

Appendix C:

Measures of Effectiveness Tables

Table C-1: AM Peak Hour Measures of Effectiveness



(XX) – Future lane configuration if different from existing

Intersection	Movement	Existing				Future				Future				Future				Future				Future								
		LOS	Delay (sec)	95th % Queue (ft)	v/C Ratio	LOS	Delay (sec)	95th % Queue (ft)	v/C Ratio	LOS	Delay (sec)	95th % Queue (ft)	v/C Ratio	LOS	Delay (sec)	95th % Queue (ft)	v/C Ratio	LOS	Delay (sec)	95th % Queue (ft)	v/C Ratio	LOS	Delay (sec)	95th % Queue (ft)	v/C Ratio					
James St & Thompson Rd	EBL	D	44.2	150	0.79	E	68.8	#230	0.94	F	94.4	#354	1.04	F	88.0	#400	1.01	F	94.4	#354	1.04	F	88.0	#400	1.01	F	84.9	#370	1.00	
	EBT / EBR	D	40.3	111	0.59	D	41.1	131	0.64	D	47.8	156	0.61	D	51.1	176	0.53	D	47.8	156	0.61	D	51.1	176	0.53	D	50.1	168	0.58	
	WBL	C	27.2	90	0.42	D	39.8	#120	0.63	D	41.5	136	0.60	D	44.7	153	0.59	D	41.5	136	0.60	D	44.7	153	0.59	D	42.4	144	0.59	
	WBT / WBR	C	32.2	98	0.65	E	57.1	#165	0.90	F	81.7	#212	1.00	F	80.3	#240	0.96	F	81.7	#212	1.00	F	80.3	#240	0.96	F	89.4	#232	1.01	
	NBL	B	11.2	34	0.22	B	10.9	31	0.31	C	20.0	48	0.41	C	20.1	42	0.35	C	20.6	48	0.42	C	20.1	42	0.35	B	19.1	40	0.35	
	NBT / NBR	C	27.6	376	0.81	C	32.2	402	0.92	E	63.4	636	1.05	E	57.9	722	1.02	E	63.4	636	1.05	E	57.9	722	1.02	E	60.1	678	1.04	
	SBL	C	23.5	m58	0.40	C	23.7	m70	0.52	D	43.4	m#89	0.66	E	60.6	m#135	0.78	D	43.4	m#89	0.66	E	63.3	m#133	0.78	D	49.9	m#112	0.72	
	SBT / SBR	B	18.7	m218	0.56	B	16.0	203	0.64	B	13.6	245	0.64	B	13.1	226	0.62	B	13.5	257	0.63	B	13.9	223	0.62	B	13.0	225	0.63	
Exeter St & Thompson Rd	(EBL)	-	-	-	-	C	31.6	87	0.36	D	39.8	101	0.44	D	45.2	101	0.46	D	39.8	101	0.42	D	45.2	112	0.46	D	42.8	108	0.45	
	EBL / EBT / EBR (EBT / EBR)	C	23.7	23	0.06	B	10.2	51	0.28	C	33.6	#84	0.67	D	38.5	#84	0.70	C	33.6	#84	0.64	D	38.5	#88	0.70	D	37.1	#92	0.69	
	WBL / WBT (WBL)	E	73.0	#244	0.90	E	62.4	#232	0.87	D	52.8	#233	0.76	D	54.1	#233	0.72	D	52.8	#233	0.75	D	54.1	251	0.72	D	54.0	241	0.74	
	WBR (WBT / WBR)	A	8.9	35	0.23	B	11.1	55	0.29	B	19.9	80	0.52	C	22.1	80	0.50	B	19.9	80	0.51	C	22.1	93	0.50	C	20.6	84	0.51	
	NBL	A	2.7	m2	0.04	B	11.3	m44	0.44	A	6.8	m18	0.48	A	6.7	m18	0.50	A	6.8	m18	0.47	A	6.5	m30	0.47	A	7.2	m25	0.46	
	NBT	A	5.9	104	0.59	B	17.6	m288	0.73	A	8.8	m174	0.88	B	10.1	m174	0.86	A	8.8	m174	0.88	B	10.0	m304	0.86	A	8.7	m201	0.86	
	NBR	A	0.4	m1	0.14	A	4.6	m13	0.17	A	0.2	m0	0.17	A	0.2	m0	0.16	A	0.2	m0	0.17	A	0.2	m0	0.16	A	0.2	m0	0.16	
	SBL	A	7.8	32	0.18	B	11.4	30	0.26	C	23.9	32	0.35	C	31.9	32	0.41	C	21.5	32	0.35	C	28.0	39	0.41	B	19.3	31	0.38	
SBT / SBR	B	12.8	273	0.37	B	16.0	245	0.55	B	11.0	133	0.54	A	5.8	133	0.52	A	9.7	121	0.54	A	5.4	48	0.52	A	8.5	157	0.52		
Verizon Back Access & Thompson Rd	(EBL)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	(EBT / EBR)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	WBL	D	42.4	27	0.18	D	43.0	29	0.20	D	54.1	32	0.21	E	66.5	36	0.25	D	54.1	32	0.21	E	66.5	36	0.25	D	51.2	31	0.28	
	WBR (WBT / WBR)	B	19.5	15	0.17	B	19.1	15	0.19	C	23.3	16	0.20	C	27.5	17	0.22	C	23.3	16	0.20	C	27.5	17	0.22	A	1.8	0	0.22	
	(NBL)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	NBT / NBR	B	16.0	426	0.49	B	11.5	335	0.58	A	2.2	52	0.71	A	1.8	41	0.69	A	2.2	59	0.71	A	1.7	40	0.69	A	1.8	37	0.68	
	SBL	A	3.0	19	0.17	A	3.2	12	0.24	A	9.7	29	0.31	A	8.2	m13	0.32	A	9.3	27	0.31	A	9.8	m22	0.32	B	11.1	m21	0.32	
SBT (SBT / SBR)	A	1.3	50	0.29	A	2.0	79	0.35	A	1.7	82	0.37	A	1.3	78	0.36	A	1.7	82	0.37	A	0.6	23	0.36	A	5.4	115	0.43		
Existing Site Access (South) & Thompson Rd	EBR	A	0.0	0	0.02	-	-	-	-	D	35.5	40	0.29	-	-	-	-	D	35.5	40	0.29	-	-	-	-	-	-	-	-	
	NBL	A	0.2	m0	0.04	-	-	-	-	A	3.4	m1	0.39	-	-	-	-	A	3.4	m0	0.39	-	-	-	-	-	-	-	-	
	NBT	A	0.3	5	0.34	-	-	-	-	A	0.5	5	0.53	-	-	-	-	A	0.5	1	0.53	-	-	-	-	-	-	-	-	
	SBT / SBR	A	5.4	336	0.33	-	-	-	-	A	1.5	16	0.52	-	-	-	-	A	1.5	8	0.52	-	-	-	-	-	-	-	-	
Existing Site Access (North) & Thompson Rd	EBL	D	35.2	11	0.04	-	-	-	-	D	48.3	19	0.13	E	63.3	55	0.42	D	52.3	39	0.33	E	60.2	55	0.35	D	54.9	45	0.32	
	EBL / EBT (EBT / EBR)	C	22.3	11	0.05	-	-	-	-	A	0.8	0	0.10	A	1.4	0	0.24	A	2.5	0	0.29	A	1.3	0	0.22	C	21.2	48	0.47	
	WBL / WBT / WBR	D	35.1	25	0.17	C	30.3	18	0.14	D	43.0	22	0.17	D	52.0	24	0.20	D	43.0	22	0.17	D	48.9	27	0.18	D	47.4	23	0.19	
	NBL	A	6.4	m6	0.01	-	-	-	-	A	1.9	2	0.23	B	17.7	130	0.57	A	4.9	10	0.36	B	12.8	106	0.49	A	2.8	m5	0.25	
	NBT / NBR	B	16.0	360	0.43	A	4.4	181	0.50	A	1.3	17	0.61	A	1.1	7	0.59	A	1.3	34	0.59	A	1.9	43	0.59	A	1.6	35	0.52	
	SBL	A	3.3	23	0.21	A	2.4	11	0.27	A	9.0	33	0.41	B	13.7	35	0.31	A	8.6	26	0.28	B	12.7	35	0.30	A	6.6	24	0.22	
SBT / SBR	A	4.1	210	0.37	A	0.9	65	0.38	A	6.1	275	0.53	B	18.3	470	0.73	A	9.8	340	0.63	B	15.8	433	0.67	A	7.9	303	0.58		
McDonalds Driveway & Thompson Rd	EBR	B	11.9	11	0.12	B	12.9	14	0.16	B	14.2	18	0.20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Carrier Pkwy & Old Collamer Rd	EBL	B	10.1	20	0.21	B	11.0	27	0.26	B	12.4	33	0.31	B	12.4	33	0.31	B	12.4	33	0.31	B	12.4	33	0.31	B	12.0	31	0.30	
	SBL / SBR	F	78.1	199	0.91	F	268.3	403	1.43	F	785.9	605	2.54	F	785.9	605	2.54	F	785.9	605	2.54	F	785.9	605	2.54	F	585.3	550	2.12	
Carrier Pkwy & Telergy Pkwy	EBL	A	9.2	3	0.04	A	9.7	4	0.05	B	11.2	5	0.06	B	11.2	5	0.06	B	11.2	5	0.06	B	11.2	5	0.06	B	10.7	5	0.06	
	WBL	B	10.6	8	0.09	B	12.0	11	0.13	C	16.8	19	0.20	C	16.8	19	0.20	C	16.8	19	0.20	C	16.8	19	0.20	B	14.7	15	0.17	
	NBL / NBT / NBR	F	149.5	36	0.42	F	869.5	81	1.55	F	Err	Err	Err	F	Err	Err	Err	F	Err	Err	Err	F	Err	Err	Err	F	Err	Err	Err	
	SBL / SBT / SBR	E	39.5	40	0.37	F	120.2	100	0.77	F	Err	Err	3.73	F	Err	Err	3.73	F	Err	Err	3.73	F	Err	Err	3.73	F	594.0	178	1.76	
Carrier Pkwy & Weighlock Dr/Kinne St	EBL	A	8.7	10	0.02	A	10.0	11	0.03	A	9.4	9	0.03	A	9.4	9	0.03	A	9.4	9	0.03	A	9.4	9	0.03	A	8.8	8	0.03	
	EBT / EBR	C	20.4	283	0.63	C	27.2	360	0.75	E	57.7	#553	1.03	E	57.7	#553	1.03	E	57.7	#553	1.03	E	57.7	#553	1.03	C	33.4	#454	0.88	
	WBL	B	13.5	95	0.55	C	26.4	168	0.73	E	59.1	#411	0.96	E	59.1	#411	0.96	E	59.1	#411	0.96	E	59.1	#411	0.96	D	54.6	#398	0.95	
	WBT / WBR	B	13.0	285	0.45	B	14.4	318	0.50	B	13.6	376	0.56	B	13.6	376	0.56	B	13.6	376	0.56	B	13.6	376	0.56	B	12.2	356	0.54	
	NBL	D	41.3	199	0.77	D	50.3	244	0.85	F	81.5	#258	1.01	F	81.5	#258	1.01	F	81.5	#258	1.01	F	81.5	#258	1.01	E	73.5			

Table C-2: PM Peak Hour Measures of Effectiveness



(XX) – Future lane configuration if different from existing

Intersection	Movement	Existing				Future				Future				Future				Future				Future			
		LOS	Delay (sec)	95th % Queue (ft)	v/C Ratio	LOS	Delay (sec)	95th % Queue (ft)	v/C Ratio	LOS	Delay (sec)	95th % Queue (ft)	v/C Ratio	LOS	Delay (sec)	95th % Queue (ft)	v/C Ratio	LOS	Delay (sec)	95th % Queue (ft)	v/C Ratio	LOS	Delay (sec)	95th % Queue (ft)	v/C Ratio
James St & Thompson Rd	EBL	C	29.8	111	0.62	D	49.0	#181	0.81	E	71.2	#249	0.91	E	71.2	#249	0.91	E	71.2	#249	0.91	E	71.2	#249	0.91
	EBT / EBR	D	38.0	178	0.68	D	45.9	#241	0.82	E	57.2	#291	0.86	E	57.2	#291	0.86	E	57.2	#291	0.86	E	57.2	#291	0.86
	WBL	C	24.9	87	0.47	D	38.4	#116	0.67	D	53.4	#157	0.75	D	53.4	#157	0.75	D	53.4	#157	0.75	D	53.4	#157	0.75
	WBT / WBR	D	41.1	184	0.78	E	59.1	#274	0.94	F	89.8	#349	1.03	F	89.8	#349	1.03	F	89.8	#349	1.03	F	89.8	#349	1.03
	NBL	B	19.6	64	0.46	C	27.0	#86	0.62	D	47.2	#128	0.75	D	47.2	#128	0.75	D	47.2	#128	0.75	D	47.2	#128	0.75
	NBT / NBR	C	29.5	#418	0.76	C	29.3	396	0.83	C	30.3	477	0.81	C	30.3	477	0.81	C	30.3	477	0.81	C	30.3	477	0.81
	SBL	C	25.8	m97	0.52	C	34.8	m#117	0.67	C	34.6	m100	0.72	C	34.6	m101	0.72	C	34.8	m102	0.72	C	37.4	m100	0.72
	SBT / SBR	C	34.8	#412	0.84	C	29.4	#364	0.90	C	24.8	#735	0.96	C	24.8	#737	0.96	C	24.9	#738	0.96	C	27.0	#732	0.96
Exeter St & Thompson Rd	(EBL)	-	-	-	-	C	29.2	67	0.26	D	39.8	77	0.38	D	39.8	77	0.38	D	39.8	77	0.38	D	39.8	77	0.38
	EBL / EBT / EBR (EBT / EBR)	C	20.2	58	0.3	A	9.8	50	0.28	C	29.0	75	0.62	C	29.0	75	0.62	C	29.0	75	0.62	C	29.0	75	0.62
	WBL / WBT (WBL)	E	70.6	#228	0.87	E	55.1	191	0.82	D	52.1	#224	0.74	D	52.1	#224	0.74	D	52.1	#224	0.74	D	52.1	#224	0.74
	WBR (WBT / WBR)	B	10.4	31	0.17	B	10.3	38	0.19	B	16.2	54	0.26	B	16.2	54	0.26	B	16.2	54	0.26	B	16.2	54	0.26
	NBL	A	3.2	m2	0.04	A	9.7	m18	0.21	B	11.0	m11	0.30	B	11.0	m11	0.30	B	11.0	m11	0.30	A	9.2	m5	0.31
	NBT	A	7.3	94	0.46	B	15.5	m233	0.59	A	6.3	m137	0.62	A	6.3	m137	0.62	A	6.0	m140	0.61	A	6.4	m136	0.62
	NBR	A	0.6	m2	0.17	A	4.4	m17	0.20	A	0.7	m2	0.20	A	0.7	m2	0.20	A	0.7	m2	0.19	A	0.7	m2	0.20
	SBL	A	8.6	89	0.32	B	13.7	89	0.44	C	26.7	128	0.63	C	25.2	118	0.63	C	26.6	129	0.63	C	14.5	71	0.58
SBT / SBR	A	10.0	301	0.44	B	16.9	368	0.64	B	13.2	122	0.77	B	13.3	122	0.77	B	13.1	122	0.77	B	13.7	349	0.77	
Verizon Back Access & Thompson Rd	(EBL)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	(EBT / EBR)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	WBL	D	47.7	72	0.6	D	49.2	81	0.66	E	61.8	97	0.70	E	61.8	97	0.70	E	61.8	97	0.70	E	61.8	97	0.70
	WBR (WBT / WBR)	B	10.5	4	0.39	A	10.0	2	0.41	B	11.3	0	0.43	B	11.3	0	0.43	B	11.3	0	0.43	B	11.3	0	0.43
	(NBL)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	NBT / NBR	A	9.1	383	0.45	B	14.1	431	0.54	A	1.9	55	0.55	A	1.9	55	0.55	A	1.9	55	0.55	A	2.0	51	0.55
	SBL	A	1.4	m1	0.02	A	3.8	4	0.02	A	2.4	m1	0.02	A	3.4	m2	0.02	A	2.4	m1	0.02	A	3.6	m2	0.02
	SBT (SBT / SBR)	A	3.3	16	0.42	A	5.6	177	0.50	A	4.2	87	0.63	A	5.1	157	0.63	A	4.0	86	0.63	A	5.7	210	0.63
Existing Site Access (South) & Thompson Rd	EBR	A	0.4	0	0.07	-	-	-	-	D	51.0	182	0.73	-	-	-	-	D	51.0	182	0.73	-	-	-	-
	NBL	A	0.4	m0	0.01	-	-	-	-	A	1.2	m1	0.07	-	-	-	-	A	1.2	m1	0.07	-	-	-	-
	NBT	A	0.4	10	0.33	-	-	-	-	A	1.2	27	0.50	-	-	-	-	A	1.2	27	0.50	-	-	-	-
	SBT / SBR	A	5.1	338	0.31	-	-	-	-	A	4.2	97	0.56	-	-	-	-	A	4.3	110	0.56	-	-	-	-
	(EBL)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Existing Site Access (North) & Thompson Rd	EBL	D	39.4	40	0.23	-	-	-	-	D	48.0	40	0.27	E	56.4	119	0.67	D	52.8	71	0.51	D	49.8	104	0.54
	EBL / EBT (EBT / EBR)	C	34.3	37	0.22	-	-	-	-	A	1.3	0	0.17	C	21.0	96	0.63	A	5.5	15	0.37	C	27.8	122	0.66
	WBL / WBT / WBR	C	29.5	22	0.15	C	23.2	24	0.19	C	33.4	29	0.24	C	32.7	29	0.23	C	32.7	29	0.23	C	33.3	29	0.26
	NBL	A	4.4	m3	0.01	-	-	-	-	A	2.7	m5	0.09	A	3.8	m8	0.19	A	2.9	m6	0.11	A	2.5	m4	0.20
	NBT / NBR	B	16.2	390	0.41	A	5.4	203	0.47	A	2.8	67	0.55	A	3.1	60	0.52	A	2.9	67	0.54	A	1.9	34	0.52
	SBL	A	3.8	30	0.21	A	2.9	16	0.27	A	8.6	43	0.38	A	8.3	35	0.27	A	7.7	34	0.28	A	7.9	34	0.27
SBT / SBR	A	4.5	206	0.32	A	1.5	82	0.35	A	6.9	312	0.50	A	9.4	335	0.56	A	7.6	327	0.53	A	8.7	327	0.55	
McDonalds Driveway & Thompson Rd	EBR	B	11.3	9	0.11	B	12.3	12	0.14	C	15.3	37	0.34	-	-	-	-	-	-	-	-	-	-	-	
Carrier Pkwy & Old Collamer Rd	EBL	B	14.0	39	0.35	C	19.4	69	0.50	F	52.4	165	0.81	F	52.4	165	0.81	F	52.4	165	0.81	F	52.4	165	0.81
	SBT / SBR	F	339.5	372	1.55	F	Err	Err	3.17	F	Err	Err	13.63	F	Err	Err	13.63	F	Err	Err	13.63	F	Err	Err	4.02
Carrier Pkwy & Telergy Pkwy	EBL	B	10.8	4	0.05	B	13.8	7	0.08	F	218.1	81	0.82	F	218.1	81	0.82	F	218.1	81	0.82	F	218.1	81	0.82
	WBL	A	9.4	1	0.01	A	9.9	1	0.02	B	10.7	1	0.02	B	10.7	1	0.02	B	10.7	1	0.02	B	10.7	1	0.02
	NBL / NBT / NBR	F	1162.0	241	2.91	F	Err	Err	Err	F	Err	Err	Err	F	Err	Err	Err	F	Err	Err	Err	F	Err	Err	Err
	SBT / SBT / SBR	E	48.0	60	0.50	F	869.4	257	2.42	F	Err	Err	Err	F	Err	Err	Err	F	Err	Err	Err	F	Err	Err	10.36
Carrier Pkwy & Weighlock Dr/Kinne St	EBL	A	9.6	6	0.02	B	11.0	7	0.05	C	22.8	11	0.06	C	22.8	11	0.06	C	22.8	11	0.06	C	22.8	11	0.06
	EBT / EBR	C	23.4	274	0.66	C	34.9	342	0.84	F	93.6	#742	1.07	F	93.6	#742	1.07	F	93.6	#742	1.07	F	93.6	#742	1.07
	WBL	C	23.1	115	0.74	D	48.0	192	0.89	F	190.8	#500	1.29	F	190.8	#500	1.29	F	190.8	#500	1.29	F	190.8	#500	1.29
	WBT / WBR	C	20.6	437	0.74	C	30.6	531	0.88	F	80.2	#1012	1.05	F	80.2	#1012	1.05	F	80.2	#1012	1.05	F	80.2	#1012	1.05
	NBL	D	45.9	209	0.81	E	71.3	#344	0.97	F	181.1	#1064	1.30	F	181.1	#1064	1.30	F	181.1	#1064	1.30	F	181.1	#1064	1.30
	NBT / NBR	A	6.6	37	0.5	A	7.5	49	0.55	C	20.4	251	0.70	C	20.4	251	0.70	C	20.4	251	0.70	C	20.4	251	0.70
	SBL	C	23.6	11	0.04	C	24.8	12	0.05	E	73.4	20	0.11	E	73.4	20	0.11	E	73.4	20	0.11	E	73.4	20	0.11
	SBT / SBR	B	16.5	23	0.07	B	16.4	26	0.07	E	62.1	45	0.39	E	62.1	45	0.39	E	62.1	45	0.39	E	62.1	45	0.39
Kinne St & Court St Rd/New Venture Gear Dr	EBL	C	32.9	60	0.37	B	16.3	46	0.22	D	36.5	47	0.53	D	36.5	47	0.53	D	36.5	47	0.53	D	36.5	47	0.53
	EBT / EBR	B	15.3	34	0.1	A	8.4	27	0.08	D	54.3	#63	0.65	D	54.3	#63	0.65	D	54.3	#63	0.65	D	54.3	#63	0.65
	WBL	F	185.5	#391	1.31	E	65.0	320	1.01	E	63.2	280	1.01	E	63.2	280	1.01	E	63.2	280	1.01	E	63.2	280	1.01
	WBT / WBR	A	9.1	24	0.56	B	14.																		