2	1.1	52.4	2.0	0.0%
10	119.0	20.3	1.0	66.3	3.0	0.0%
Average:	119.0	21.0	1.0	74.3	2.9	0.0%

Lane Queue by Intersection

ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE

NODE: 70532

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB L on Estes Drive Extension - Lane ID 1569</b>						
1	119.0	21.8	0.9	93.0	3.0	0.0%
2	119.0	19.3	0.9	83.1	3.0	0.0%
3	119.0	19.4	0.9	60.6	3.0	0.0%
4	119.0	20.2	1.0	76.3	3.0	0.0%
5	119.0	20.2	1.0	74.7	3.0	0.0%
6	119.0	19.3	0.9	74.9	3.0	0.0%
7	119.0	23.4	1.1	71.5	3.0	0.0%
8	119.0	24.6	1.1	84.4	3.0	0.0%
9	119.0	19.3	1.0	73.3	3.0	0.0%
10	119.0	22.5	1.1	87.3	3.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>21.0</b>	<b>1.0</b>	<b>77.9</b>	<b>3.0</b>	<b>0.0%</b>

<b>EB R on Estes Drive Extension - Lane ID 3091</b>						
1	119.0	3.0	0.1	43.0	2.0	0.0%
2	119.0	3.1	0.2	22.8	1.0	0.0%
3	119.0	3.7	0.2	75.5	2.0	0.0%
4	119.0	2.3	0.1	24.2	1.0	0.0%
5	119.0	1.4	0.1	24.0	1.0	0.0%
6	119.0	2.4	0.1	46.8	2.0	0.0%
7	119.0	2.0	0.1	22.1	1.0	0.0%
8	119.0	3.4	0.2	20.3	1.0	0.0%
9	119.0	1.3	0.1	20.9	1.0	0.0%
10	119.0	2.5	0.1	21.9	1.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>2.5</b>	<b>0.1</b>	<b>32.2</b>	<b>1.3</b>	<b>0.0%</b>

<b>EB T on Estes Drive Extension - Lane ID 1570</b>						
1	119.0	33.4	1.5	118.5	5.0	0.0%
2	119.0	35.6	1.5	164.6	6.0	0.0%
3	119.0	37.1	1.6	182.1	6.0	0.0%
4	119.0	38.8	1.7	167.5	6.0	0.0%
5	119.0	37.8	1.6	158.2	7.0	0.0%
6	119.0	36.4	1.6	147.4	6.0	0.0%
7	119.0	40.5	1.7	185.9	6.0	0.0%
8	119.0	37.9	1.6	187.4	7.0	0.0%
9	119.0	37.0	1.7	148.0	6.0	0.0%
10	119.0	38.4	1.7	176.6	6.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>37.3</b>	<b>1.6</b>	<b>163.6</b>	<b>6.1</b>	<b>0.0%</b>

<b>NB L on NC 86 (MLK Jr. Blvd) - Lane ID 2919</b>						
1	119.0	2.5	0.1	23.3	1.0	0.0%
2	119.0	3.1	0.2	50.5	2.0	0.0%
3	119.0	3.0	0.2	22.8	1.0	0.0%
4	119.0	3.8	0.2	48.3	2.0	0.0%
5	119.0	3.4	0.2	38.8	2.0	0.0%

Lane Queue by Intersection

ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE

NODE: 70532

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>NB L on NC 86 (MLK Jr. Blvd) - Lane ID 2919</b>						
6	119.0	3.0	0.2	42.7	2.0	0.0%
7	119.0	3.3	0.1	66.7	1.0	0.0%
8	119.0	2.8	0.2	20.5	1.0	0.0%
9	119.0	2.8	0.2	28.3	1.0	0.0%
10	119.0	2.8	0.1	41.3	2.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>3.1</b>	<b>0.2</b>	<b>38.3</b>	<b>1.5</b>	<b>0.0%</b>

<b>NB R on NC 86 (MLK Jr. Blvd) - Lane ID 3081</b>						
1	119.0	9.5	0.4	109.0	4.0	0.0%
2	119.0	9.2	0.4	73.7	3.0	0.0%
3	119.0	7.5	0.4	90.3	4.0	0.0%
4	119.0	10.0	0.5	66.4	3.0	0.0%
5	119.0	10.2	0.5	76.6	3.0	0.0%
6	119.0	10.3	0.5	126.0	5.0	0.0%
7	119.0	12.4	0.6	114.6	5.0	0.0%
8	119.0	8.0	0.4	70.3	3.0	0.0%
9	119.0	11.5	0.5	105.8	4.0	0.0%
10	119.0	8.9	0.4	75.5	3.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>9.8</b>	<b>0.5</b>	<b>90.8</b>	<b>3.7</b>	<b>0.0%</b>

<b>NB T on NC 86 (MLK Jr. Blvd) - Lane ID 2920</b>						
1	119.0	29.6	1.3	123.7	5.0	0.0%
2	119.0	31.7	1.4	155.3	6.0	0.0%
3	119.0	28.2	1.3	133.9	5.0	0.0%
4	119.0	30.2	1.3	167.4	5.0	0.0%
5	119.0	32.1	1.4	156.1	6.0	0.0%
6	119.0	32.3	1.4	155.3	6.0	0.0%
7	119.0	32.8	1.4	141.3	6.0	0.0%
8	119.0	35.3	1.5	169.9	6.0	0.0%
9	119.0	31.3	1.4	155.3	6.0	0.0%
10	119.0	29.7	1.3	135.5	5.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>31.3</b>	<b>1.4</b>	<b>149.4</b>	<b>5.6</b>	<b>0.0%</b>

<b>NB T on NC 86 (MLK Jr. Blvd) - Lane ID 2921</b>						
1	119.0	28.1	1.2	128.8	5.0	0.0%
2	119.0	26.0	1.1	109.7	5.0	0.0%
3	119.0	27.1	1.2	120.5	5.0	0.0%
4	119.0	32.5	1.4	197.4	5.0	0.0%
5	119.0	27.7	1.3	123.6	5.0	0.0%
6	119.0	28.1	1.3	120.5	5.0	0.0%
7	119.0	30.1	1.3	186.7	6.0	0.0%
8	119.0	29.8	1.3	142.7	6.0	0.0%
9	119.0	29.3	1.3	143.6	5.0	0.0%
10	119.0	31.5	1.3	143.1	5.0	0.0%

Lane Queue by Intersection

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>NB T on NC 86 (MLK Jr. Blvd) - Lane ID 2921</b>						
Average:	119.0	29.0	1.3	141.7	5.2	0.0%
<b>SB L on NC 86 (MLK Jr. Blvd) - Lane ID 3072</b>						
1	119.0	26.1	1.2	149.6	6.0	0.0%
2	119.0	20.7	0.9	161.8	7.0	0.0%
3	119.0	22.9	1.1	143.6	6.0	0.0%
4	119.0	27.1	1.2	146.7	6.0	0.0%
5	119.0	22.4	1.0	122.3	5.0	0.0%
6	119.0	27.6	1.2	159.8	6.0	0.0%
7	119.0	26.4	1.2	156.2	6.0	0.0%
8	119.0	22.9	1.0	142.0	5.0	0.0%
9	119.0	31.1	1.3	158.5	6.0	0.0%
10	119.0	24.4	1.1	145.0	6.0	0.0%
Average:	119.0	25.2	1.1	148.6	5.9	0.0%
<b>SB R on NC 86 (MLK Jr. Blvd) - Lane ID 3075</b>						
1	119.0	9.0	0.4	73.3	3.0	0.0%
2	119.0	7.3	0.4	54.9	2.0	0.0%
3	119.0	9.3	0.4	78.0	3.0	0.0%
4	119.0	7.6	0.4	69.3	3.0	0.0%
5	119.0	7.7	0.4	61.4	2.0	0.0%
6	119.0	7.4	0.4	62.8	3.0	0.0%
7	119.0	6.9	0.3	75.2	3.0	0.0%
8	119.0	9.1	0.4	75.7	3.0	0.0%
9	119.0	8.1	0.4	52.7	2.0	0.0%
10	119.0	9.1	0.5	68.8	3.0	0.0%
Average:	119.0	8.2	0.4	67.2	2.7	0.0%
<b>SB T on NC 86 (MLK Jr. Blvd) - Lane ID 3073</b>						
1	119.0	22.5	1.0	110.3	5.0	0.0%
2	119.0	19.3	0.9	99.4	4.0	0.0%
3	119.0	18.8	0.9	94.7	4.0	0.0%
4	119.0	20.7	0.9	94.5	4.0	0.0%
5	119.0	19.5	0.9	121.1	5.0	0.0%
6	119.0	20.6	0.9	100.4	4.0	0.0%
7	119.0	19.0	0.9	110.3	4.0	0.0%
8	119.0	18.9	0.8	113.5	5.0	0.0%
9	119.0	20.5	0.9	97.5	4.0	0.0%
10	119.0	22.7	1.0	123.7	5.0	0.0%
Average:	119.0	20.3	0.9	106.5	4.4	0.0%
<b>SB T on NC 86 (MLK Jr. Blvd) - Lane ID 3074</b>						
1	119.0	25.7	1.1	124.0	5.0	0.0%
2	119.0	21.0	1.0	107.1	4.0	0.0%

Lane Queue by Intersection

ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE

NODE: 70532

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>SB T on NC 86 (MLK Jr. Blvd) - Lane ID 3074</b>						
3	119.0	23.1	1.0	133.9	5.0	0.0%
4	119.0	20.8	0.9	107.8	5.0	0.0%
5	119.0	22.0	1.0	108.6	4.0	0.0%
6	119.0	26.7	1.2	129.4	5.0	0.0%
7	119.0	20.7	0.9	108.6	4.0	0.0%
8	119.0	19.8	0.9	131.6	4.0	0.0%
9	119.0	22.8	1.1	121.1	5.0	0.0%
10	119.0	23.9	1.0	126.6	5.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>22.7</b>	<b>1.0</b>	<b>119.9</b>	<b>4.6</b>	<b>0.0%</b>
<b>WB L on Estes Drive - Lane ID 1574</b>						
1	119.0	17.7	0.9	89.5	4.0	0.0%
2	119.0	17.8	0.8	89.8	4.0	0.0%
3	119.0	21.7	1.0	111.9	3.0	0.0%
4	119.0	16.9	0.8	79.1	3.0	0.0%
5	119.0	21.3	0.9	106.2	4.0	0.0%
6	119.0	18.9	0.9	93.4	4.0	0.0%
7	119.0	16.0	0.8	91.5	4.0	0.0%
8	119.0	20.0	0.8	99.9	3.0	0.0%
9	119.0	19.3	0.9	107.2	4.0	0.0%
10	119.0	19.7	1.0	71.0	3.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>18.9</b>	<b>0.9</b>	<b>94.0</b>	<b>3.6</b>	<b>0.0%</b>
<b>WB L on Estes Drive - Lane ID 1575</b>						
1	119.0	19.4	0.9	85.0	4.0	0.0%
2	119.0	22.3	0.9	132.0	4.0	0.0%
3	119.0	17.1	0.8	78.8	4.0	0.0%
4	119.0	19.2	0.9	102.6	4.0	0.0%
5	119.0	18.1	0.8	107.5	4.0	0.0%
6	119.0	18.8	0.9	114.1	3.0	0.0%
7	119.0	16.7	0.8	91.9	4.0	0.0%
8	119.0	21.8	1.0	104.4	4.0	0.0%
9	119.0	20.5	0.9	114.2	3.0	0.0%
10	119.0	17.4	0.8	80.9	4.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>19.1</b>	<b>0.9</b>	<b>101.1</b>	<b>3.8</b>	<b>0.0%</b>
<b>WB R on Estes Drive - Lane ID 3069</b>						
1	119.0	22.1	0.9	168.2	6.0	0.0%
2	119.0	26.5	1.2	179.7	7.0	0.0%
3	119.0	32.7	1.4	218.3	7.0	0.0%
4	119.0	22.7	0.9	150.9	6.0	0.0%
5	119.0	18.1	0.8	152.2	6.0	0.0%
6	119.0	23.4	1.0	199.2	7.0	0.0%
7	119.0	27.8	1.1	194.6	7.0	0.0%

Lane Queue by Intersection

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>WB R on Estes Drive - Lane ID 3069</b>						
8	119.0	25.0	1.1	190.9	8.0	0.0%
9	119.0	21.8	1.0	135.3	6.0	0.0%
10	119.0	25.4	1.1	166.6	7.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>24.6</b>	<b>1.1</b>	<b>175.6</b>	<b>6.7</b>	<b>0.0%</b>

<b>WB T on Estes Drive - Lane ID 1576</b>						
1	119.0	45.4	1.9	235.5	9.0	0.0%
2	119.0	46.0	1.9	212.4	7.0	0.0%
3	119.0	47.5	2.0	213.9	8.0	0.0%
4	119.0	45.6	1.9	183.6	6.0	0.0%
5	119.0	45.0	1.8	277.3	8.0	0.0%
6	119.0	44.7	1.9	174.9	7.0	0.0%
7	119.0	44.5	1.9	177.0	7.0	0.0%
8	119.0	41.7	1.8	181.8	8.0	0.0%
9	119.0	43.4	1.8	210.5	7.0	0.0%
10	119.0	41.0	1.8	172.0	7.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>44.5</b>	<b>1.9</b>	<b>203.9</b>	<b>7.4</b>	<b>0.0%</b>

Project: Lock7 TIA 2025 Mitigation  
 Scenario: Lock 7 2025 Mitigation - PM  
 Run(s): Batch (10 runs)  
 Simulated: Various  
 Time: 17:00:00 - 18:00:00  
 Interval: Summary  
 Selection: MOEs

# Lane Queue by Intersection - Overview

## ESTES DRIVE & E. FRANKLIN STREET

NODE: 70527

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB L on Estes Drive - Lane ID 389</b>						
1	119.0	181.5	7.5	672.6	26.0	0.0%
2	119.0	183.3	7.5	795.3	32.0	0.0%
3	119.0	171.8	6.8	513.7	22.0	0.0%
4	119.0	169.0	7.0	544.3	22.0	0.0%
5	119.0	231.8	9.2	1,014.8	40.0	0.0%
6	119.0	178.7	7.5	747.2	31.0	0.0%
7	119.0	196.4	7.7	712.5	28.0	0.0%
8	119.0	206.1	8.2	857.2	34.0	0.0%
9	119.0	174.1	6.8	513.5	20.0	0.0%
10	119.0	164.2	6.7	493.5	19.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>185.7</b>	<b>7.5</b>	<b>686.5</b>	<b>27.4</b>	<b>0.0%</b>

## EB TR on Estes Drive - Lane ID 390

1	119.0	103.6	4.2	481.9	19.0	0.0%
2	119.0	119.9	4.8	525.6	20.0	0.0%
3	119.0	115.3	4.6	491.8	18.0	0.0%
4	119.0	101.5	4.1	477.3	18.0	0.0%
5	119.0	108.9	4.3	460.8	19.0	0.0%
6	119.0	123.2	4.9	446.2	18.0	0.0%
7	119.0	116.7	4.7	483.1	19.0	0.0%
8	119.0	102.4	4.2	384.8	16.0	0.0%
9	119.0	117.3	4.7	472.7	19.0	0.0%
10	119.0	109.4	4.3	479.4	17.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>111.8</b>	<b>4.5</b>	<b>470.4</b>	<b>18.3</b>	<b>0.0%</b>

## NB L on E. Franklin Street - Lane ID 872

1	119.0	51.4	2.3	144.1	6.0	0.0%
2	119.0	57.6	2.6	304.6	12.0	0.0%
3	119.0	55.7	2.4	317.9	11.0	0.0%
4	119.0	48.8	2.0	175.9	7.0	0.0%
5	119.0	50.2	2.2	141.1	6.0	0.0%
6	119.0	48.7	2.2	161.5	7.0	0.0%
7	119.0	49.6	2.2	143.5	6.0	0.0%
8	119.0	56.1	2.3	384.0	14.0	0.0%
9	119.0	53.2	2.2	150.2	6.0	0.0%
10	119.0	46.4	2.0	160.2	6.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>51.8</b>	<b>2.2</b>	<b>208.3</b>	<b>8.1</b>	<b>0.0%</b>



Lane Queue by Intersection

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>NB T on E. Franklin Street - Lane ID 873</b>						
1	119.0	98.1	3.9	502.4	20.0	0.0%
2	119.0	97.3	3.9	459.7	19.0	0.0%
3	119.0	93.1	3.7	458.4	19.0	0.0%
4	119.0	103.5	4.2	429.1	17.0	0.0%
5	119.0	105.4	4.3	449.5	19.0	0.0%
6	119.0	97.4	4.0	425.2	17.0	0.0%
7	119.0	92.4	3.8	421.5	17.0	0.0%
8	119.0	107.4	4.2	523.4	18.0	0.0%
9	119.0	99.9	4.0	422.1	17.0	0.0%
10	119.0	84.6	3.4	391.3	15.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>97.9</b>	<b>3.9</b>	<b>448.3</b>	<b>17.8</b>	<b>0.0%</b>

<b>NB TR on E. Franklin Street - Lane ID 874</b>						
1	119.0	115.5	4.6	493.7	17.0	0.0%
2	119.0	110.5	4.3	418.3	16.0	0.0%
3	119.0	101.9	4.1	431.7	15.0	0.0%
4	119.0	113.0	4.6	451.4	18.0	0.0%
5	119.0	117.2	4.7	452.1	19.0	0.0%
6	119.0	109.6	4.4	488.3	18.0	0.0%
7	119.0	100.5	4.0	471.5	17.0	0.0%
8	119.0	116.5	4.6	494.4	19.0	0.0%
9	119.0	114.8	4.6	452.6	19.0	0.0%
10	119.0	101.5	4.2	408.2	17.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>110.1</b>	<b>4.4</b>	<b>456.2</b>	<b>17.5</b>	<b>0.0%</b>

<b>NWB L on Estes Drive - Lane ID 852</b>						
1	119.0	70.9	3.0	245.1	11.0	0.0%
2	119.0	54.8	2.4	202.3	8.0	0.0%
3	119.0	56.1	2.4	219.1	9.0	0.0%
4	119.0	65.0	2.8	203.6	9.0	0.0%
5	119.0	64.6	2.7	237.9	10.0	0.0%
6	119.0	66.4	2.7	305.6	11.0	0.0%
7	119.0	59.6	2.5	239.6	9.0	0.0%
8	119.0	64.4	2.7	242.5	10.0	0.0%
9	119.0	62.3	2.6	196.8	8.0	0.0%
10	119.0	67.3	2.8	248.6	10.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>63.1</b>	<b>2.7</b>	<b>234.1</b>	<b>9.5</b>	<b>0.0%</b>

<b>NWB R on Estes Drive - Lane ID 854</b>						
1	119.0	69.4	2.9	277.0	9.0	0.0%
2	119.0	66.1	2.7	244.7	9.0	0.0%
3	119.0	62.1	2.6	254.3	9.0	0.0%
4	119.0	65.3	2.8	234.3	10.0	0.0%
5	119.0	65.3	2.7	241.2	9.0	0.0%

Lane Queue by Intersection

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>NWB R on Estes Drive - Lane ID 854</b>						
6	119.0	65.5	2.7	259.9	11.0	0.0%
7	119.0	60.9	2.6	229.4	9.0	0.0%
8	119.0	66.4	2.8	271.8	9.0	0.0%
9	119.0	64.2	2.7	249.8	9.0	0.0%
10	119.0	62.6	2.6	288.0	9.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>64.8</b>	<b>2.7</b>	<b>255.0</b>	<b>9.3</b>	<b>0.0%</b>

<b>NWB T on Estes Drive - Lane ID 853</b>						
1	119.0	139.3	5.5	483.2	18.0	0.0%
2	119.0	128.7	5.2	457.9	17.0	0.0%
3	119.0	128.4	5.3	485.8	19.0	0.0%
4	119.0	124.3	5.1	473.6	19.0	0.0%
5	119.0	126.9	5.2	578.9	24.0	0.0%
6	119.0	144.1	5.9	622.2	25.0	0.0%
7	119.0	143.8	5.8	614.0	21.0	0.0%
8	119.0	131.1	5.4	449.4	18.0	0.0%
9	119.0	138.1	5.5	527.2	20.0	0.0%
10	119.0	137.4	5.6	539.1	19.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>134.2</b>	<b>5.5</b>	<b>523.1</b>	<b>20.0</b>	<b>0.0%</b>

<b>SB L on E. Franklin Street - Lane ID 3085</b>						
1	119.0	60.2	2.6	154.5	7.0	0.0%
2	119.0	61.1	2.6	185.5	7.0	0.0%
3	119.0	63.8	2.7	182.8	7.0	0.0%
4	119.0	54.5	2.4	166.5	7.0	0.0%
5	119.0	59.7	2.6	176.9	7.0	0.0%
6	119.0	60.1	2.5	195.4	7.0	0.0%
7	119.0	60.9	2.7	178.0	7.0	0.0%
8	119.0	59.2	2.6	194.1	7.0	0.0%
9	119.0	62.0	2.6	184.5	7.0	0.0%
10	119.0	55.8	2.4	163.0	6.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>59.7</b>	<b>2.6</b>	<b>178.1</b>	<b>6.9</b>	<b>0.0%</b>

<b>SB R on E. Franklin Street - Lane ID 3090</b>						
1	119.0	35.2	1.4	244.4	10.0	0.0%
2	119.0	39.5	1.6	247.1	10.0	0.0%
3	119.0	29.5	1.2	240.6	9.0	0.0%
4	119.0	31.4	1.3	293.2	11.0	0.0%
5	119.0	34.5	1.4	312.6	13.0	0.0%
6	119.0	32.8	1.3	292.2	11.0	0.0%
7	119.0	36.5	1.5	233.0	9.0	0.0%
8	119.0	36.1	1.5	256.9	9.0	0.0%
9	119.0	30.6	1.3	225.6	9.0	0.0%
10	119.0	35.1	1.4	271.1	11.0	0.0%

Lane Queue by Intersection

**ESTES DRIVE & E. FRANKLIN STREET**

**NODE: 70527**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>SB R on E. Franklin Street - Lane ID 3090</b>						
Average:	119.0	34.1	1.4	261.7	10.2	0.0%
<b>SB T on E. Franklin Street - Lane ID 3086</b>						
1	119.0	52.6	2.2	212.8	9.0	0.0%
2	119.0	52.6	2.2	227.2	9.0	0.0%
3	119.0	53.3	2.1	224.6	9.0	0.0%
4	119.0	55.5	2.4	225.9	10.0	0.0%
5	119.0	48.6	2.1	217.3	9.0	0.0%
6	119.0	50.7	2.1	207.4	8.0	0.0%
7	119.0	52.1	2.2	227.2	9.0	0.0%
8	119.0	53.4	2.3	231.4	9.0	0.0%
9	119.0	52.8	2.2	220.6	8.0	0.0%
10	119.0	53.6	2.2	237.2	9.0	0.0%
Average:	119.0	52.5	2.2	223.2	8.9	0.0%
<b>SB T on E. Franklin Street - Lane ID 3087</b>						
1	119.0	49.5	2.0	222.2	8.0	0.0%
2	119.0	49.9	2.1	203.8	8.0	0.0%
3	119.0	51.5	2.1	216.3	9.0	0.0%
4	119.0	52.4	2.1	213.6	8.0	0.0%
5	119.0	49.9	2.1	203.0	9.0	0.0%
6	119.0	46.9	1.9	221.1	9.0	0.0%
7	119.0	52.1	2.1	207.7	8.0	0.0%
8	119.0	51.3	2.2	223.1	9.0	0.0%
9	119.0	48.9	2.1	210.6	8.0	0.0%
10	119.0	51.8	2.1	219.3	8.0	0.0%
Average:	119.0	50.4	2.1	214.1	8.4	0.0%

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB L on Estes Drive Extension - Lane ID 1568</b>						
1	119.0	54.0	2.4	151.0	6.0	0.0%
2	119.0	51.5	2.3	146.3	6.0	0.0%
3	119.0	55.0	2.4	160.3	7.0	0.0%
4	119.0	55.4	2.4	174.4	6.0	0.0%
5	119.0	51.0	2.3	128.9	5.0	0.0%
6	119.0	59.6	2.4	217.4	6.0	0.0%
7	119.0	58.6	2.5	162.2	7.0	0.0%
8	119.0	56.2	2.4	144.4	6.0	0.0%
9	119.0	56.1	2.4	137.0	6.0	0.0%
10	119.0	55.6	2.4	161.3	6.0	0.0%
Average:	119.0	55.3	2.4	158.3	6.1	0.0%

Lane Queue by Intersection

ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE

NODE: 70532

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>EB L on Estes Drive Extension - Lane ID 1569</b>						
1	119.0	57.3	2.3	174.2	6.0	0.0%
2	119.0	50.2	2.2	140.5	6.0	0.0%
3	119.0	57.5	2.4	193.3	6.0	0.0%
4	119.0	57.3	2.4	162.4	6.0	0.0%
5	119.0	53.5	2.4	147.9	6.0	0.0%
6	119.0	56.8	2.4	161.7	6.0	0.0%
7	119.0	59.8	2.5	145.1	6.0	0.0%
8	119.0	54.9	2.4	138.8	6.0	0.0%
9	119.0	53.5	2.3	146.0	6.0	0.0%
10	119.0	57.3	2.4	171.1	7.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>55.8</b>	<b>2.4</b>	<b>158.1</b>	<b>6.1</b>	<b>0.0%</b>

<b>EB R on Estes Drive Extension - Lane ID 3091</b>						
1	119.0	13.5	0.6	56.7	2.0	0.0%
2	119.0	12.1	0.6	61.5	2.0	0.0%
3	119.0	17.2	0.8	72.3	3.0	0.0%
4	119.0	11.8	0.6	52.5	2.0	0.0%
5	119.0	13.6	0.7	81.0	3.0	0.0%
6	119.0	15.5	0.7	106.5	3.0	0.0%
7	119.0	16.1	0.7	75.4	3.0	0.0%
8	119.0	15.2	0.7	77.2	3.0	0.0%
9	119.0	12.2	0.6	62.8	2.0	0.0%
10	119.0	12.5	0.6	60.6	3.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>14.0</b>	<b>0.7</b>	<b>70.7</b>	<b>2.6</b>	<b>0.0%</b>

<b>EB T on Estes Drive Extension - Lane ID 1570</b>						
1	119.0	96.3	3.9	322.8	12.0	0.0%
2	119.0	106.0	4.3	475.5	17.0	0.0%
3	119.0	96.6	4.1	307.4	12.0	0.0%
4	119.0	98.0	4.0	302.4	13.0	0.0%
5	119.0	99.5	4.1	351.9	12.0	0.0%
6	119.0	86.6	3.7	322.8	12.0	0.0%
7	119.0	90.4	3.9	407.1	15.0	0.0%
8	119.0	91.2	3.8	299.2	13.0	0.0%
9	119.0	96.3	3.9	322.8	12.0	0.0%
10	119.0	101.1	4.1	425.9	14.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>96.2</b>	<b>4.0</b>	<b>353.8</b>	<b>13.2</b>	<b>0.0%</b>

<b>NB L on NC 86 (MLK Jr. Blvd) - Lane ID 2919</b>						
1	119.0	8.9	0.4	85.4	2.0	0.0%
2	119.0	5.4	0.3	45.5	2.0	0.0%
3	119.0	6.6	0.3	47.6	2.0	0.0%
4	119.0	7.7	0.4	58.5	2.0	0.0%
5	119.0	4.5	0.3	38.4	2.0	0.0%

Lane Queue by Intersection

ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE

NODE: 70532

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>NB L on NC 86 (MLK Jr. Blvd) - Lane ID 2919</b>						
6	119.0	5.9	0.3	41.7	2.0	0.0%
7	119.0	5.3	0.3	46.4	2.0	0.0%
8	119.0	5.6	0.3	43.8	2.0	0.0%
9	119.0	7.0	0.3	66.9	2.0	0.0%
10	119.0	7.8	0.4	78.2	2.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>6.5</b>	<b>0.3</b>	<b>55.2</b>	<b>2.0</b>	<b>0.0%</b>

<b>NB R on NC 86 (MLK Jr. Blvd) - Lane ID 3081</b>						
1	119.0	17.2	0.8	75.1	3.0	0.0%
2	119.0	14.9	0.7	85.5	4.0	0.0%
3	119.0	24.1	1.0	121.8	5.0	0.0%
4	119.0	14.6	0.7	96.7	4.0	0.0%
5	119.0	18.9	0.9	78.5	3.0	0.0%
6	119.0	21.7	0.9	155.6	6.0	0.0%
7	119.0	19.7	0.9	103.9	4.0	0.0%
8	119.0	17.2	0.7	108.8	4.0	0.0%
9	119.0	16.8	0.7	106.4	4.0	0.0%
10	119.0	17.1	0.8	158.9	6.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>18.2</b>	<b>0.8</b>	<b>109.1</b>	<b>4.3</b>	<b>0.0%</b>

<b>NB T on NC 86 (MLK Jr. Blvd) - Lane ID 2920</b>						
1	119.0	161.7	6.6	570.1	23.0	0.0%
2	119.0	152.1	5.9	570.8	22.0	0.0%
3	119.0	154.5	6.2	552.2	22.0	0.0%
4	119.0	153.5	5.9	694.9	21.0	0.0%
5	119.0	153.0	6.1	552.0	21.0	0.0%
6	119.0	154.9	6.2	610.0	24.0	0.0%
7	119.0	149.2	6.0	522.4	22.0	0.0%
8	119.0	140.7	5.6	558.1	21.0	0.0%
9	119.0	144.4	5.6	592.7	21.0	0.0%
10	119.0	152.0	6.2	547.9	22.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>151.6</b>	<b>6.0</b>	<b>577.1</b>	<b>21.9</b>	<b>0.0%</b>

<b>NB T on NC 86 (MLK Jr. Blvd) - Lane ID 2921</b>						
1	119.0	154.5	6.1	571.6	22.0	0.0%
2	119.0	134.8	5.3	534.8	21.0	0.0%
3	119.0	153.6	6.0	637.5	23.0	0.0%
4	119.0	136.5	5.5	604.0	24.0	0.0%
5	119.0	128.9	5.1	543.4	22.0	0.0%
6	119.0	135.6	5.4	567.5	23.0	0.0%
7	119.0	142.2	5.7	566.8	22.0	0.0%
8	119.0	153.3	6.1	570.9	23.0	0.0%
9	119.0	131.5	5.3	572.2	23.0	0.0%
10	119.0	143.6	5.8	633.7	23.0	0.0%

Lane Queue by Intersection

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>NB T on NC 86 (MLK Jr. Blvd) - Lane ID 2921</b>						
Average:	119.0	141.5	5.6	580.2	22.6	0.0%
<b>SB L on NC 86 (MLK Jr. Blvd) - Lane ID 3072</b>						
1	119.0	110.2	4.6	378.2	14.0	0.8%
2	119.0	120.8	5.0	377.0	14.0	2.5%
3	119.0	139.6	5.2	391.9	15.0	8.4%
4	119.0	121.7	4.8	369.1	15.0	1.7%
5	119.0	119.8	4.9	338.3	14.0	0.8%
6	119.0	107.7	4.4	348.7	14.0	0.8%
7	119.0	112.9	4.7	349.6	14.0	0.8%
8	119.0	113.4	4.6	390.1	15.0	1.7%
9	119.0	119.6	4.9	380.9	15.0	4.2%
10	119.0	123.7	5.1	384.6	15.0	4.2%
Average:	119.0	118.9	4.8	370.8	14.5	2.6%
<b>SB R on NC 86 (MLK Jr. Blvd) - Lane ID 3075</b>						
1	119.0	16.1	0.7	125.3	4.0	0.0%
2	119.0	17.0	0.8	98.7	4.0	0.0%
3	119.0	16.1	0.7	110.4	4.0	0.0%
4	119.0	16.3	0.7	148.3	4.0	0.0%
5	119.0	15.8	0.7	96.7	4.0	0.0%
6	119.0	16.5	0.7	117.6	4.0	0.0%
7	119.0	17.4	0.7	105.6	4.0	0.0%
8	119.0	15.3	0.7	97.1	4.0	0.0%
9	119.0	15.9	0.7	137.0	5.0	0.0%
10	119.0	17.9	0.7	133.4	4.0	0.0%
Average:	119.0	16.4	0.7	117.0	4.1	0.0%
<b>SB T on NC 86 (MLK Jr. Blvd) - Lane ID 3073</b>						
1	119.0	38.4	1.7	199.5	8.0	0.0%
2	119.0	42.3	1.8	210.4	8.0	0.0%
3	119.0	36.9	1.6	195.0	8.0	0.0%
4	119.0	41.0	1.7	212.0	8.0	0.0%
5	119.0	38.4	1.7	211.4	8.0	0.0%
6	119.0	42.8	1.8	198.4	8.0	0.0%
7	119.0	46.3	1.9	233.5	9.0	0.0%
8	119.0	37.6	1.6	213.0	8.0	0.0%
9	119.0	40.9	1.7	232.5	10.0	0.0%
10	119.0	41.2	1.7	222.9	9.0	0.0%
Average:	119.0	40.6	1.7	212.9	8.4	0.0%
<b>SB T on NC 86 (MLK Jr. Blvd) - Lane ID 3074</b>						
1	119.0	51.9	2.1	314.0	11.0	0.0%
2	119.0	49.2	2.1	295.4	11.0	0.0%

Lane Queue by Intersection

ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE

NODE: 70532

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>SB T on NC 86 (MLK Jr. Blvd) - Lane ID 3074</b>						
3	119.0	56.3	2.3	282.7	12.0	0.0%
4	119.0	56.6	2.2	329.7	11.0	0.0%
5	119.0	50.1	2.1	257.9	10.0	0.0%
6	119.0	50.5	2.0	269.9	10.0	0.0%
7	119.0	51.1	2.1	271.0	10.0	0.0%
8	119.0	54.3	2.2	300.3	12.0	0.0%
9	119.0	47.7	2.0	244.8	10.0	0.0%
10	119.0	55.8	2.3	353.5	14.0	0.8%
<b>Average:</b>	<b>119.0</b>	<b>52.4</b>	<b>2.1</b>	<b>291.9</b>	<b>11.1</b>	<b>0.1%</b>
<b>WB L on Estes Drive - Lane ID 1574</b>						
1	119.0	34.8	1.6	157.1	6.0	0.0%
2	119.0	34.1	1.5	155.1	5.0	0.0%
3	119.0	34.3	1.6	119.8	5.0	0.0%
4	119.0	35.2	1.5	141.6	6.0	0.0%
5	119.0	30.4	1.3	100.9	4.0	0.0%
6	119.0	34.1	1.5	119.3	5.0	0.0%
7	119.0	29.6	1.4	153.5	6.0	0.0%
8	119.0	32.8	1.4	122.1	5.0	0.0%
9	119.0	32.7	1.4	139.9	5.0	0.0%
10	119.0	29.5	1.3	154.9	7.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>32.8</b>	<b>1.5</b>	<b>136.4</b>	<b>5.4</b>	<b>0.0%</b>
<b>WB L on Estes Drive - Lane ID 1575</b>						
1	119.0	32.8	1.5	126.9	5.0	0.0%
2	119.0	35.4	1.5	129.3	5.0	0.0%
3	119.0	33.0	1.5	126.9	5.0	0.0%
4	119.0	38.1	1.6	140.8	6.0	0.0%
5	119.0	31.1	1.4	110.2	5.0	0.0%
6	119.0	34.9	1.5	123.1	5.0	0.0%
7	119.0	30.5	1.3	105.5	4.0	0.0%
8	119.0	35.4	1.5	130.5	5.0	0.0%
9	119.0	33.8	1.5	128.1	5.0	0.0%
10	119.0	30.2	1.4	119.1	6.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>33.5</b>	<b>1.5</b>	<b>124.0</b>	<b>5.1</b>	<b>0.0%</b>
<b>WB R on Estes Drive - Lane ID 3069</b>						
1	119.0	105.6	4.1	556.5	21.0	0.0%
2	119.0	104.8	4.2	513.5	21.0	0.0%
3	119.0	97.7	4.0	458.6	19.0	0.0%
4	119.0	92.9	3.7	511.1	20.0	0.0%
5	119.0	93.6	3.9	413.9	16.0	0.0%
6	119.0	99.4	4.0	443.1	17.0	0.0%
7	119.0	96.4	3.9	530.4	22.0	0.0%

Lane Queue by Intersection

**ESTES DRIVE EXTENSION, NC 86 (MLK JR. BLVD) & ESTES DRIVE**

**NODE: 70532**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
<b>WB R on Estes Drive - Lane ID 3069</b>						
8	119.0	90.2	3.7	410.9	17.0	0.0%
9	119.0	99.0	4.1	476.8	20.0	0.0%
10	119.0	94.3	3.7	465.6	17.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>97.4</b>	<b>3.9</b>	<b>478.0</b>	<b>19.0</b>	<b>0.0%</b>

<b>WB T on Estes Drive - Lane ID 1576</b>						
1	119.0	111.9	4.5	443.5	15.0	0.0%
2	119.0	110.3	4.5	459.3	16.0	0.0%
3	119.0	105.1	4.3	364.3	14.0	0.0%
4	119.0	104.7	4.3	369.4	14.0	0.0%
5	119.0	119.5	4.8	436.3	16.0	0.0%
6	119.0	109.0	4.5	405.8	16.0	0.0%
7	119.0	106.6	4.4	432.7	16.0	0.0%
8	119.0	117.5	4.6	431.7	16.0	0.0%
9	119.0	114.5	4.6	431.8	17.0	0.0%
10	119.0	105.7	4.3	410.3	16.0	0.0%
<b>Average:</b>	<b>119.0</b>	<b>110.5</b>	<b>4.5</b>	<b>418.5</b>	<b>15.6</b>	<b>0.0%</b>





**Appendix F – Peak Hour Traffic Signal Warrant Analysis Results**  
**(Estes Drive & Somerset Drive)**

Warrants Summary												
<b>Information</b>												
Analyst	CRS			Intersection	Estes & Somerset							
Agency/Co	HNTB North Carolina, PC			Jurisdiction	Chapel Hill, NC							
Date Performed	3/11/22			Units	U.S. Customary							
Project ID	710 N Estes Townhomes			Time Period Analyzed	2025 With Site							
East/West Street	Estes Drive			North/South Street	Somerset Drive							
File Name	Estes & Somerset.xhy			Major Street	East-West							
Project Description <i>710 N Estes Townhomes TIA</i>												
<b>General</b>				<b>Roadway Network</b>								
Major Street Speed (mph)	35	<input type="checkbox"/>	Population < 10,000			Two Major Routes			<input type="checkbox"/>			
Nearest Signal (ft)	1500	<input type="checkbox"/>	Coordinated Signal System			Weekend Count			<input type="checkbox"/>			
Crashes (per year)	3	<input type="checkbox"/>	Adequate Trials of Alternatives			5-yr Growth Factor			0			
<b>Geometry and Traffic</b>	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N	1	1	0	0	1	0	0	0	0	0	0	0
Lane usage	L	T			TR						LR	
Vehicle Volume Averages (vph)	20	460	0	0	477	20	0	0	0	21	0	19
Peds (ped/h) / Gaps (gaps/h)	--	0 / 0	--	--	0 / 0	--	--	0 / 0	--	--	0 / 0	--
Delay (s/veh) / (veh-hr)	--	0.8 / 0.1	--	--	0.8 / 0.1	--	--	0 / 0	--	--	10.6 / 0.2	--
<b>Warrant 1: Eight-Hour Vehicular Volume</b>												<input type="checkbox"/>
1 A. Minimum Vehicular Volumes (Both major approaches --and-- higher minor approach) --or--												<input type="checkbox"/>
1 B. Interruption of Continuous Traffic (Both major approaches --and-- higher minor approach) --or--												<input type="checkbox"/>
1 (80%) Vehicular --and-- Interruption Volumes (Both major approaches --and-- higher minor approach)												<input type="checkbox"/>
<b>Warrant 2: Four-Hour Vehicular Volume</b>												<input type="checkbox"/>
2 A. Four-Hour Vehicular Volumes (Both major approaches --and-- higher minor approach)												<input type="checkbox"/>
<b>Warrant 3: Peak Hour</b>												<input type="checkbox"/>
3 A. Peak-Hour Conditions (Minor delay --and-- minor volume --and-- total volume ) --or--												<input type="checkbox"/>
3 B. Peak- Hour Vehicular Volumes (Both major approaches --and-- higher minor approach)												<input type="checkbox"/>
<b>Warrant 4: Pedestrian Volume</b>												<input type="checkbox"/>
4 A. Four Hour Volumes --or--												<input type="checkbox"/>
4 B. One-Hour Volumes												<input type="checkbox"/>
<b>Warrant 5: School Crossing</b>												<input type="checkbox"/>
5. Student Volumes --and--												<input type="checkbox"/>
5. Gaps Same Period												<input type="checkbox"/>
<b>Warrant 6: Coordinated Signal System</b>												<input type="checkbox"/>
6. Degree of Platooning (Predominant direction or both directions)												<input type="checkbox"/>
<b>Warrant 7: Crash Experience</b>												<input type="checkbox"/>
7 A. Adequate trials of alternatives, observance and enforcement failed --and--												<input type="checkbox"/>
7 B. Reported crashes susceptible to correction by signal (12-month period) --and--												<input type="checkbox"/>

7 C. (80%) Volumes for Warrants 1A, 1B --or-- 4 are satisfied	<input type="checkbox"/>
<b>Warrant 8: Roadway Network</b>	<input type="checkbox"/>
8 A. Weekday Volume (Peak hour total --and-- projected warrants 1, 2 or 3) --or--	<input type="checkbox"/>
8 B. Weekend Volume (Five hours total)	<input type="checkbox"/>
<b>Warrant 9: Grade Crossing</b>	<input type="checkbox"/>
9 A. Grade Crossing within 140 ft --and--	<input type="checkbox"/>
9 B. Peak-Hour Vehicular Volumes	<input type="checkbox"/>

### Warrants Volume

**Information**

Analyst: CRS Agency/Co: HNTB North Carolina, PC Date Performed: 3/11/22 Project ID: 710 N Estes Townhomes TIA East/West Street: Estes Drive File Name: Estes & Somerset.xhy	Intersection: Estes & Somerset Jurisdiction: Chapel Hill, NC Units: U.S. Customary Time Period Analyzed: 2025 With Site North/South Street: Somerset Drive Major Street: East-West
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Project Description 710 N Estes Townhomes TIA

#### Warrant 1

##### Condition A—Minimum Vehicular Volume

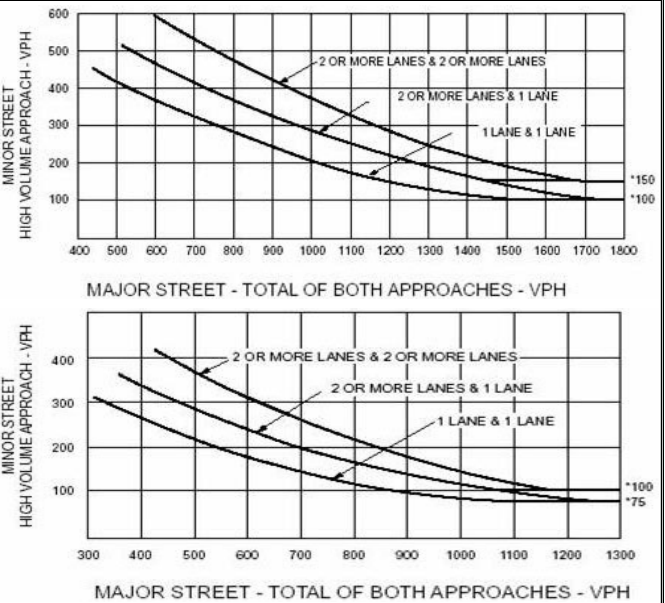
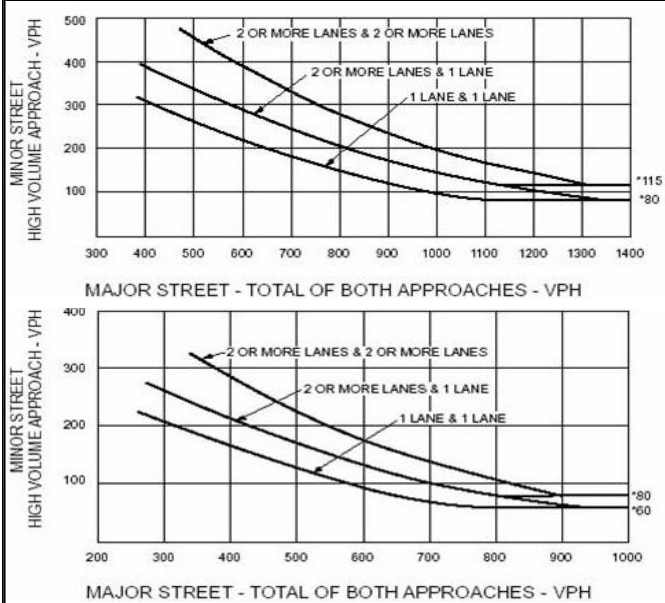
Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
		100%	80%	70%	56%	100%	80%	70%	56%
Major Street	Minor Street								
1	1	500	400	350	280	150	120	105	84
2 or more	1	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1	2 or more	500	400	350	280	200	160	140	112

##### Condition B—Interruption of Continuous Traffic

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
		100%	80%	70%	56%	100%	80%	70%	56%
Major Street	Minor Street								
1	1	750	600	525	420	75	60	53	42
2 or more	1	900	720	630	504	75	60	53	42
2 or more	2 or more	900	720	630	504	100	80	70	56
1	2 or more	750	600	525	420	100	80	70	56

#### Warrant 2

#### Warrant 3



#### Volume Summary

Major Street Lanes 2+		Minor Street Lanes 1		Speed		35		Population		10000+	
Hours	Major Volume	Minor Volume	Total Volume	1A (100%)	1A (80%)	1B (100%)	1B (80%)	2 (100%)	3A (100%)	3B (100%)	
07-08	782	36	818	No	No	No	No	No	No	No	No
08-09	0	0	0	No	No	No	No	No	No	No	No
09-10	0	0	0	No	No	No	No	No	No	No	No
10-11	0	0	0	No	No	No	No	No	No	No	No
11-12	1170	59	1229	No	No	No	No	No	No	No	No
12-13	1202	60	1262	No	No	No	Yes	No	No	No	No
13-14	1205	60	1265	No	No	No	Yes	No	No	No	No
14-15	1331	66	1397	No	No	No	Yes	No	No	No	No
15-16	1368	49	1417	No	No	No	No	No	No	No	No
16-17	1619	58	1677	No	No	No	No	No	No	No	No
17-18	1774	63	1837	No	No	No	Yes	No	No	No	No
18-19	1298	46	1344	No	No	No	No	No	No	No	No
<b>Totals</b>	<b>11749</b>	<b>497</b>	<b>12246</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>