

Queuing and Blocking Report
2031 Future Year Conditions

11/15/2010

Intersection: 1: Stoney Point Rd & State St

Movement	EB	WB	SB
Directions Served	LTR	LR	LTR
Maximum Queue (ft)	25	53	10
Average Queue (ft)	2	19	0
95th Queue (ft)	15	47	6
Link Distance (ft)	524	999	1041
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Bridge St & Rose Ave

Movement	EB	WB	NB	NB	SB
Directions Served	LTR	LTR	LT	R	LTR
Maximum Queue (ft)	50	100	79	97	65
Average Queue (ft)	25	26	33	25	33
95th Queue (ft)	51	69	58	82	56
Link Distance (ft)	1293	224	265		448
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				75	
Storage Blk Time (%)			0	0	
Queuing Penalty (veh)			0	0	

Intersection: 3: Bridge St & Weed Ave

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	33	141	96
Average Queue (ft)	3	26	41
95th Queue (ft)	16	88	75
Link Distance (ft)	224	2044	618
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

HCM Unsignalized Intersection Capacity Analysis

1: Stoney Point Rd & State St

11/15/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	0	2	0	25	0	1	0	45	35	4	35	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	0	2	0	29	0	1	0	53	41	5	41	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	125	145	41	125	124	74	41			94		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	125	145	41	125	124	74	41			94		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.3		
p0 queue free %	100	100	100	97	100	100	100			100		
cM capacity (veh/h)	850	748	1036	849	768	994	1568			1457		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	2	31	94	46
Volume Left	0	29	0	5
Volume Right	0	1	41	0
cSH	748	854	1568	1457
Volume to Capacity	0.00	0.04	0.00	0.00
Queue Length 95th (ft)	0	3	0	0
Control Delay (s)	9.8	9.4	0.0	0.8
Lane LOS	A	A		A
Approach Delay (s)	9.8	9.4	0.0	0.8
Approach LOS	A	A		

Intersection Summary			
Average Delay		2.0	
Intersection Capacity Utilization	20.5%		ICU Level of Service
Analysis Period (min)		15	A

HCM Unsignalized Intersection Capacity Analysis

2: Bridge St & Rose Ave

11/15/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↕	↗		↕	
Sign Control		Stop			Yield			Stop	↗		Stop	
Volume (vph)	2	30	10	195	50	35	25	45	265	45	20	0
Peak Hour Factor	0.85	0.85	0.85	0.91	0.91	0.91	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	2	35	12	214	55	38	29	53	312	53	24	0

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1
Volume Total (vph)	49	308	82	312	76
Volume Left (vph)	2	214	29	0	53
Volume Right (vph)	12	38	0	312	0
Hadj (s)	-0.13	0.10	0.14	-0.53	0.14
Departure Headway (s)	4.5	4.5	5.0	3.2	5.0
Degree Utilization, x	0.06	0.38	0.11	0.28	0.11
Capacity (veh/h)	748	774	668	1112	667
Control Delay (s)	7.8	10.2	8.6	7.4	8.6
Approach Delay (s)	7.8	10.2	7.7		8.6
Approach LOS	A	B	A		A

Intersection Summary

Delay	8.7
HCM Level of Service	A
Intersection Capacity Utilization	41.3%
ICU Level of Service	A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis

3: Bridge St & Weed Ave

11/15/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Volume (veh/h)	30	305	5	50	270	50	0	0	0	60	3	10
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.96	0.96	0.96	0.92	0.92	0.92	0.85	0.85	0.85
Hourly flow rate (vph)	35	359	6	52	281	52	0	0	0	71	4	12
Pedestrians					3			4			12	
Lane Width (ft)					12.0			0.0			12.0	
Walking Speed (ft/s)					4.0			4.0			4.0	
Percent Blockage					0			0			1	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	345			369			861	886	369	859	863	319
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	345			369			861	886	369	859	863	319
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			96			100	100	100	72	99	98
cM capacity (veh/h)	1196			1195			252	261	675	256	269	714

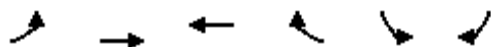
Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	400	385	86
Volume Left	35	52	71
Volume Right	6	52	12
cSH	1196	1195	282
Volume to Capacity	0.03	0.04	0.31
Queue Length 95th (ft)	2	3	31
Control Delay (s)	1.0	1.5	23.3
Lane LOS	A	A	C
Approach Delay (s)	1.0	1.5	23.3
Approach LOS			C

Intersection Summary		
Average Delay		3.4
Intersection Capacity Utilization	44.1%	ICU Level of Service
Analysis Period (min)		15
		A

HCM Unsignalized Intersection Capacity Analysis

4: Bridge St & State St

11/15/2010



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Volume (veh/h)	85	355	285	30	15	70
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	100	418	335	35	18	82
Pedestrians		1	7		6	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		0	1		1	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	377				984	360
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	377				984	360
tC, single (s)	4.1				6.5	6.3
tC, 2 stage (s)						
tF (s)	2.2				3.6	3.4
p0 queue free %	91				93	88
cM capacity (veh/h)	1171				244	669

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	518	371	100
Volume Left	100	0	18
Volume Right	0	35	82
cSH	1171	1700	512
Volume to Capacity	0.09	0.22	0.20
Queue Length 95th (ft)	7	0	18
Control Delay (s)	2.4	0.0	13.7
Lane LOS	A		B
Approach Delay (s)	2.4	0.0	13.7
Approach LOS			B

Intersection Summary			
Average Delay		2.6	
Intersection Capacity Utilization		59.6%	ICU Level of Service
Analysis Period (min)		15	B

HCM Unsignalized Intersection Capacity Analysis

5: Bridge St & Texas Ave

11/15/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	35	320	0	0	265	5	0	0	0	3	0	30
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.85	0.85	0.85	0.92	0.92	0.92	0.85	0.85	0.85
Hourly flow rate (vph)	38	344	0	0	312	6	0	0	0	4	0	35
Pedestrians		1			2							
Lane Width (ft)		12.0			12.0							
Walking Speed (ft/s)		4.0			4.0							
Percent Blockage		0			0							
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	318			344			770	737	346	736	734	316
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	318			344			770	737	346	736	734	316
tC, single (s)	4.2			4.2			7.1	6.5	6.2	7.2	6.6	6.3
tC, 2 stage (s)												
tF (s)	2.3			2.3			3.5	4.0	3.3	3.6	4.1	3.4
p0 queue free %	97			100			100	100	100	99	100	95
cM capacity (veh/h)	1220			1177			294	335	696	314	325	701

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	382	318	0	39
Volume Left	38	0	0	4
Volume Right	0	6	0	35
cSH	1220	1177	1700	631
Volume to Capacity	0.03	0.00	0.00	0.06
Queue Length 95th (ft)	2	0	0	5
Control Delay (s)	1.1	0.0	0.0	11.1
Lane LOS	A		A	B
Approach Delay (s)	1.1	0.0	0.0	11.1
Approach LOS			A	B

Intersection Summary			
Average Delay		1.1	
Intersection Capacity Utilization	49.8%		ICU Level of Service
Analysis Period (min)		15	A

HCM Unsignalized Intersection Capacity Analysis

6: Bridge St & Missouri Ave

11/15/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	55	250	15	0	210	25	5	0	3	25	0	55
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	61	278	17	0	247	29	6	0	4	29	0	65
Pedestrians		1						3				
Lane Width (ft)		12.0						12.0				
Walking Speed (ft/s)		4.0						4.0				
Percent Blockage		0						0				
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	276			297			739	688	289	665	681	263
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	276			297			739	688	289	665	681	263
tC, single (s)	4.1			4.2			7.1	6.5	6.2	7.4	6.8	6.5
tC, 2 stage (s)												
tF (s)	2.2			2.3			3.5	4.0	3.3	3.8	4.3	3.6
p0 queue free %	95			100			98	100	100	91	100	91
cM capacity (veh/h)	1275			1233			292	353	753	320	319	706

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	61	294	276	9	94
Volume Left	61	0	0	6	29
Volume Right	0	17	29	4	65
cSH	1275	1700	1233	379	513
Volume to Capacity	0.05	0.17	0.00	0.02	0.18
Queue Length 95th (ft)	4	0	0	2	17
Control Delay (s)	8.0	0.0	0.0	14.7	13.6
Lane LOS	A			B	B
Approach Delay (s)	1.4		0.0	14.7	13.6
Approach LOS				B	B

Intersection Summary

Average Delay	2.6
Intersection Capacity Utilization	44.6%
ICU Level of Service	A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis

7: Bridge St & Riverside Dr

11/15/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	35	230	0	0	195	15	0	0	0	10	0	20
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.92	0.92	0.92	0.85	0.85	0.85
Hourly flow rate (vph)	41	271	0	0	229	18	0	0	0	12	0	24
Pedestrians								2				
Lane Width (ft)								12.0				
Walking Speed (ft/s)								4.0				
Percent Blockage								0				
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	247			273			617	602	273	591	593	238
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	247			273			617	602	273	591	593	238
tC, single (s)	4.1			4.2			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.3			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			100			100	100	100	97	100	97
cM capacity (veh/h)	1301			1260			383	402	770	411	407	806

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	312	247	0	35
Volume Left	41	0	0	12
Volume Right	0	18	0	24
cSH	1301	1260	1700	610
Volume to Capacity	0.03	0.00	0.00	0.06
Queue Length 95th (ft)	2	0	0	5
Control Delay (s)	1.3	0.0	0.0	11.3
Lane LOS	A		A	B
Approach Delay (s)	1.3	0.0	0.0	11.3
Approach LOS			A	B

Intersection Summary			
Average Delay		1.3	
Intersection Capacity Utilization	40.7%		ICU Level of Service
Analysis Period (min)		15	A

HCM Unsignalized Intersection Capacity Analysis

8: Maple St & Rose Ave

11/15/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	
Volume (veh/h)	3	2	2	35	3	35	3	300	45	5	205	15
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.89	0.89	0.89
Hourly flow rate (vph)	4	2	2	41	4	41	4	353	53	6	230	17
Pedestrians		4			1			4				
Lane Width (ft)		12.0			12.0			12.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		0			0			0				
Right turn flare (veh)						1						
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	663	668	247	645	650	380	251			407		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	663	668	247	645	650	380	251			407		
tC, single (s)	7.1	6.5	6.2	7.2	6.6	6.3	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.1	3.4	2.2			2.2		
p0 queue free %	99	99	100	89	99	94	100			100		
cM capacity (veh/h)	347	377	792	369	376	653	1298			1151		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	8	86	409	253
Volume Left	4	41	4	6
Volume Right	2	41	53	17
cSH	425	710	1298	1151
Volume to Capacity	0.02	0.12	0.00	0.00
Queue Length 95th (ft)	1	10	0	0
Control Delay (s)	13.6	13.6	0.1	0.2
Lane LOS	B	B	A	A
Approach Delay (s)	13.6	13.6	0.1	0.2
Approach LOS	B	B		

Intersection Summary			
Average Delay		1.8	
Intersection Capacity Utilization	38.2%	ICU Level of Service	A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis

9: Maple St & Weed Ave

11/15/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	50	2	0	55	0	3	0	10	35	5	15
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	0	59	2	0	65	0	4	0	12	41	6	18

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	61	65	15	65
Volume Left (vph)	0	0	4	41
Volume Right (vph)	2	0	12	18
Hadj (s)	0.06	0.05	0.15	0.01
Departure Headway (s)	4.2	4.2	4.4	4.2
Degree Utilization, x	0.07	0.08	0.02	0.08
Capacity (veh/h)	833	837	785	828
Control Delay (s)	7.5	7.5	7.5	7.6
Approach Delay (s)	7.5	7.5	7.5	7.6
Approach LOS	A	A	A	A

Intersection Summary			
Delay		7.5	
HCM Level of Service		A	
Intersection Capacity Utilization	22.7%		ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
 10: Cougar St & Rose Ave

11/15/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	20	0	3	30	0	30	4	295	20	25	195	20
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.87	0.87	0.87
Hourly flow rate (vph)	24	0	4	35	0	35	5	347	24	29	224	23
Pedestrians		8										
Lane Width (ft)		12.0										
Walking Speed (ft/s)		4.0										
Percent Blockage		1										
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	705	681	244	665	681	359	255			371		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	705	681	244	665	681	359	255			371		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	93	100	100	90	100	95	100			98		
cM capacity (veh/h)	325	362	795	365	362	690	1295			1188		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	27	71	375	276								
Volume Left	24	35	5	29								
Volume Right	4	35	24	23								
cSH	352	477	1295	1188								
Volume to Capacity	0.08	0.15	0.00	0.02								
Queue Length 95th (ft)	6	13	0	2								
Control Delay (s)	16.1	13.8	0.1	1.0								
Lane LOS	C	B	A	A								
Approach Delay (s)	16.1	13.8	0.1	1.0								
Approach LOS	C	B										
Intersection Summary												
Average Delay			2.3									
Intersection Capacity Utilization			39.9%		ICU Level of Service					A		
Analysis Period (min)			15									

Queuing and Blocking Report
 2031 Future Year Conditions

11/15/2010

Intersection: 4: Bridge St & State St

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	162	22	92
Average Queue (ft)	43	1	43
95th Queue (ft)	114	12	73
Link Distance (ft)	2044	1937	3068
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Bridge St & Texas Ave

Movement	EB	SB
Directions Served	LTR	LR
Maximum Queue (ft)	99	62
Average Queue (ft)	16	17
95th Queue (ft)	59	43
Link Distance (ft)	1937	1754
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Bridge St & Missouri Ave

Movement	EB	NB	SB
Directions Served	L	LR	LR
Maximum Queue (ft)	47	28	126
Average Queue (ft)	8	6	49
95th Queue (ft)	31	22	94
Link Distance (ft)		287	314
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report
2031 Future Year Conditions

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Intersection: 7: Bridge St & Riverside Dr

Movement	EB	SB
Directions Served	LTR	LR
Maximum Queue (ft)	66	46
Average Queue (ft)	10	17
95th Queue (ft)	40	41
Link Distance (ft)	1613	674
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Maple St & Rose Ave

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	R	LTR	LTR
Maximum Queue (ft)	32	84	68	42	43
Average Queue (ft)	5	28	33	3	1
95th Queue (ft)	24	65	66	22	23
Link Distance (ft)	488	298		252	265
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			25		
Storage Blk Time (%)		5	4		
Queuing Penalty (veh)		2	2		

Intersection: 9: Maple St & Weed Ave

Movement	EB	WB	NB	SB
Directions Served	TR	LT	LR	LTR
Maximum Queue (ft)	71	63	73	63
Average Queue (ft)	29	26	17	29
95th Queue (ft)	57	49	56	55
Link Distance (ft)	298	630	226	264
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report
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Intersection: 10: Cougar St & Rose Ave

Movement	EB	WB	NB	SB
Directions Served	LR	LR	LTR	LTR
Maximum Queue (ft)	49	73	19	57
Average Queue (ft)	19	34	1	9
95th Queue (ft)	49	61	8	40
Link Distance (ft)	548	236	1717	252
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 4