

APPENDIX T-9:

Timing Sheet Screen Shots



4 Glen Head Road & Route 107

Options >

Controller Type:

Unsignalized

Max v/c Ratio: 0.80

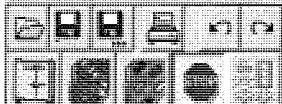
Int. Delay: 8.6

Int. LOS:

ICU: 77.2%

ICU LOS: D

SIGNING WINDOW	EBL	EBR	NBL	NBT	SBT	SBR
Lanes and Sharing (BRL)						
Traffic Volume (vph)	1	303	268	537	610	24
Sign Control	Stop	—	—	Free	Free	—
Median Type	None	—	—	None	None	—
Median Width (feet)	—	—	—	—	—	—
Right Turn Channelized	—	None	—	None	—	None
Critical Gap, IC (s)	6.4	6.2	4.1	—	—	—
Follow Up Time, IF (s)	3.5	3.3	2.2	—	—	—
Volume to Capacity Ratio	0.80	0.80	0.35	0.36	0.41	0.41
Control Delay (s)	39.2	39.2	11.2	0.0	0.0	0.0
Level of Service	E	E	B	A	A	A
Queue Length 95th (ft)	180	180	39	0	0	0



7 Back Road & Glen Cove Avenue

Options >

Controller Type:

Unsignalized

Max v/c Ratio: 0.69
Int. Delay: 12.9
Int. LOS: B
ICU: 48.4%
ICU LOS: A

SIGNING WINDOW	WBL	WBR	NBT	NBR	SBL	SBT
Lanes and Sharing (HRL)						
Traffic Volume (vph)	206	215	61	88	296	138
Sign Control	Yield	—	Stop	—	—	Yield
Median Type	None	—	None	—	—	None
Median Width (feet)	—	—	—	—	—	—
Right Turn Channelized	—	Yield	—	Yield	—	None
Critical Gap, tC (s)	—	—	—	—	—	—
Follow Up Time, tF (s)	—	—	—	—	—	—
Volume to Capacity Ratio	0.33	0.20	0.11	0.09	0.69	0.69
Control Delay (s)	11.5	7.0	9.0	6.5	17.9	17.9
Level of Service	B	A	A	A	C	C
Queue Length 95th (ft)	—	—	—	—	—	—

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9 Herb Hill Road & Garvies Point Road/Dickson Street

Options >

Controller Type:

Unsignalized

Max v/c Ratio: 0.05
Int. Delay: 6.5
Int. LOS:
ICU: 20.6%
ICU LOS: A

SIGNING WINDOW	WBL	WBR	NBT	NBR	SBL	SBT
Lanes and Sharing (#RL)	2	2	1	1	2	2
Traffic Volume (vph)	26	8	5	13	68	4
Sign Control	Stop	—	Free	—	—	Free
Median Type	None	—	None	—	—	None
Median Width (vehs)	—	—	—	—	—	—
Right Turn Channelized	—	None	—	None	—	None
Critical Gap, IC (s)	6.4	6.2	—	—	4.1	—
Follow Up Time, IF (s)	3.5	3.3	—	—	2.2	—
Volume to Capacity Ratio	0.05	0.05	0.02	0.02	0.05	0.05
Control Delay (s)	9.7	9.7	0.0	0.0	0.4	7.0
Level of Service	A	A	A	A	A	A
Queue Length 95th (ft)	4	4	0	0	4	4



4 Glen Head Road & Route 107

Options >

Controller Type:

Unsignalized

Max v/c Ratio: 0.70

Int. Delay: 7.2

Int. LOS:

ICU: 69.6%

ICU LOS: C

SIGNING WINDOW	EBL	EBR	NBL	NBT	SBT	SBR
Lanes and Shaving (#RL)						
Traffic Volume (vph)	9	249	247	437	523	41
Sign Control	Stop	—	—	Free	Free	—
Median Type	None	—	—	None	None	—
Median Width (feet)	—	—	—	—	—	—
Right Turn Channelized	—	None	—	None	—	None
Critical Gap, IC (s)	6.4	6.2	4.1	—	—	—
Follow Up Time, IF (s)	3.5	3.3	2.2	—	—	—
Volume to Capacity Ratio	0.70	0.70	0.27	0.27	0.37	0.37
Control Delay (s)	30.5	30.5	10.1	0.0	0.0	0.0
Level of Service	D	D	B	A	A	A
Queue Length 95th (ft)	131	131	27	0	0	0

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7 Back Road & Glen Cove Avenue

Options >

Controller Type:

Unsignalized

Max v/c Ratio: 0.56
Int. Delay: 10.7
Int. LOS: B
ICU: 50.3%
ICU LOS: A

SIGNING WINDOW							
		WBL	WBR	NBT	NBR	SBL	SBT
Lanes and Sharing (#RL)							
Traffic Volume (vph)		248	302	139	192	252	101
Sign Control		Yield	—	Stop	—	—	Yield
Median Type		None	—	None	—	—	None
Median Width (feet)		—	—	—	—	—	—
Right Turn Channelized		—	Yield	—	Yield	—	None
Critical Gap, tC (s)		—	—	—	—	—	—
Follow Up Time, tF (s)		—	—	—	—	—	—
Volume to Capacity Ratio		0.40	0.28	0.22	0.19	0.56	0.56
Control Delay (s)		12.3	7.4	9.9	6.9	14.5	14.5
Level of Service		B	A	A	A	B	B
Queue Length 95th (ft)		—	—	—	—	—	—

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9 Herb Hill Road & Garvies Point Road/Dickson Street

Options >

Controller Type:

Unsignalized

Max v/c Ratio: 0.05

Int. Delay: 4.6

Int. LOS:

ICU: 19.1%

ICU LOS: A

SIGNING WINDOW	WBL	WBR	NBT	NBR	SBL	SBT
Lanes and Sharing (#RL)						
Traffic Volume (vph)	16	26	6	35	38	7
Sign Control	Stop	—	Free	—	—	Free
Median Type	None	—	None	—	—	None
Median Width (vehs)	—	—	—	—	—	—
Right Turn Channelized	—	None	—	None	—	None
Critical Gap, tC (s)	6.4	6.2	—	—	4.1	—
Follow Up Time, tF (s)	3.5	3.3	—	—	2.2	—
Volume to Capacity Ratio	0.05	0.05	0.04	0.04	0.03	0.03
Control Delay (s)	9.0	9.0	0.0	0.0	0.2	6.3
Level of Service	A	A	A	A	A	A
Queue Length 95th (ft)	4	4	0	0	2	2

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4 Glen Head Road & Route 107

Options >

Controller Type:

Unsignalized

Max v/c Ratio: 0.39

Int. Delay: 4.3

Int. LOS:

ICU: 54.2%

ICU LOS: A

SIGNING WINDOW

EBL EBR NBL NBT SBT SBR

Lanes and Sharing (#RL)	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Volume (vph)	5	215	165	304	366	37
Sign Control	Stop	—	—	Free	Free	—
Median Type	None	—	—	None	None	—
Median Width (vehs)	—	—	—	—	—	—
Right Turn Channelized	—	None	—	None	—	None
Critical Gap, IC (s)	6.4	6.2	4.1	—	—	—
Follow Up Time, IF (s)	3.5	3.3	2.2	—	—	—
Volume to Capacity Ratio	0.39	0.39	0.16	0.19	0.25	0.25
Control Delay (s)	14.7	14.7	8.8	0.0	0.0	0.0
Level of Service	B	B	A	A	A	A
Queue Length 95th (ft)	46	46	14	0	0	0

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7 Back Road & Glen Cove Avenue

Options >

Controller Type:

Unsignalized

Max v/c Ratio: 0.60

Int. Delay: 10.8

Int. LOS: B

ICU: 45.1%

ICU LOS: A

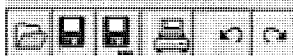
SIGNING WINDOW



Lanes and Sharing (#RL)	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Volume (vph)	159	269	89	101	317	102
Sign Control	Yield	—	Stop	—	—	Yield
Median Type	None	—	None	—	—	None
Median Width (vels)	—	—	—	—	—	—
Right Turn Channelized	—	Yield	—	Yield	—	None
Critical Gap, IC (s)	—	—	—	—	—	—
Follow Up Time, tF (s)	—	—	—	—	—	—
Volume to Capacity Ratio	0.27	0.27	0.15	0.11	0.60	0.60
Control Delay (s)	10.6	7.4	9.0	6.6	14.7	14.7
Level of Service	B	A	A	A	B	B
Queue Length 95th (ft)	—	—	—	—	—	—

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9 Herb Hill Road & Garvies Point Road/Dickson Street

Options >

Signing Window (FS)

G WINDOW



Controller Type:

Unsignalized

Max v/c Ratio: 0.05

Int. Delay: 5.5

Int. LOS:

ICU: 18.8%

ICU LOS: A

Lanes and Sharing (#RL)	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Volume (vph)	16	18	7	17	32	6
Sign Control	Stop	—	Free	—	—	Free
Median Type	None	—	None	—	—	None
Median Width (vchs)	—	—	—	—	—	—
Right Turn Channelized	—	None	—	None	—	None
Critical Gap, IC (s)	6.4	6.2	—	—	4.1	—
Follow Up Time, IF (s)	3.5	3.3	—	—	2.2	—
Volume to Capacity Ratio	0.05	0.05	0.02	0.02	0.02	0.02
Control Delay (s)	9.0	9.0	0.0	0.0	0.2	6.2
Level of Service	A	A	A	A	A	A
Queue Length 95th (ft)	4	4	0	0	2	2

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4 Glen Head Road & Route 107

Options >

Controller Type:

Unsignalized

Max v/c Ratio: 0.85

Int. Delay: 10.0

Int. LOS:

ICU: 81.52

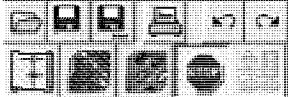
ICU LOS: D

SIGNING WINDOW

	EBL	EBR	NBL	NBT	SBT	SBR
Lanes and Sharing (HRL)						
Traffic Volume (vph)	1	319	282	567	657	25
Sign Control	Stop	—	—	Free	Free	—
Median Type	None	—	—	None	None	—
Median Width (feet)	—	—	—	—	—	—
Right Turn Channelized	—	None	—	None	—	None
Critical Gap, tC (s)	6.4	6.2	4.1	—	—	—
Follow Up Time, tF (s)	3.5	3.3	2.2	—	—	—
Volume to Capacity Ratio	0.85	0.85	0.36	0.36	0.44	0.44
Control Delay (s)	47.7	47.7	11.6	0.0	0.0	0.0
Level of Service	E	E	B	A	A	A
Queue Length 95th (ft)	207	207	41	0	0	0

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7 Back Road & Glen Cove Avenue

Options >

Controller Type:

Unsignalized

Max v/c Ratio: 0.70
Int. Delay: 13.1
Int. LOS: B
ICU: 51.1%
ICU LOS: A

SIGNING WINDOW	WBL	WBR	NBT	NBR	SBL	SBT
Lanes and Sharing (BRL)						
Traffic Volume (vph)	217	228	64	93	327	145
Sign Control	Yield	—	Stop	—	—	Yield
Median Type	None	—	None	—	—	None
Median Width (feet)	—	—	—	—	—	—
Right Turn Channelized	—	Yield	—	Yield	—	None
Critical Gap, IC (s)	—	—	—	—	—	—
Follow Up Time, IF (s)	—	—	—	—	—	—
Volume to Capacity Ratio	0.35	0.21	0.10	0.09	0.70	0.70
Control Delay (s)	11.7	7.0	9.0	6.5	18.3	18.3
Level of Service	B	A	A	A	C	C
Queue Length 95th (ft)	—	—	—	—	—	—

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9 Herb Hill Road & Garvies Point Road/Dickson Street

Options >

Controller Type:

Unsignalized

Max v/c Ratio: 0.25

Int. Delay: 8.5

Int. LOS:

ICU: 28.4%

ICU LOS: A

SIGNING WINDOW	WBL	WBR	NBT	NBR	SBL	SBT
Lanes and Sharing (#RL)	1	1	1	1	1	1
Traffic Volume (vph)	163	8	5	14	72	30
Sign Control	Stop	—	Free	—	—	Free
Median Type	None	—	None	—	—	None
Median Width (vehs)	—	—	—	—	—	—
Right Turn Channelized	—	None	—	None	—	None
Critical Gap, IC (s)	6.4	6.2	—	—	4.1	—
Follow Up Time, tF (s)	3.5	3.3	—	—	2.2	—
Volume to Capacity Ratio	0.25	0.25	0.01	0.01	0.05	0.05
Control Delay (s)	11.3	11.3	0.0	0.0	0.4	5.3
Level of Service	B	B	A	A	A	A
Queue Length 95th (ft)	24	24	0	0	4	4

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4 Glen Head Road & Route 107

Options >

Controller Type:

Unsignalized

Max v/c Ratio: 0.72

Int. Delay: 7.4

Int. LOS:

ICU: 73.3%

ICU LOS: D

SIGNING WINDOW	EBL	EBR	NBL	NBT	SBT	SBR
Lanes and Sharing (#RL)	1	1	1	1	1	1
Traffic Volume (vph)	9	263	265	471	555	43
Sign Control	Stop	—	—	Free	Free	—
Median Type	None	—	—	None	None	—
Median Width (feet)	—	—	—	—	—	—
Right Turn Channelized	—	None	—	None	—	None
Critical Gap, tc (s)	6.4	6.2	4.1	—	—	—
Follow Up Time, tf (s)	3.5	3.3	2.2	—	—	—
Volume to Capacity Ratio	0.72	0.72	0.29	0.29	0.38	0.38
Control Delay (s)	33.2	33.2	10.4	0.0	0.0	0.0
Level of Service	D	D	B	A	A	A
Queue Length 95th (ft)	139	139	30	0	0	0

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7 Back Road & Glen Cove Avenue

Options >

Controller Type:

Unsignalized

Max v/c Ratio: 0.59

Int. Delay: 11.1

Int. LOS: B

ICU: 52.7%

ICU LOS: A

SIGNING WINDOW	WBL	WBR	NBT	NBR	SBL	SBT
Lanes and Sharing (#RL)	1	1	1	1	1	1
Traffic Volume (vph)	261	336	147	202	270	106
Sign Control	Yield	—	Stop	—	—	Yield
Median Type	None	—	None	—	—	None
Median Width (vchs)	—	—	—	—	—	—
Right Turn Channelized	—	Yield	—	Yield	—	None
Critical Gap, tC (s)	—	—	—	—	—	—
Follow Up Time, tF (s)	—	—	—	—	—	—
Volume to Capacity Ratio	0.43	0.31	0.24	0.20	0.59	0.59
Control Delay (s)	12.9	7.6	10.1	7.0	15.5	15.5
Level of Service	B	A	B	A	C	C
Queue Length 95th (ft)	—	—	—	—	—	—

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9 Herb Hill Road & Garvies Point Road/Dickson Street

Options >

Controller Type:

Unsignalized

Max v/c Ratio: 0.12
Int. Delay: 3.1
Int. LOS: A
ICU: 27.8%
ICU LOS: A

SIGNING WINDOW	WBL	WBR	NBT	NBR	SBL	SBT
Lanes and Sharing (#RL)	1	1	1	1	1	1
Traffic Volume (vph)	35	27	28	153	40	10
Sign Control	Stop	—	Free	—	—	Free
Median Type	None	—	None	—	—	None
Median Width (vehs)	—	—	—	—	—	—
Right Turn Channelized	—	None	—	None	—	None
Critical Gap, tC (s)	6.4	6.2	—	—	4.1	—
Follow Up Time, tF (s)	3.5	3.3	—	—	2.2	—
Volume to Capacity Ratio	0.08	0.08	0.12	0.12	0.03	0.03
Control Delay (s)	9.8	9.8	0.0	0.0	0.2	6.2
Level of Service	A	A	A	A	A	A
Queue Length 95th (ft)	7	7	0	0	2	2



4 Glen Head Road & Route 107

Options >

Volume Window (F4) SIGNALING WINDOW

Controller Type:

Unsignalized

Max v/c Ratio: 0.44

Int. Delay: 4.6

Int. LOS:

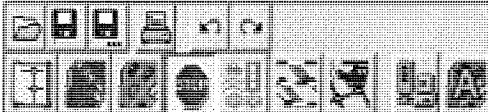
ICU: 57.5%

ICU LOS: B

	EBL	EBR	NBL	NBT	SBT	SBR
Lanes and Sharing (#RL)	W					
Traffic Volume (vph)	5	232	179	332	391	39
Sign Control	Stop	—	—	Free	Free	—
Median Type	None	—	—	None	None	—
Median Width (vehs)	—	—	—	—	—	—
Right Turn Channelized	—	None	—	None	—	None
Critical Gap, IC (s)	6.4	6.2	4.1	—	—	—
Follow Up Time, tF (s)	3.5	3.3	2.2	—	—	—
Volume to Capacity Ratio	0.44	0.44	0.17	0.21	0.27	0.27
Control Delay (s)	16.0	16.0	9.0	0.0	0.0	0.0
Level of Service	C	C	A	A	A	A
Queue Length 95th (ft)	56	56	16	0	0	0

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7 Back Road & Glen Cove Avenue

Options >

Controller Type:

Unsignalized

Max v/c Ratio: 0.65
Int. Delay: 11.5
Int. LOS: B
ICU: 47.32
ICU LOS: A

SIGNING WINDOW	WBL	WBR	NBT	NBR	SBL	SBT
Lanes and Sharing (LRL)						
Traffic Volume (vph)	168	302	94	106	343	108
Sign Control	Yield	—	Stop	—	—	Yield
Median Type	None	—	None	—	—	None
Median Width (feet)	—	—	—	—	—	—
Right Turn Channelized	—	Yield	—	Yield	—	None
Critical Gap, IC (s)	—	—	—	—	—	—
Follow Up Time, IF (s)	—	—	—	—	—	—
Volume to Capacity Ratio	0.29	0.29	0.15	0.10	0.65	0.65
Control Delay (s)	10.9	7.5	9.0	6.6	16.2	16.2
Level of Service	B	A	A	A	C	C
Queue Length 95th (ft)	—	—	—	—	—	—

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9 Herb Hill Road & Garvies Point Road/Dickson Street

Options >

Controller Type:

Unsignalized

Max v/c Ratio: 0.12

Int. Delay: 6.2

Int. LOS:

ICU: 21.9%

ICU LOS: A

SIGNING WINDOW						
	WBL	WBR	NBT	NBR	SBL	SBT
Lanes and Sharing (NRL)						
Traffic Volume (vph)	82	19	10	34	34	19
Sign Control	Stop	—	Free	—	—	Free
Median Type	None	—	None	—	—	None
Median Width (vehs)	—	—	—	—	—	—
Right Turn Channelized	—	None	—	None	—	None
Critical Gap, tC (s)	6.4	6.2	—	—	4.1	—
Follow Up Time, tF (s)	3.5	3.3	—	—	2.2	—
Volume to Capacity Ratio	0.12	0.12	0.03	0.03	0.02	0.02
Control Delay (s)	9.7	9.7	0.0	0.0	0.2	4.8
Level of Service	A	A	A	A	A	A
Queue Length 95th (ft)	11	11	0	0	2	2

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4 Glen Head Road & Route 107

Options >

Controller Type:

Unsignalized

Max v/c Ratio: 0.93

Int. Delay: 12.4

Int. LOS:

ICU: 84.7%

ICU LOS: E

SIGNING WINDOW

EBL

EBR

NBL

NBT

SBT

SBR

Lanes and Sharing (#RL)						
Traffic Volume (vph)	1	319	282	614	717	25
Sign Control	Stop	—	—	Free	Free	—
Median Type	None	—	—	None	None	—
Median Width (vchs)	—	—	—	—	—	—
Right Turn Channelized	—	None	—	None	—	None
Critical Gap, IC (s)	6.4	6.2	4.1	—	—	—
Follow Up Time, IF (s)	3.5	3.3	2.2	—	—	—
Volume to Capacity Ratio	0.93	0.93	0.38	0.39	0.47	0.47
Control Delay (s)	65.1	65.1	12.2	0.0	0.0	0.0
Level of Service	F	F	B	A	A	A
Queue Length 95th (ft)	249	249	45	0	0	0

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7 Back Road & Glen Cove Avenue

Options >

Controller Type:

Unsignalized

Max v/c Ratio: 0.77

Int. Delay: 15.2

Int. LOS: C

ICU: 53.2%

ICU LOS: A

SIGNING WINDOW						
	WBL	WBR	NBT	NBR	SBL	SBT
Lanes and Sharing (#RL)						
Traffic Volume (vph)	217	228	96	93	327	186
Sign Control	Yield	—	Stop	—	—	Yield
Median Type	None	—	None	—	—	None
Median Width (vehs)	—	—	—	—	—	—
Right Turn Channelized	—	Yield	—	Yield	—	None
Critical Gap, tC (s)	—	—	—	—	—	—
Follow Up Time, tF (s)	—	—	—	—	—	—
Volume to Capacity Ratio	0.37	0.21	0.16	0.09	0.77	0.77
Control Delay (s)	12.3	7.0	9.5	6.5	22.5	22.5
Level of Service	B	A	A	A	C	C
Queue Length 95th (ft)	—	—	—	—	—	—

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9 Herb Hill Road & Garvies Point Road/Dickson Street

Options >

Controller Type:

Unsignalized

Max v/c Ratio: 0.88

Int. Delay: 24.8

Int. LOS:

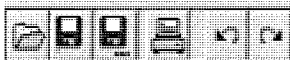
ICU: 55.3%

ICU LOS: B

SIGNING WINDOW	WBL	WBR	NBT	NBR	SBL	SBT
Lanes and Sharing (#RL)	1		1			1
Traffic Volume (vph)	357	31	5	206	163	30
Sign Control	Stop	—	Free	—	—	Free
Median Type	None	—	None	—	—	None
Median Width (vehs)	—	—	—	—	—	—
Right Turn Channelized	—	None	—	None	—	None
Critical Gap, tC (s)	6.4	6.2	—	—	4.1	—
Follow Up Time, tF (s)	3.5	3.3	—	—	2.2	—
Volume to Capacity Ratio	0.88	0.88	0.13	0.13	0.13	0.13
Control Delay (s)	47.2	47.2	0.0	0.0	1.1	7.0
Level of Service	E	E	A	A	A	A
Queue Length 95th (ft)	240	240	0	0	11	11

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4 Glen Head Road & Route 107

Options >

Controller Type:

Unsignalized

Max v/c Ratio: 0.82

Int. Delay: 9.2

Int. LOS:

ICU: 77.1%

ICU LOS: D

SIGNING WINDOW	EBL	EBR	NBL	NBT	SBT	SBR
Lanes and Sharing (#RL)	1	1	1	1	1	1
Traffic Volume (vph)	9	263	265	552	628	43
Sign Control	Stop	—	—	Free	Free	—
Median Type	None	—	—	None	None	—
Median Width (feet)	—	—	—	—	—	—
Right Turn Channelized	—	None	—	None	—	None
Critical Gap, IC (s)	6.4	6.2	4.1	—	—	—
Follow Up Time, IF (s)	3.5	3.3	2.2	—	—	—
Volume to Capacity Ratio	0.82	0.82	0.31	0.33	0.43	0.43
Control Delay (s)	48.0	48.0	11.0	0.0	0.0	0.0
Level of Service	E	E	B	A	A	A
Queue Length 95th (ft)	182	182	33	0	0	0

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7 Back Road & Glen Cove Avenue

Options >

Controller Type:

Unsignalized

Max v/c Ratio: 0.69

Int. Delay: 12.7

Int. LOS: B

ICU: 58.2%

ICU LOS: B

SIGNING WINDOW						
	WBL	WBR	NBT	NBR	SBL	SBT
Lanes and Sharing (#RL)	3	1	1	1	1	1
Traffic Volume (vph)	261	336	202	202	270	155
Sign Control	Yield	—	Stop	—	—	Yield
Median Type	None	—	None	—	—	None
Median Width (vehs)	—	—	—	—	—	—
Right Turn Channelized	—	Yield	—	Yield	—	None
Critical Gap, IC (s)	—	—	—	—	—	—
Follow Up Time, IF (s)	—	—	—	—	—	—
Volume to Capacity Ratio	0.45	0.31	0.34	0.20	0.69	0.69
Control Delay (s)	13.9	7.6	11.4	7.0	19.2	19.2
Level of Service	B	A	B	A	C	C
Queue Length 95th (ft)	—	—	—	—	—	—

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9 Herb Hill Road & Garvies Point Road/Dickson Street

Options >

Controller Type:

Unsignalized

Max v/c Ratio: 0.71

Int. Delay: 11.6

Int. LOS:

ICU: 62.4%

ICU LOS: B

SIGNING WINDOW						
	WBL	WBR	NBT	NBR	SBL	SBT
Lanes and Sharing (BRL)						
Traffic Volume (vph)	267	117	28	381	89	10
Sign Control	Stop	—	Free	—	—	Free
Median Type	None	—	None	—	—	None
Median Width (vehs)	—	—	—	—	—	—
Right Turn Channelized	—	None	—	None	—	None
Critical Gap, tC (s)	6.4	6.2	—	—	4.1	—
Follow Up Time, tF (s)	3.5	3.3	—	—	2.2	—
Volume to Capacity Ratio	0.71	0.71	0.26	0.26	0.09	0.09
Control Delay (s)	25.0	25.0	0.0	0.0	0.7	7.7
Level of Service	C	C	A	A	A	A
Queue Length 95th (ft)	146	146	0	0	7	7