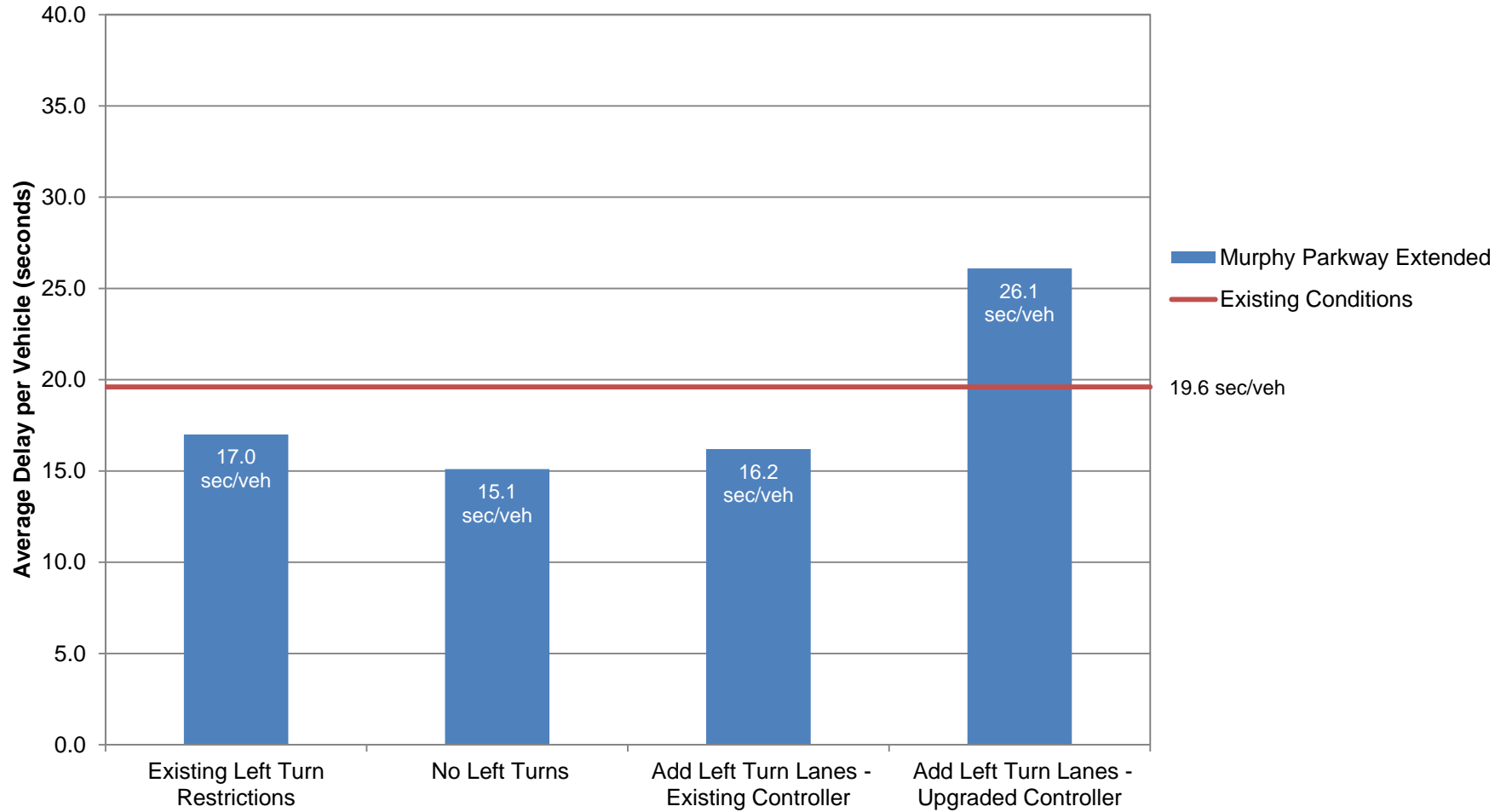


2015 AM Peak Hour Analyses

Street	Approach	Existing Conditions and Restrictions		Murphy Parkway Extended											
				Existing Restrictions			No Left Turns			Add Left Turn Lanes					
		Level of Service	Avg. Delay (sec/veh)	Level of Service	Avg. Delay (sec/veh)	Percent Change	Level of Service	Avg. Delay (sec/veh)	Percent Change	Existing Controller			Upgraded Controller		
										Level of Service	Avg. Delay (sec/veh)	Percent Change	Level of Service	Avg. Delay (sec/veh)	Percent Change
SR 750	EB	B	15.3	B	13.2	-13.73%	B	10.9	-28.76%	B	12.6	-17.65%	C	21.7	41.83%
	WB	B	11.6	B	11.0	-5.17%	A	9.0	-22.41%	B	10.7	-7.76%	B	19.7	69.83%
Liberty	NB	C	24.6	B	19.4	-21.14%	B	19.3	-21.54%	B	19.4	-21.14%	C	27.7	12.60%
	SB	C	31.2	C	26.2	-16.03%	C	25.0	-19.87%	C	24.2	-22.44%	D	37.1	18.91%
Intersection		B	19.6	B	17.0	-13.27%	B	15.1	-22.96%	B	16.2	-17.35%	C	26.1	33.16%

2015 Intersection Delay (8:00 - 9:00 AM)



2015 PM Peak Hour Analyses

Street	Approach	Existing Conditions and Restrictions		Murphy Parkway Extended											
				Existing Restrictions			No Left Turns			Add Left Turn Lanes					
		Level of Service	Avg. Delay (sec/veh)	Level of Service	Avg. Delay (sec/veh)	Percent Change	Level of Service	Avg. Delay (sec/veh)	Percent Change	Existing Controller			Upgraded Controller		
										Level of Service	Avg. Delay (sec/veh)	Percent Change	Level of Service	Avg. Delay (sec/veh)	Percent Change
SR 750	EB	C	25.7	B	18.0	-29.96%	B	13.2	-48.64%	C	18.0	-29.96%	C	30.5	18.68%
	WB	B	17.1	B	13.7	-19.88%	A	10.0	-41.52%	B	14.4	-15.79%	C	23.3	36.26%
Liberty	NB	C	32.3	C	25.7	-20.43%	C	26.4	-18.27%	C	28.0	-13.31%	D	45.5	40.87%
	SB	D	38.8	C	33.4	-13.92%	C	31.0	-20.10%	C	32.4	-16.49%	D	45.8	18.04%
Intersection		C	27.4	C	21.9	-20.07%	B	18.5	-32.48%	C	21.9	-20.07%	C	34.5	25.91%

2015 Intersection Delay (5:00 - 6:00 PM)

