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# LEVEL OF SERVICE SUMMARY

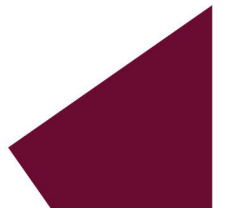


Table 1: Level of Service Summary

Intersection	Movement	AM Peak Hour								PM Peak Hour							
		Existing Traffic Volumes			Projected 2040 Traffic Volumes					Existing Traffic Volumes			Projected 2040 Traffic Volumes				
		Existing Conditions	With Planned Improvements	With Approved Development	Existing Zoning		Zoning Suggested by Municipalities			Existing Conditions	With Planned Improvements	With Approved Development	Existing Zoning		Zoning Suggested by Municipalities		
					Existing Roadway Network	With Improvements	Existing Roadway Network	With Improvements	Existing Roadway Network				With Improvements	Existing Roadway Network	With Improvements	Existing Roadway Network	With Improvements
<b>Intersection 1: Front St &amp; Route 0039</b>																	
Route 0039	WBLR	C (23.9)	--	C (24.4)	C (24.7)	--	C (24.9)	--	C (33.3)	--	C (35.0)	D (38.7)	--	D (39.4)	--		
Front St	NBT	B (13.1)	--	B (13.7)	B (13.9)	--	B (14.1)	--	C (22.4)	--	C (25.4)	C (25.6)	--	C (26.6)	--		
	NBTR	B (15.9)	--	B (17.2)	B (17.9)	--	B (18.3)	--	C (23.8)	--	C (27.6)	C (28.0)	--	C (29.3)	--		
	SBL	A (9.5)	--	A (10.2)	A (10.6)	--	A (10.9)	--	B (16.8)	--	B (19.0)	B (19.9)	--	C (20.6)	--		
	SBT	A (8.9)	--	A (9.3)	A (9.4)	--	A (9.5)	--	A (5.7)	--	A (6.1)	A (6.2)	--	A (6.2)	--		
OVERALL	B (14.8)	--	B (15.5)	B (15.8)	--	B (16.1)	--	C (22.9)	--	C (25.5)	C (26.8)	--	C (27.7)	--			
<b>Intersection 2: 6th St &amp; Route 0039</b>																	
Route 0039	EBLTR	A (0.0)	A (4.9)	A (0.0)	A (0.0)	B (13.2)	A (0.0)	B (12.8)	A (0.1)	B (12.9)	A (0.1)	C (28.5)	A (0.0)	A (0.0)	C (27.3)		
	WBLT ***	B (12.8)	A (5.6)	B (13.2)	B (13.4)	A (4.6)	B (13.5)	A (4.6)	B (12.4)	B (10.9)	B (12.7)	B (13.0)	A (7.4)	B (13.1)	A (6.9)		
	WBTR	A (2.6)	A (5.6)	A (2.8)	A (3.0)	A (5.9)	A (3.1)	A (5.6)	A (1.5)	A (9.7)	A (1.7)	A (1.9)	A (8.8)	A (1.9)	A (8.3)		
6th Street	NBLT	F (226.9)	B (13.0)	F (318.8)	F (390.9)	B (18.0)	F (421.0)	B (18.4)	F (74.3)	B (11.9)	F (90.3)	F (103.8)	C (21.2)	F (112.2)	C (21.8)		
	NBR	B (14.0)	B (16.6)	B (14.6)	B (15.1)	B (14.5)	B (15.2)	B (14.9)	F (62.2)	C (26.5)	F (77.0)	F (88.9)	C (30.6)	F (96.2)	C (33.6)		
	SBLTR	F (718.1)	B (12.9)	F (1041.0)	F (1417.3)	B (17.9)	F (1417.3)	B (18.3)	F (3578.1)	B (11.9)	B (77.0)	B (88.9)	C (21.1)	C (21.1)	C (21.7)		
OVERALL	B (11.5)	A (6.3)	B (14.3)	C (17.4)	A (8.8)	C (17.5)	A (8.6)	E (37.8)	B (14.6)	Volume exceeds capacity, unable to calculate	Volume exceeds capacity, unable to calculate	C (20.8)	Volume exceeds capacity, unable to calculate	C (20.7)			
<b>Intersection 3: Industrial Dr/322 EB Ramp &amp; Route 0039</b>																	
Route 0039	EBT	C (29.7)	--	D (36.4)	D (41.7)	D (37.7)	D (43.3)	D (37.3)	C (31.6)	--	D (42.9)	E (58.6)	D (40.3)	D (51.4)	D (44.2)		
	EBTR	C (29.8)	--	D (36.6)	D (41.8)	D (37.8)	D (43.4)	D (37.5)	C (31.4)	--	D (42.7)	E (58.4)	D (40.1)	D (51.3)	D (44.0)		
	WBL	B (17.4)	--	C (20.6)	C (22.5)	C (20.9)	C (22.9)	C (21.5)	B (19.2)	--	C (23.8)	C (27.1)	C (22.9)	C (25.9)	C (24.1)		
	WBT	A (1.1)	--	A (4.1)	A (6.3)	A (4.2)	A (6.8)	A (4.6)	A (0.5)	--	A (0.6)	A (2.0)	A (0.6)	A (0.8)	A (0.6)		
Industrial Dr	NBLT	E (77.6)	--	E (77.6)	F (89.1)	D (47.3)	F (89.1)	E (67.6)	E (67.5)	--	E (67.5)	E (71.8)	D (67.2)	F (93.6)	E (67.2)		
	NBR	E (77.6)	--	E (77.6)	F (89.1)	D (47.3)	F (89.1)	E (67.6)	E (67.5)	--	E (67.5)	E (71.8)	D (67.2)	F (93.6)	E (67.2)		
322 EB Ramp	SBLT	E (56.0)	--	E (60.9)	D (54.8)	D (49.2)	E (55.3)	D (50.9)	E (65.7)	--	E (78.5)	E (71.5)	D (53.7)	F (82.9)	D (53.8)		
	SBR	E (56.0)	--	E (60.9)	D (54.8)	A (0.0)	E (55.3)	A (0.0)	E (65.7)	--	E (78.5)	E (71.5)	A (0.0)	E (82.9)	A (0.0)		
OVERALL	C (24.7)	--	C (29.9)	C (32.1)	C (27.6)	C (32.9)	C (27.9)	C (28.8)	--	D (36.4)	D (44.5)	C (32.0)	D (44.5)	C (34.0)			
<b>Intersection 4: 322 WB Ramp/Mountain View Rd &amp; Route 0039</b>																	
Route 0039	EBL	A (4.5)	--	A (4.9)	A (5.4)	A (5.4)	A (5.5)	A (5.5)	A (2.2)	--	A (2.5)	A (3.0)	A (3.0)	A (4.7)	A (4.6)		
	EBT	A (0.2)	--	A (0.3)	A (0.2)	A (0.3)	A (0.2)	A (0.3)	A (0.2)	--	A (0.1)	A (0.1)	A (0.1)	A (0.1)	A (0.1)		
	WBT	A (7.1)	--	A (7.5)	A (8.0)	A (8.1)	A (8.2)	A (8.2)	A (4.4)	--	A (4.6)	A (5.3)	A (5.3)	A (7.9)	A (7.9)		
	WBR	A (0.0)	--	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	--	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)		
322 WB Ramp	NBLTR	E (56.0)	--	E (56.0)	E (55.7)	E (55.5)	E (55.8)	E (55.6)	E (60.3)	--	E (60.3)	E (59.1)	E (59.0)	E (59.3)	E (59.2)		
Mountain View Rd	SBLTR	E (58.5)	--	E (58.5)	E (59.1)	E (59.1)	E (60.0)	E (60.0)	A (0.0)	--	A (0.0)	A (0.0)	A (0.0)	E (59.1)	E (59.1)		
OVERALL	A (6.7)	--	A (6.6)	A (6.8)	A (6.8)	A (6.9)	A (6.9)	A (6.9)	A (3.9)	--	A (3.9)	A (4.4)	A (4.4)	A (5.5)	A (5.5)		

**Table 1: Level of Service Summary**

Intersection	Movement	AM Peak Hour								PM Peak Hour							
		Existing Traffic Volumes			Projected 2040 Traffic Volumes					Existing Traffic Volumes			Projected 2040 Traffic Volumes				
		Existing Conditions	With Planned Improvements	With Approved Development	Existing Zoning		Zoning Suggested by Municipalities			Existing Conditions	With Planned Improvements	With Approved Development	Existing Zoning		Zoning Suggested by Municipalities		
					Existing Roadway Network	With Improvements	Existing Roadway Network	With Improvements	Existing Roadway Network				With Improvements	Existing Roadway Network	With Improvements	Existing Roadway Network	With Improvements
<b>Intersection 5: Fargreen Rd &amp; Route 0039</b>																	
Route 0039	EBL	A (1.7)	--	A (1.8)	A (1.8)	A (1.8)	A (1.9)	A (1.9)	A (1.6)	--	A (1.7)	A (2.0)	A (2.0)	A (2.0)	A (5.2)		
	EBT	--	--	--	--	A (3.4)	--	A (3.5)	--	--	--	--	A (3.5)	--	A (3.5)		
	EBTR	A (5.8)	--	A (9.1)	B (12.6)	A (3.4)	B (12.7)	A (3.4)	A (7.6)	--	B (13.7)	C (25.7)	A (3.5)	C (24.0)	A (3.5)		
	WBL	A (2.8)	--	A (6.9)	B (11.7)	A (0.7)	A (11.8)	A (0.7)	A (5.2)	--	B (15.0)	D (36.3)	A (4.1)	C (32.6)	A (4.2)		
	WBT	--	--	--	--	A (0.9)	--	A (0.9)	--	--	--	--	A (3.5)	--	A (3.7)		
	WBTR	A (1.7)	--	A (2.4)	A (2.9)	A (0.8)	A (2.9)	A (0.8)	A (2.2)	--	A (3.4)	A (6.2)	A (3.5)	A (7.0)	A (3.6)		
Fargreen Rd	NBLTR	D (51.3)	--	D (46.4)	D (46.3)	D (46.3)	D (46.3)	D (46.3)	D (46.8)	--	D (53.6)	D (52.8)	D (52.9)	D (52.4)	D (52.5)		
	SBLTR	D (50.6)	--	D (46.3)	D (46.4)	D (46.4)	D (46.6)	D (46.6)	D (47.1)	--	D (54.4)	D (54.1)	D (54.2)	D (53.9)	D (54.0)		
OVERALL		A (6.7)	--	A (8.1)	B (10.0)	A (4.7)	B (10.2)	A (4.8)	A (6.7)	--	B (10.3)	B (17.3)	A (5.4)	B (16.9)	A (5.6)		
<b>Intersection 6: Route 0039 &amp; Deer Path Rd</b>																	
Route 0039	EBL	B (12.7)	--	B (18.8)	C (26.2)	A (5.4)	C (23.9)	A (5.2)	B (13.3)	--	C (24.4)	D (35.7)	A (8.1)	D (36.2)	A (8.1)		
	EBT	A (1.2)	--	A (1.4)	A (1.6)	A (0.4)	A (1.6)	A (0.4)	A (1.9)	--	A (2.0)	A (1.0)	A (5.3)	A (1.0)	A (5.3)		
	WBT	--	--	--	--	A (8.2)	--	A (8.1)	--	--	--	B (10.9)	--	B (10.9)			
	WBTR	B (15.7)	--	B (17.8)	C (22.4)	A (8.2)	C (21.0)	A (8.1)	B (17.9)	--	C (25.1)	D (36.2)	B (10.8)	D (37.0)	B (10.8)		
Deer Path Rd	SBL	D (43.1)	--	D (42.4)	D (42.4)	D (42.4)	D (42.4)	D (42.4)	D (38.4)	--	D (47.2)	E (59.0)	D (46.2)	E (58.1)	D (46.1)		
	SBR	D (40.3)	--	D (42.4)	D (47.4)	D (47.4)	D (47.4)	D (47.4)	D (38.1)	--	D (52.8)	E (79.3)	D (51.2)	E (77.0)	D (51.2)		
OVERALL		B (12.1)	--	B (13.2)	B (16.4)	A (7.8)	B (15.5)	A (7.7)	B (13.6)	--	B (18.1)	C (25.5)	B (12.4)	C (25.8)	B (12.4)		
<b>Intersection 7: Crooked Hill Rd &amp; Route 0039</b>																	
Route 0039	EBL	A (6.3)	--	A (4.9)	A (4.9)	A (5.9)	A (4.9)	A (5.9)	A (7.3)	--	A (5.3)	A (5.2)	A (7.4)	A (4.9)	A (7.5)		
	EBT	A (8.6)	--	A (9.1)	A (9.8)	B (11.6)	A (9.9)	B (11.7)	B (11.2)	--	B (11.8)	B (12.3)	B (17.0)	B (11.5)	B (17.0)		
	EBTR	A (8.6)	--	A (9.1)	A (9.8)	B (11.6)	A (9.8)	B (11.6)	B (11.1)	--	B (11.8)	B (12.2)	B (16.9)	B (11.4)	B (16.9)		
	WBL	A (5.9)	--	A (5.6)	A (5.9)	A (7.1)	A (5.9)	A (7.1)	A (6.8)	--	A (7.5)	A (8.3)	B (11.5)	A (7.6)	A (11.4)		
	WBT	A (5.7)	--	A (4.1)	A (5.5)	A (1.3)	A (5.0)	A (1.3)	A (6.6)	--	A (5.6)	B (12.3)	A (0.7)	A (9.6)	A (0.7)		
	WBR	A (2.7)	--	A (0.2)	A (0.2)	--	A (0.2)	--	A (2.9)	--	A (0.2)	A (0.1)	--	A (0.1)	--		
	WBTR**	--	--	--	--	A (1.3)	--	A (1.3)	--	--	--	--	A (0.7)	--	A (0.7)		
Crooked Hill Rd	NBL	D (45.7)	--	D (42.8)	D (42.9)	D (39.7)	D (43.1)	D (39.8)	D (41.8)	--	D (50.1)	D (51.4)	D (44.6)	D (53.1)	D (44.7)		
	NBT	D (40.2)	--	D (37.7)	D (37.8)	D (35.0)	D (37.8)	D (35.0)	D (36.2)	--	D (43.2)	D (44.2)	D (38.7)	D (45.2)	D (38.6)		
	NBR	D (37.5)	--	D (35.2)	D (35.4)	C (32.6)	D (35.5)	C (32.6)	C (34.1)	--	D (41.8)	D (43.7)	D (36.5)	D (45.4)	D (36.3)		
	SBL	D (47.9)	--	D (51.1)	D (54.1)	D (45.0)	D (54.5)	D (45.2)	D (43.1)	--	E (64.8)	E (78.5)	D (49.9)	F (91.9)	D (50.0)		
	SBTR	D (41.8)	--	D (39.3)	D (39.4)	D (36.3)	D (39.4)	D (36.4)	D (38.4)	--	D (45.9)	D (47.1)	D (40.6)	D (48.6)	D (40.5)		
OVERALL		B (13.7)	--	B (12.6)	B (13.4)	B (11.8)	B (13.4)	B (12.0)	B (13.7)	--	B (14.9)	B (17.9)	B (13.9)	B (17.5)	B (13.9)		

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		Existing Conditions	With Planned Improvements	With Approved Development	Existing Zoning		Zoning Suggested by Municipalities			Existing Conditions	With Planned Improvements	With Approved Development	Existing Zoning		Zoning Suggested by Municipalities		
					Existing Roadway Network	With Improvements	Existing Roadway Network	With Improvements	Existing Roadway Network				With Improvements	Existing Roadway Network	With Improvements	Existing Roadway Network	With Improvements
<b>Intersection 8: Private Dwy/Blue Mountain Commons Dwy &amp; Route 0039</b>																	
Route 0039	EBL	A (6.3)	--	A (6.2)	A (6.3)	A (6.3)	A (6.3)	A (6.3)	A (6.3)	B (11.4)	--	A (9.8)	B (10.5)	B (10.3)	B (10.6)	B (11.1)	
	EBT	B (17.0)	--	A (1.5)	A (1.8)	A (1.8)	A (1.8)	A (1.8)	A (1.8)	C (32.5)	--	B (18.1)	B (19.5)	A (3.6)	B (19.2)	C (20.1)	
	EBTR	B (17.0)	--	A (1.5)	A (1.8)	A (1.8)	A (1.8)	A (1.7)	A (1.7)	C (32.5)	--	B (18.1)	B (19.5)	A (3.5)	B (19.2)	C (20.1)	
	WBL	A (7.5)	--	A (6.7)	A (6.8)	A (6.8)	A (6.8)	A (6.9)	A (6.9)	B (15.0)	--	B (14.2)	B (15.1)	B (13.0)	B (14.9)	B (15.7)	
	WBT	A (0.6)	--	A (0.8)	A (0.9)	A (1.0)	A (0.9)	A (1.0)	A (1.0)	C (3.3)	--	A (1.6)	A (2.2)	A (3.8)	A (2.3)	A (3.0)	
	WBR	A (0.0)	--	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (1.3)	--	A (0.1)	A (0.1)	A (0.3)	A (0.1)	A (0.1)	A (0.1)	
Private Driveway	NBL	D (51.0)	--	D (46.1)	D (46.1)	D (46.1)	D (46.1)	D (46.1)	D (46.1)	D (45.2)	--	D (52.5)	D (52.5)	D (52.5)	D (52.5)	D (52.5)	
	NBTR	D (50.8)	--	D (45.9)	D (45.9)	D (45.9)	D (45.9)	D (45.9)	D (49.6)	--	E (58.4)	E (58.0)	E (58.0)	E (58.0)	E (58.0)	E (58.0)	
Blue Mountain Commons Driveway	SBL	D (52.8)	--	D (47.7)	D (47.6)	D (47.6)	D (47.6)	D (47.6)	D (45.8)	--	E (58.8)	E (62.5)	D (53.7)	E (61.3)	E (53.6)	E (53.6)	
	SBTR	D (42.4)	--	D (37.5)	D (37.3)	D (37.3)	D (37.4)	D (37.4)	D (35.8)	--	D (46.1)	D (46.2)	D (43.2)	D (47.0)	D (44.0)	D (44.0)	
OVERALL		B (12.6)	--	A (5.5)	A (5.4)	A (5.4)	A (5.4)	A (5.5)	C (23.0)	--	B (17.6)	B (18.1)	B (11.4)	B (18.0)	B (17.8)		
<b>Intersection 9: Progress Ave &amp; Route 0039</b>																	
Route 0039	EBL	B (18.5)	B (15.6)	B (17.5)	B (19.6)	B (17.1)	B (19.6)	B (17.0)	B (16.9)	B (15.0)	C (20.4)	C (23.7)	B (19.0)	C (25.8)	B (19.6)		
	EBT	C (23.8)	B (14.5)	A (9.3)	B (13.7)	A (8.6)	B (13.9)	A (8.6)	C (26.9)	B (18.8)	B (16.0)	D (41.0)	B (12.3)	D (35.5)	B (12.1)		
	EBR	B (14.8)	B (10.5)	A (7.0)	A (9.3)	A (5.7)	A (9.5)	A (5.8)	B (16.7)	B (12.1)	A (7.1)	B (15.5)	A (4.5)	B (14.3)	A (4.6)		
	WBL	B (16.3)	B (13.4)	B (15.2)	B (18.8)	B (16.2)	B (19.1)	B (16.5)	C (21.4)	B (17.6)	C (31.5)	D (55.0)	D (52.1)	E (74.4)	E (55.6)		
	WBT	C (22.6)	B (19.2)	C (22.6)	C (26.5)	C (23.2)	C (26.0)	C (22.8)	C (24.1)	C (21.9)	C (26.0)	C (28.2)	C (28.1)	C (28.1)	C (27.1)		
	WBTR	C (22.5)	B (19.1)	C (22.5)	C (26.3)	C (23.0)	C (25.8)	C (22.7)	C (24.0)	C (21.8)	C (26.0)	C (28.1)	C (27.9)	C (28.0)	C (27.0)		
Progress Ave	NBL	D (35.2)	D (51.3)	D (53.1)	D (53.1)	D (46.8)	D (53.5)	D (46.8)	E (60.7)	D (51.8)	E (59.1)	E (66.5)	E (53.0)	D (60.1)	D (53.1)		
	NBT	D (35.7)	D (35.7)	C (31.3)	C (30.3)	C (32.8)	C (30.5)	C (32.9)	F (35.2)	D (36.1)	D (38.2)	D (39.3)	D (37.6)	D (39.4)			
	NBR	C (40.5)	C (33.0)	C (27.7)	C (26.1)	C (30.1)	C (26.3)	C (30.7)	C (96.5)	C (29.1)	C (28.8)	C (27.9)	C (34.0)	C (29.4)			
	SBL	D (37.7)	D (59.4)	D (53.5)	D (53.0)	D (53.0)	D (52.7)	D (52.7)	D (37.7)	D (53.5)	D (59.8)	D (59.5)	D (59.4)	D (59.2)			
	SBT	E (58.9)	D (54.9)	D (54.2)	E (58.5)	D (49.8)	E (58.5)	D (49.8)	D (45.8)	D (53.7)	E (72.8)	F (101.9)	E (44.9)	F (101.9)	E (46.0)		
	SBR	E (58.9)	D (54.9)	D (54.2)	E (58.5)	D (49.8)	E (58.5)	D (49.8)	D (45.8)	D (53.7)	E (72.8)	F (101.9)	E (44.9)	F (101.9)	E (46.0)		
OVERALL		C (27.6)	C (24.7)	C (23.5)	C (26.3)	C (22.3)	C (26.3)	C (22.3)	D (37.2)	C (25.5)	C (29.3)	D (41.0)	C (28.6)	D (40.2)	C (28.9)		
<b>Intersection 10: Sturbridge Dr/Private Dwy &amp; Route 0039</b>																	
Route 0039	EBL	A (3.5)	--	A (4.3)	A (6.7)	A (3.7)	A (6.2)	A (3.4)	B (11.6)	--	C (21.5)	D (50.1)	A (7.6)	F* (48.8)	A (7.5)		
	EBT	A (2.2)	--	A (2.2)	A (3.2)	A (3.5)	A (2.9)	A (3.3)	A (3.1)	--	A (2.8)	A (3.0)	A (6.9)	A (3.0)	A (6.7)		
	EBTR	A (1.3)	--	A (2.1)	A (3.9)	A (1.9)	A (3.6)	A (1.9)	A (8.9)	--	C (29.3)	E (60.4)	A (7.0)	E (57.3)	A (6.6)		
	WBL	--	--	--	--	A (0.8)	--	A (0.8)	--	--	--	--	A (1.2)	--	A (1.2)		
	WBT	A (1.0)	--	A (1.1)	A (1.2)	A (0.7)	A (1.2)	A (0.8)	A (0.9)	--	A (1.2)	A (0.9)	A (1.2)	A (0.8)	A (1.2)		
	WBTR	D (50.3)	--	D (45.5)	D (55.1)	D (44.2)	D (52.5)	D (43.1)	D (44.5)	--	D (54.6)	F (354.8)	D (48.7)	F (344.4)	D (48.6)		
Sturbridge Dr	NBL	D (48.8)	--	D (44.6)	D (41.3)	D (40.1)	D (42.3)	D (40.8)	D (40.2)	--	D (50.0)	D (53.4)	D (36.5)	D (53.2)	D (36.8)		
	NBT	D (48.8)	--	D (44.6)	D (41.3)	D (40.1)	D (42.3)	D (40.8)	D (40.2)	--	D (50.0)	D (53.4)	D (36.5)	D (53.2)	D (36.8)		
Private Dwy	SBL	A (0.0)	--	A (0.0)	D (43.2)	D (39.2)	D (44.2)	D (39.9)	A (0.0)	--	A (0.0)	F (135.1)	D (40.3)	F (135.1)	D (40.5)		
	SBTR	A (0.0)	--	A (0.0)	D (43.2)	D (39.2)	D (44.2)	D (39.9)	A (0.0)	--	A (0.0)	F (135.1)	C (34.7)	F (135.1)	C (34.9)		
OVERALL		A (5.1)	--	A (4.9)	A (7.5)	A (5.6)	A (7.0)	A (5.4)	B (10.5)	--	B (16.3)	E (59.0)	B (12.2)	E (57.1)	B (12.1)		

Table 1: Level of Service Summary

Intersection	Movement	AM Peak Hour								PM Peak Hour							
		Existing Traffic Volumes			Projected 2040 Traffic Volumes					Existing Traffic Volumes			Projected 2040 Traffic Volumes				
		Existing Conditions	With Planned Improvements	With Approved Development	Existing Zoning		Zoning Suggested by Municipalities			Existing Conditions	With Planned Improvements	With Approved Development	Existing Zoning		Zoning Suggested by Municipalities		
					Existing Roadway Network	With Improvements	Existing Roadway Network	With Improvements	Existing Roadway Network				With Improvements	Existing Roadway Network	With Improvements		

Intersection 11: Private Dwy/Oakhurst Blvd & Route 0039

Route 0039	EBL	A (7.0)	--	B (16.2)	C (24.5)	A (3.5)	C (22.9)	A (3.5)	B (13.0)	--	C (24.7)	C (32.3)	A (5.6)	C (32.3)	A (6.2)
	EBT	A (0.7)	--	A (1.2)	A (1.2)	A (0.6)	A (1.2)	A (0.6)	A (2.1)	--	A (7.5)	F* (13.4)	A (1.3)	F* (11.5)	A (1.4)
	EBTR**	--	--	--	--	A (0.5)	--	A (0.6)	--	--	--	--	A (1.3)	--	A (1.3)
	EBR	A (0.0)	--	A (0.0)	A (0.0)	--	A (0.0)	--	A (0.0)	--	A (0.0)	A (0.0)	--	A (0.0)	--
	WBL	A (0.0)	--	A (2.7)	A (2.7)	A (2.7)	A (2.8)	A (2.8)	A (0.0)	--	A (3.8)	C (34.6)	A (4.9)	C (34.6)	A (5.3)
	WBT	--	--	--	--	A (7.3)	--	A (7.3)	--	--	--	--	B (10.4)	--	B (11.2)
	WBTR	B (10.8)	--	C (21.1)	C (31.2)	C (7.3)	C (29.3)	C (7.2)	B (19.0)	--	C (27.2)	F* (43.1)	B (10.4)	F* (46.0)	B (11.3)
Private Dwy	NBL	A (0.0)	--	D (44.6)	D (44.5)	D (44.5)	D (44.4)	D (44.4)	A (0.0)	--	D (53.6)	D (53.8)	D (49.5)	D (53.9)	D (48.2)
	NBTR	A (0.0)	--	D (43.2)	D (42.9)	D (42.9)	D (42.9)	D (42.9)	A (0.0)	--	D (48.7)	D (48.7)	D (44.9)	D (48.7)	D (43.7)
Oakhurst Blvd	SBL	D (49.9)	--	D (45.1)	D (45.5)	D (45.5)	D (45.7)	D (45.7)	A (44.1)	--	E (65.5)	E (73.2)	D (54.2)	E (76.2)	D (50.8)
	SBTR	D (50.8)	--	D (45.2)	D (45.1)	D (45.1)	D (45.0)	D (45.0)	A (43.3)	--	D (54.3)	D (54.9)	D (47.9)	E (55.3)	D (46.4)
OVERALL		A (8.8)	--	B (14.7)	C (20.8)	A (6.5)	B (19.7)	A (6.5)	B (13.1)	--	C (20.5)	C (30.6)	A (9.4)	C (31.2)	A (9.7)

Intersection 12: Crums Mill Rd & Route 0039

Route 0039	EBL	--	--	A (3.8)	A (4.0)	A (4.0)	A (4.1)	A (4.1)	--	--	A (4.5)	A (4.7)	A (5.6)	A (3.9)	A (5.8)
	EBT	A (0.0)	A (3.6)	A (8.4)	A (9.3)	A (6.9)	A (9.6)	A (7.0)	A (0.0)	A (8.6)	C (31.4)	F* (48.9)	B (13.7)	D (37.3)	B (14.2)
	EBR	A (0.0)	A (2.3)	A (4.9)	A (5.2)	--	A (5.3)	--	A (0.0)	A (2.6)	A (6.2)	A (6.5)	--	A (5.5)	--
	EBTR**	--	--	--	--	A (6.9)	--	A (7.0)	--	--	--	--	B (13.7)	--	B (14.2)
	WBL	B (10.3)	A (5.3)	A (4.7)	A (5.3)	A (4.0)	A (5.4)	A (4.0)	B (13.5)	B (16.9)	C (28.0)	D (37.5)	A (9.5)	C (34.3)	A (9.9)
	WBT	A (0.0)	A (5.6)	A (3.4)	A (4.1)	A (1.1)	A (3.9)	A (1.1)	A (0.0)	A (5.5)	A (2.3)	A (2.2)	A (1.2)	A (1.9)	A (1.2)
	WBR	--	--	(0.0)	(0.0)	--	A (0.0)	--	--	--	A (0.0)	A (0.0)	--	A (0.0)	--
	WBTR**	--	--	--	--	A (1.1)	--	A (1.0)	--	--	--	--	A (1.1)	--	A (1.2)
Crums Mill Rd	NBLR*	C (22.9)	B (19.0)	--	--	--	--	--	F (61.4)	C (26.8)	--	--	--	--	--
	NBL	--	--	D (44.7)	D (44.6)	D (44.6)	D (44.5)	D (44.6)	--	--	D (48.3)	D (49.5)	D (45.7)	D (51.9)	D (45.0)
	NBTR	--	--	D (43.3)	D (43.9)	D (43.9)	D (43.8)	D (43.9)	--	--	D (50.6)	E (72.1)	D (51.7)	F (110.2)	D (48.2)
	SBL	--	--	D (44.3)	D (44.9)	D (44.9)	D (44.8)	D (44.9)	--	--	D (53.3)	E (59.0)	D (53.3)	E (73.9)	D (53.0)
	SBTR	--	--	D (40.4)	D (40.0)	D (40.0)	D (39.9)	D (40.0)	--	--	D (44.2)	D (44.8)	D (41.5)	D (46.9)	D (40.8)
OVERALL			A (1.7)	A (5.6)	A (9.9)	B (10.5)	A (8.3)	B (10.5)	A (8.4)	A (4.4)	A (8.6)	C (21.2)	C (30.7)	B (13.4)	C (28.4)

Intersection 13: Versailles Dr/Dover Rd & Route 0039

Route 0039	EBL	A (2.9)	--	A (3.0)	A (3.0)	A (3.0)	A (3.0)	A (3.0)	A (1.8)	--	A (1.8)	A (1.8)	A (2.0)	A (1.8)	A (2.0)
	EBT	--	--	--	--	A (0.5)	--	A (0.5)	--	--	--	--	A (0.8)	--	A (0.8)
	EBTR	A (4.2)	--	A (1.0)	A (1.1)	A (0.4)	A (1.1)	A (0.4)	A (5.3)	--	A (1.2)	A (1.0)	A (0.8)	A (1.0)	A (0.8)
	WBL	A (0.0)	--	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (1.1)	--	A (0.2)	A (0.2)	A (0.3)	A (0.2)	A (0.3)
	WBT	A (2.1)	--	A (3.1)	A (4.3)	A (1.1)	A (4.2)	A (1.1)	A (1.8)	--	A (2.7)	A (3.4)	A (0.9)	A (3.5)	A (1.0)
	WBR	A (0.0)	--	A (0.0)	A (0.0)	--	A (0.0)	--	A (0.0)	--	A (0.0)	A (0.0)	--	A (0.0)	--
	WBTR**	--	--	--	--	A (1.0)	--	A (1.0)	--	--	--	--	A (0.9)	--	A (0.9)
Versailles Dr	NBLTR	D (39.9)	--	D (39.7)	D (39.6)	D (39.6)	D (39.6)	D (39.6)	D (52.6)	--	D (52.0)	D (51.8)	D (51.8)	D (51.8)	D (51.7)
Dover Rd	SBL	D (39.9)	--	D (39.5)	D (39.4)	D (39.4)	D (39.6)	D (39.6)	D (52.4)	--	D (51.9)	D (51.8)	D (51.8)	D (52.0)	D (52.0)
	SBTR	D (48.7)	--	D (48.5)	D (48.5)	D (48.5)	D (48.5)	D (48.4)	E (58.3)	--	E (57.9)	E (57.9)	E (57.8)	E (57.8)	E (57.7)
OVERALL			A (7.9)	--	A (7.1)	A (7.4)	A (5.5)	A (7.4)	A (5.5)	A (6.0)	A (4.5)	A (4.5)	A (3.4)	A (4.6)	A (3.5)

Table 1: Level of Service Summary

Intersection	Movement	AM Peak Hour								PM Peak Hour							
		Existing Traffic Volumes			Projected 2040 Traffic Volumes					Existing Traffic Volumes			Projected 2040 Traffic Volumes				
		Existing Conditions	With Planned Improvements	With Approved Development	Existing Zoning		Zoning Suggested by Municipalities			Existing Conditions	With Planned Improvements	With Approved Development	Existing Zoning		Zoning Suggested by Municipalities		
					Existing Roadway Network	With Improvements	Existing Roadway Network	With Improvements	Existing Roadway Network				With Improvements	Existing Roadway Network	With Improvements	Existing Roadway Network	With Improvements

Intersection 14A: Ringneck Dr/Forest Hills Dr & Route 0039 (Signalized)

Route 0039	EBL	A (0.2)	--	A (0.3)	A (0.3)	A (0.4)	A (0.3)	A (0.4)	A (0.1)	--	A (0.1)	A (0.1)	A (0.3)	A (0.1)	A (0.3)
	EBT	A (0.8)	--	A (1.1)	A (1.2)	A (0.5)	A (1.3)	A (0.5)	A (1.9)	--	A (3.0)	A (4.3)	A (1.1)	A (4.8)	A (1.2)
	EBTR**	--	--	--	--	A (0.5)	--	A (0.5)	--	--	--	--	A (1.1)	--	A (1.1)
	EBR	A (0.0)	--	A (0.0)	A (0.0)	--	A (0.0)	--	A (0.0)	--	A (0.0)	A (0.0)	--	A (0.0)	--
	WBL	A (0.1)	--	A (0.0)	A (0.0)	A (0.1)	A (0.0)	A (0.1)	A (0.2)	--	A (0.3)	A (0.3)	A (0.4)	A (0.3)	A (0.5)
	WBT	A (1.2)	--	A (1.1)	A (1.3)	A (0.8)	A (1.3)	A (0.8)	A (1.1)	--	A (1.6)	A (1.9)	A (0.7)	A (1.9)	A (0.8)
	WBTR**	--	--	--	--	A (0.8)	--	A (0.8)	--	--	--	--	A (0.7)	--	A (0.8)
	WBR	A (0.1)	--	A (0.0)	A (0.0)	--	A (0.0)	--	A (0.0)	--	A (0.0)	A (0.0)	--	A (0.0)	--
Ringneck Dr	NBL	D (49.7)	--	D (49.1)	D (49.1)	D (49.5)	D (48.7)	D (49.3)	E (57.6)	--	E (56.6)	E (56.7)	E (56.2)	E (56.3)	
	NBTR	D (53.6)	--	D (53.9)	D (53.9)	D (52.3)	D (53.9)	D (52.9)	E (61.0)	--	E (61.0)	E (61.2)	E (61.0)	E (61.2)	
Forest Hills Dr	SBL	D (47.9)	--	D (47.1)	D (47.1)	D (47.7)	D (47.4)	D (48.0)	E (56.1)	--	E (55.9)	E (55.8)	E (56.1)	E (55.7)	
	SBTR	D (52.3)	--	D (51.9)	D (51.8)	D (51.2)	D (51.6)	D (51.1)	E (56.6)	--	E (56.8)	E (56.5)	E (56.8)	E (55.5)	
OVERALL		A (6.1)	--	A (5.9)	A (5.7)	A (5.2)	A (5.8)	A (5.3)	A (5.9)	--	A (6.3)	A (6.8)	A (4.9)	A (7.1)	A (5.0)

Intersection 14B: Ringneck Dr/Forest Hills Dr & Route 0039 (Multi-Lane Roundabout)

Route 0039	EBL	A (0.2)	--	A (0.3)	A (0.3)	A (0.4)	A (0.3)	A (0.4)	A (0.1)	--	A (0.1)	A (0.1)	B (0.1)	B (0.3)	
	EBT	A (0.8)	--	A (1.1)	A (1.2)	(6.9)	A (1.3)	(7.0)	A (1.9)	--	A (3.0)	A (4.3)	(11.8)	(4.8)	(12.1)
	EBTR**	--	--	--	--	A (7.4)	--	A (7.5)	--	--	--	--	B (14.0)	--	B (14.4)
	EBR	A (0.0)	--	A (0.0)	A (0.0)	--	A (0.0)	--	A (0.0)	--	A (0.0)	A (0.0)	--	A (0.0)	--
	WBL	A (0.1)	--	A (0.0)	A (0.0)	A (0.1)	A (0.0)	A (0.1)	A (0.2)	--	A (0.3)	A (0.3)	A (0.3)	A (0.3)	
	WBT	A (1.2)	--	A (1.1)	A (1.3)	(9.0)	A (1.3)	(9.0)	A (1.1)	--	A (1.6)	A (1.9)	(8.4)	A (1.9)	(8.6)
	WBTR**	--	--	--	--	B (10.1)	--	B (10.1)	--	--	--	--	A (9.3)	--	A (9.6)
	WBR	A (0.1)	--	A (0.0)	A (0.0)	--	A (0.0)	--	A (0.0)	--	A (0.0)	A (0.0)	--	A (0.0)	--
Ringneck Dr	NBL	D (49.7)	--	D (49.1)	D (49.1)	A (48.7)	D (48.7)	A (47.4)	E (57.6)	--	E (56.6)	E (56.6)	B (56.2)	B (56.2)	
	NBTR	D (53.6)	--	D (53.9)	D (53.9)	(6.9)	D (53.9)	(7.0)	E (61.0)	--	E (61.0)	E (61.0)	(10.2)	E (61.0)	(10.4)
Forest Hills Dr	SBL	D (47.9)	--	D (47.1)	D (47.1)	A (47.4)	D (47.4)	A (47.4)	E (56.1)	--	E (55.9)	E (55.8)	A (55.7)	A (55.7)	
	SBTR	D (52.3)	--	D (51.9)	D (51.8)	(9.1)	D (51.6)	(9.2)	E (56.6)	--	E (56.8)	E (56.5)	(9.6)	E (55.3)	(10.0)
OVERALL		A (6.1)	--	A (5.9)	A (5.7)	A (8.6)	A (5.8)	A (8.6)	A (5.9)	--	A (6.3)	A (6.8)	B (11.1)	A (7.1)	B (11.4)



**Table 1: Level of Service Summary**

Intersection	Movement	AM Peak Hour								PM Peak Hour							
		Existing Traffic Volumes			Projected 2040 Traffic Volumes					Existing Traffic Volumes			Projected 2040 Traffic Volumes				
		Existing Conditions	With Planned Improvements	With Approved Development	Existing Zoning		Zoning Suggested by Municipalities			Existing Conditions	With Planned Improvements	With Approved Development	Existing Zoning		Zoning Suggested by Municipalities		
					Existing Roadway Network	With Improvements	Existing Roadway Network	With Improvements	Existing Roadway Network				With Improvements	Existing Roadway Network	With Improvements	Existing Roadway Network	With Improvements
<b>Intersection 17C: Pennsylvania Ave/Blue Mountain Pkwy &amp; Route 0039 (SimTraffic)</b>																	
Route 0039	EB	A (4.5)	--	A (6.3)	A (4.7)	--	A (5.8)	--	A (7.9)	--	A (9.6)	F (72.8)	--	F (80.0)	--		
	WB	A (2.8)	--	A (2.8)	A (3.1)	--	A (3.2)	--	A (3.4)	--	A (3.9)	A (3.3)	--	A (3.7)	--		
Pennsylvania Ave	NB	A (3.4)	--	A (3.2)	A (4.9)	--	A (2.0)	--	A (3.4)	--	A (3.5)	A (4.8)	--	A (3.5)	--		
Blue Mountain Pkwy	SB	A (5.0)	--	A (6.3)	A (6.8)	--	A (7.9)	--	A (3.7)	--	A (3.9)	A (4.6)	--	A (4.4)	--		
OVERALL		A (3.8)	--	A (4.8)	A (4.3)	--	A (4.9)	--	A (5.8)	--	A (6.7)	E (38.0)	--	E (41.5)	--		
<b>Intersection 18A: Mountain Rd &amp; Route 0039 (HCM 2010)</b>																	
Route 0039	EB	C (19.3)	--	D (26.2)	E (44.3)	--	F (55.6)	--	C (22.6)	--	D (30.9)	F (55.0)	--	F (76.7)	--		
	WB	D (25.6)	--	E (36.8)	F (71.2)	--	F (110.6)	--	B (11.1)	--	B (13.8)	C (18.7)	--	C (21.8)	--		
Mountain Rd	NB	B (10.6)	--	B (12.3)	B (14.5)	--	C (15.5)	--	C (17.7)	--	C (23.8)	E (43.7)	--	F (62.8)	--		
	SB	B (11.2)	--	B (12.3)	B (14.3)	--	C (16.1)	--	A (7.4)	--	A (8.2)	A (9.2)	--	A (9.6)	--		
OVERALL		C (19.7)	--	D (27.0)	E (48.3)	--	F (69.8)	--	C (18.3)	--	C (24.3)	E (41.9)	--	F (57.7)	--		
<b>Intersection 18B: Mountain Rd &amp; Route 0039 (HCM 6th Edition)</b>																	
Route 0039	EB	B (12.0)	--	B (14.5)	C (19.9)	--	C (23.3)	--	B (12.5)	--	B (14.9)	C (20.9)	--	D (26.9)	--		
	WB	B (14.3)	--	C (17.7)	D (27.2)	--	E (41.9)	--	A (8.2)	--	A (9.7)	B (12.2)	--	B (13.4)	--		
Mountain Rd	NB	A (7.9)	--	A (9.0)	B (10.2)	--	B (10.8)	--	B (11.7)	--	B (14.4)	C (21.4)	--	D (27.7)	--		
	SB	A (9.0)	--	A (9.9)	B (11.5)	--	B (12.9)	--	A (6.1)	--	A (6.7)	A (7.5)	--	A (7.9)	--		
OVERALL		B (12.0)	--	B (14.5)	C (20.7)	--	D (28.4)	--	B (11.2)	--	B (13.4)	C (18.6)	--	C (23.4)	--		
<b>Intersection 18C: Mountain Rd &amp; Route 0039 (SimTraffic)</b>																	
Route 0039	EB	A (5.0)	--	A (6.5)	A (5.7)	--	A (6.5)	--	A (6.9)	--	A (8.9)	E (37.7)	--	F (83.5)	--		
	WB	A (8.4)	--	B (12.8)	C (17.9)	--	F (77.1)	--	A (7.7)	--	A (8.9)	B (14.9)	--	B (10.3)	--		
Mountain Rd	NB	A (5.5)	--	A (6.2)	A (5.3)	--	A (6.9)	--	B (10.1)	--	A (9.6)	C (17.6)	--	C (17.1)	--		
	SB	A (5.0)	--	A (3.8)	A (5.5)	--	A (4.3)	--	A (3.6)	--	A (5.7)	A (4.7)	--	A (3.4)	--		
OVERALL		A (6.3)	--	A (8.7)	B (10.2)	--	D (34.3)	--	A (7.9)	--	A (9.0)	D (25.6)	--	E (43.2)	--		
<b>Intersection 19: Balthaser St &amp; Route 0039</b>																	
Route 0039	EB	A (0.0)	--	A (0.0)	A (0.0)	--	A (0.0)	--	A (0.0)	--	A (0.0)	A (0.0)	--	A (0.0)	--		
	WB	A (0.4)	--	A (0.4)	A (0.4)	--	A (0.4)	--	A (0.5)	--	A (0.4)	A (0.5)	--	A (0.4)	--		
Balthaser St	NBLR	C (23.0)	--	D (26.9)	E (36.6)	--	E (46.9)	--	C (16.9)	--	C (19.7)	D (25.3)	--	D (30.0)	--		
OVERALL		A (1.7)	--	A (1.8)	A (2.2)	--	A (2.6)	--	A (1.0)	--	A (1.1)	A (1.2)	--	A (1.3)	--		



**Table 1: Level of Service Summary**

Intersection	Movement	AM Peak Hour								PM Peak Hour							
		Existing Traffic Volumes			Projected 2040 Traffic Volumes					Existing Traffic Volumes			Projected 2040 Traffic Volumes				
		Existing Conditions	With Planned Improvements	With Approved Development	Existing Zoning		Zoning Suggested by Municipalities			Existing Conditions	With Planned Improvements	With Approved Development	Existing Zoning		Zoning Suggested by Municipalities		
					Existing Roadway Network	With Improvements	Existing Roadway Network	With Improvements	Existing Roadway Network				With Improvements	Existing Roadway Network	With Improvements	Existing Roadway Network	With Improvements
<b>Intersection 20: Piketown Rd &amp; Route 0039</b>																	
Route 0039	EBL	B (12.8)	--	B (13.2)	B (13.7)	--	B (13.9)	--	A (8.7)	--	A (9.1)	A (9.9)	--	B (10.5)	--		
	EBT	B (16.2)	--	B (17.4)	B (19.8)	--	C (21.8)	--	B (12.8)	--	B (13.5)	B (14.8)	--	B (15.1)	--		
	EBR	B (10.7)	--	B (10.9)	B (10.7)	--	B (10.2)	--	A (8.0)	--	A (8.1)	A (7.8)	--	A (7.4)	--		
	WBL	B (11.7)	--	B (12.2)	B (13.0)	--	B (14.2)	--	A (9.4)	--	A (9.7)	B (10.1)	--	B (10.3)	--		
	WBTR	B (17.5)	--	B (18.8)	B (19.9)	--	C (20.5)	--	B (13.3)	--	B (14.5)	B (16.6)	--	B (17.8)	--		
Piketown Rd	NBL	B (19.3)	--	C (20.3)	C (24.3)	--	C (27.2)	--	B (16.7)	--	B (17.7)	C (20.5)	--	C (23.0)	--		
	NBTR	B (15.8)	--	B (16.7)	C (20.3)	--	C (22.8)	--	B (15.8)	--	B (16.9)	B (19.7)	--	C (22.2)	--		
	SBL	C (26.2)	--	C (27.5)	C (32.3)	--	D (35.7)	--	C (20.7)	--	C (21.9)	C (25.5)	--	C (28.3)	--		
	SBT	C (29.0)	--	C (30.2)	D (35.3)	--	D (38.8)	--	C (21.7)	--	C (22.8)	C (26.5)	--	C (29.4)	--		
	SBR	C (27.2)	--	C (28.1)	C (32.8)	--	D (36.1)	--	B (18.5)	--	B (19.6)	C (23.1)	--	C (26.0)	--		
OVERALL	B (17.3)	--	B (18.2)	C (20.1)	--	C (21.6)	--	B (13.5)	--	B (14.3)	B (16.1)	--	B (17.2)	--			
<b>Intersection 21: Manor Dr &amp; Route 0039</b>																	
Route 0039	EB	A (0.0)	--	A (0.0)	A (0.0)	--	A (0.0)	--	A (0.0)	--	A (0.0)	A (0.0)	--	A (0.0)	--		
	WB	A (0.3)	--	A (0.2)	A (0.3)	--	A (0.3)	--	A (0.4)	--	A (0.4)	A (0.4)	--	A (0.3)	--		
Manor Dr	NBLR	B (10.6)	--	B (11.2)	B (13.4)	--	C (15.2)	--	B (12.8)	--	B (14.3)	C (20.3)	--	D (27.3)	--		
OVERALL	A (1.3)	--	A (1.2)	A (1.4)	--	A (1.5)	--	A (0.9)	--	A (1.0)	A (1.8)	--	A (2.8)	--			
<b>Intersection 22: Route 0039 &amp; Manor Dr</b>																	
Manor Dr	EBLR*	B (11.3)	--	--	--	--	--	--	B (12.9)	--	--	--	--	--	--		
	EBLTR	--	--	A (9.0)	B (11.9)	--	B (12.4)	--	--	--	B (12.9)	B (17.8)	--	B (19.2)	--		
	WBLT	--	--	A (9.0)	B (11.2)	--	B (11.5)	--	--	--	B (12.4)	B (16.3)	--	B (17.3)	--		
	WBR	--	--	A (9.4)	B (11.7)	--	B (11.9)	--	--	--	B (12.6)	B (16.4)	--	B (17.4)	--		
Route 0039	NBL	A (1.6)	--	A (6.8)	A (8.3)	--	A (8.9)	--	A (1.9)	--	A (7.3)	B (11.2)	--	B (12.6)	--		
	NBT	--	--	A (4.7)	A (4.9)	--	A (5.2)	--	--	--	A (4.4)	A (5.0)	--	A (5.3)	--		
	NBR	--	--	A (3.4)	A (3.2)	--	A (3.3)	--	--	--	A (2.6)	A (2.6)	--	A (2.7)	--		
	SBL	--	--	A (5.9)	A (6.7)	--	A (7.2)	--	--	--	A (7.3)	A (9.5)	--	A (9.8)	--		
	SBTR	A (0.0)	--	A (5.3)	A (5.5)	--	A (5.8)	--	A (0.0)	--	A (4.6)	A (5.7)	--	A (6.3)	--		
OVERALL	A (1.6)	--	A (6.0)	A (6.7)	--	A (7.0)	--	A (1.6)	--	A (5.7)	A (7.3)	--	A (8.0)	--			
<b>Intersection 23: Route 0039 &amp; Green Hill Rd</b>																	
Green Hill Rd	EBLR	C (20.4)	--	D (27.6)	F (56.6)	D (29.8)	F (65.1)	D (31.6)	C (17.6)	--	C (21.0)	E (39.0)	22.2 (23.1)	E (49.9)	C (23.2)		
Route 0039	NBL	A	--	A	A	B (13.6)	A	B (13.8)	A	--	A	A	B (12.7)	A	B (12.8)		
	NBT	(1.3)	--	(1.3)	(1.1)	(0.0)	(0.0)	(0.0)	(1.2)	--	(1.1)	(1.1)	(0.0)	(1.1)	(0.0)		
	SB	A (0.0)	--	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	--	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)		
OVERALL	A (1.7)	--	A (1.9)	A (3.0)	(1.8)	(3.4)	(1.9)	(1.5)	--	A (1.5)	A (2.1)	(1.4)	A (2.5)	(1.5)			

Table 1: Level of Service Summary

Intersection	Movement	AM Peak Hour								PM Peak Hour							
		Existing Traffic Volumes			Projected 2040 Traffic Volumes					Existing Traffic Volumes			Projected 2040 Traffic Volumes				
		Existing Conditions	With Planned Improvements	With Approved Development	Existing Zoning		Zoning Suggested by Municipalities			Existing Conditions	With Planned Improvements	With Approved Development	Existing Zoning		Zoning Suggested by Municipalities		
					Existing Roadway Network	With Improvements	Existing Roadway Network	With Improvements	Existing Roadway Network				With Improvements	Existing Roadway Network	With Improvements	Existing Roadway Network	With Improvements
<b>Intersection 24: Route 0039 &amp; Devonshire Heights Rd</b>																	
Devonshire Heights Rd	EBLTR	C (18.8)	--	D (25.5)	F (94.3)	B (15.5)	F (96.4)	B (16.0)	E (35.0)	--	F (50.5)	Volume exceeds capacity, unable to calculate	C (30.2)	Volume exceeds capacity, unable to calculate	C (31.2)		
	WBLTR	D (26.4)	--	E (36.1)	F (412.3)	B (16.1)	F (488.9)	B (16.6)	F (107.7)	--	F (243.0)	Volume exceeds capacity, unable to calculate	C (32.0)	Volume exceeds capacity, unable to calculate	C (32.9)		
Route 0039	NBL	B	--	B	B	A (9.7)	B	B (10.1)	B	--	B	B	B (10.5)	B	B (10.9)		
	NBT	A (10.4)	--	A (10.9)	A (11.3)	A	A (11.4)	A	A (11.3)	--	A (11.9)	A (12.4)	A	A (12.6)	A		
	NBR	A (0.0)	--	A (0.0)	A (0.0)	A (4.3)	A (0.0)	A (4.3)	A (0.0)	--	A (0.0)	A (0.0)	A (8.3)	A (0.0)	A (8.9)		
	SBL	A	--	A	A	A (6.9)	A	A (7.0)	A	--	A	A	A (18.8)	A	A (19.7)		
	SBTR	A (0.1)	--	A (0.2)	A (1.0)	A (6.2)	A (1.0)	A (6.7)	A (0.2)	--	A (0.2)	A (1.3)	A (5.8)	A (1.2)	A (6.1)		
OVERALL	A (1.3)	--	A (1.7)	C (21.7)	A (6.2)	D (25.2)	A (6.5)	A (2.8)	--	A (5.3)	Volume exceeds capacity, unable to calculate	A (8.7)	Volume exceeds capacity, unable to calculate	A (9.2)			
<b>Intersection 25: Route 0039 &amp; Red Top Rd</b>																	
Red Top Rd	EBLR	D (34.1)	--	F (52.0)	F (251.6)	C (30.6)	F (293.1)	C (32.3)	F (70.3)	--	F (137.4)	F (590.0)	C (25.2)	F (633.0)	C (26.0)		
Route 0039	NBL	A	--	A	A	B (19.0)	A	C (20.6)	A	--	A	A	B (12.7)	A	B (13.2)		
	NBT	A (0.6)	--	A (0.6)	A (0.8)	A (3.4)	A (0.8)	A (3.4)	A (0.4)	--	A (0.4)	A (0.5)	A (7.9)	A (0.5)	A (8.5)		
	NBR	A (0.0)	--	A (0.0)	A (0.0)	A (9.7)	A (0.0)	B (11.1)	A (0.0)	--	A (0.0)	A (0.0)	A (6.9)	A (0.0)	A (7.3)		
	SBTR	A (0.0)	--	A (0.0)	A (0.0)	A (9.7)	A (0.0)	B (11.1)	A (0.0)	--	A (0.0)	A (0.0)	A (6.9)	A (0.0)	A (7.3)		
OVERALL	A (1.5)	--	A (2.1)	B (13.8)	A (8.9)	C (15.7)	A (9.7)	A (3.5)	--	A (6.1)	D (31.7)	A (8.5)	D (33.1)	A (9.0)			
<b>Intersection 26: Route 0039 &amp; Grandview Dr</b>																	
Grandview Dr	EBL	E	--	E	F	D (39.2)	F	D (39.0)	E	D	C	D	D (41.5)	D	D (41.3)		
Route 0039	EBR	(56.7)	--	(57.2)	(140.7)	D (51.5)	(139.4)	D (51.5)	(57.0)	(39.2)	(34.9)	(36.6)	C (27.1)	(48.1)	C (27.1)		
	NBL	C (21.6)	--	C (23.1)	C (23.8)	C (20.4)	C (23.8)	C (22.8)	B (13.5)	B (15.0)	B (19.1)	C (26.1)	B (11.0)	C (26.6)	B (11.7)		
	NBT	A (5.9)	--	A (6.3)	A (5.8)	A (4.9)	A (6.0)	A (5.1)	B (11.3)	B (12.8)	B (16.2)	C (22.6)	B (13.1)	C (22.5)	B (14.0)		
	SBT	D	--	F*	F	C (29.9)	F	C (34.5)	C	C	C	F*	B (16.1)	F*	B (16.8)		
	SBR	(38.3)	--	(70.8)	(80.4)	(6.1)	(90.1)	(6.1)	(21.6)	(24.8)	(34.3)	(64.5)	(8.2)	(62.7)	(8.1)		
OVERALL	C (32.9)	--	D (52.1)	E (69.0)	C (24.1)	E (74.0)	C (26.4)	C (21.4)	C (21.0)	C (25.7)	D (40.7)	B (16.4)	D (41.4)	B (17.0)			
<b>Intersection 27: Route 0039 &amp; N. Hanover St</b>																	
N. Hanover St	EBL	D (43.6)	--	D (43.6)	D (42.8)	D (42.8)	D (42.6)	D (37.5)	D	--	D (37.5)	D (37.2)	D (37.2)	D (37.1)	D (37.1)		
Route 0039	EBR	(37.1)	--	(37.1)	(36.2)	D (36.2)	(35.9)	D (35.9)	C (30.9)	--	C (30.9)	C (30.4)	C (30.4)	C (30.3)	C (30.3)		
	NBLT	A (2.8)	--	A (2.9)	A (3.5)	A (3.4)	A (3.7)	A (3.5)	A (6.4)	--	A (7.3)	A (9.1)	A (7.6)	A (9.7)	A (7.9)		
	SBT	A (4.5)	--	A (5.3)	A (6.9)	A (6.9)	A (7.5)	A (7.5)	A (4.9)	--	A (5.4)	A (6.2)	A (6.2)	A (6.5)	A (6.5)		
	NBR	A (0.0)	--	A (0.0)	A (0.0)	A (2.2)	A (0.0)	A (2.3)	A (0.0)	--	A (0.0)	A (0.0)	A (3.0)	A (0.0)	A (3.1)		
	SBR	A (0.0)	--	A (0.0)	A (0.0)	A (6.6)	A (0.0)	A (6.6)	A (0.0)	--	A (0.0)	A (0.0)	A (4.1)	A (0.0)	A (4.2)		
OVERALL	A (6.3)	--	A (6.6)	A (7.8)	A (7.3)	A (8.3)	A (7.7)	A (8.7)	--	A (9.1)	B (10.3)	A (9.1)	B (10.6)	A (9.4)			
<b>Intersection 28: Route 0039 &amp; E Canal St</b>																	
E Canal St	EBLTR	C (19.4)	--	D (25.6)	D (31.6)	B (14.1)	D (34.2)	B (14.7)	E (40.1)	--	F (251.7)	F (539.7)	C (21.8)	F (754.5)	C (23.0)		
Route 0039	WBLTR	C (23.6)	--	D (29.4)	E (37.7)	B (14.0)	E (41.7)	B (14.5)	F (65.3)	--	F (134.5)	F (295.5)	C (21.5)	F (396.4)	C (22.5)		
	NBL	B (10.6)	--	B (11.0)	B (11.5)	B (10.2)	B (11.6)	B (10.6)	B (10.1)	--	B (10.5)	B (10.9)	A (6.5)	B (11.1)	A (6.9)		
	NBTR	A (0.0)	--	A (0.0)	A (0.0)	A (4.4)	A (0.0)	A (4.3)	A (0.0)	--	A (0.0)	A (0.0)	A (9.0)	A (0.0)	A (10.3)		
	SBL	A (9.2)	--	A (9.4)	A (9.5)	A (5.6)	A (9.6)	A (5.6)	A (11.6)	--	B (12.0)	B (12.6)	B (14.3)	B (12.8)	B (15.6)		
	SBTR	A (0.0)	--	A (0.0)	A (0.0)	A (6.6)	A (0.0)	A (6.6)	A (0.0)	--	A (0.0)	A (0.0)	A (4.1)	A (0.0)	A (4.2)		
OVERALL	A (1.4)	--	A (2.0)	A (2.4)	A (6.3)	A (2.6)	A (6.4)	A (4.5)	--	C (18.6)	E (37.7)	E (8.3)	F (52.0)	A (9.1)			

**Table 1: Level of Service Summary**

Intersection	Movement	AM Peak Hour								PM Peak Hour							
		Existing Traffic Volumes			Projected 2040 Traffic Volumes					Existing Traffic Volumes			Projected 2040 Traffic Volumes				
		Existing Conditions	With Planned Improvements	With Approved Development	Existing Zoning		Zoning Suggested by Municipalities			Existing Conditions	With Planned Improvements	With Approved Development	Existing Zoning		Zoning Suggested by Municipalities		
					Existing Roadway Network	With Improvements	Existing Roadway Network	With Improvements	Existing Roadway Network				With Improvements	Existing Roadway Network	With Improvements	Existing Roadway Network	With Improvements
<b>Intersection 29: Laudermitlh Rd &amp; Route 22</b>																	
Route 22	EBL	B (17.8)	--	C (20.8)	C (21.4)	--	C (21.3)	--	B (15.0)	--	B (17.2)	B (17.9)	--	B (17.9)	--		
	EBT	C (20.9)	--	C (24.6)	C (25.3)	--	C (25.4)	--	C (20.7)	--	C (24.3)	C (25.2)	--	C (25.3)	--		
	EBR	A (0.0)	--	A (0.0)	A (0.0)	--	A (0.0)	--	A (0.0)	--	A (0.0)	A (0.0)	--	A (0.0)	--		
	WBL	B (14.7)	--	B (16.9)	B (17.5)	--	B (18.0)	--	B (15.1)	--	B (17.6)	B (18.3)	--	B (18.4)	--		
	WBT	B (19.0)	--	C (22.6)	C (23.3)	--	C (24.2)	--	B (18.4)	--	C (21.3)	C (22.1)	--	C (22.7)	--		
	WBR	A (0.0)	--	A (0.0)	A (0.0)	--	A (0.0)	--	A (0.0)	--	A (0.0)	A (0.0)	--	A (0.0)	--		
Laudermitlh Rd	NBL	C (26.3)	--	C (28.5)	C (29.0)	--	C (29.8)	--	C (23.7)	--	C (27.5)	C (28.0)	--	C (29.3)	--		
	NBTR	B (17.4)	--	B (17.4)	B (17.5)	--	B (18.0)	--	B (18.6)	--	C (20.5)	C (20.3)	--	C (20.2)	--		
	SBL	C (21.5)	--	C (22.3)	C (22.8)	--	C (23.5)	--	C (25.2)	--	C (29.6)	C (29.7)	--	C (29.6)	--		
	SBTR	B (18.9)	--	B (19.0)	B (19.0)	--	B (19.5)	--	B (18.9)	--	C (20.8)	C (20.8)	--	C (21.4)	--		
OVERALL	B (19.1)	--	C (21.1)	C (21.5)	--	C (22.0)	--	B (19.3)	--	C (22.1)	C (22.5)	--	C (22.7)	--			
<b>Intersection 30: Laudermitlh Rd/Bow Creek Rd &amp; Jonestown Rd</b>																	
Jonestown Rd	EBLTR	B (17.6)	--	B (19.3)	C (20.2)	--	C (20.8)	--	C (26.6)	--	C (28.4)	C (29.8)	--	C (30.2)	--		
	WBLTR	B (18.3)	--	C (20.2)	C (21.0)	--	C (21.5)	--	C (25.6)	--	C (27.2)	C (28.4)	--	C (28.8)	--		
Laudermitlh Rd	NBLTR	A (4.3)	--	A (4.6)	A (4.7)	--	A (4.8)	--	A (4.2)	--	A (4.7)	A (4.7)	--	A (4.9)	--		
Bow Creek Rd	SBLTR	A (4.1)	--	A (4.3)	A (4.4)	--	A (4.3)	--	A (7.2)	--	A (9.2)	A (9.9)	--	A (11.0)	--		
OVERALL		A (5.4)	--	A (5.8)	A (6.0)	--	A (6.1)	--	A (8.2)	--	A (9.6)	B (10.2)	--	B (10.8)	--		
<b>Intersection 31: Bow Creek Rd &amp; I-81 NB Off Ramp/I-81 NB On Ramp</b>																	
I-81 NB Ramp	EBLT	D (37.5)	--	D (36.7)	C (34.9)	--	C (32.3)	--	C (31.9)	--	C (31.0)	C (30.4)	--	C (29.0)	--		
	EBR	A (0.0)	--	A (0.0)	A (0.0)	--	A (0.0)	--	A (0.0)	--	A (0.0)	A (0.0)	--	A (0.0)	--		
Bow Creek Rd	NBTR	A (6.7)	--	A (7.9)	A (9.9)	--	B (16.0)	--	A (9.6)	--	B (11.3)	B (12.4)	--	B (15.4)	--		
	SBL	A (3.5)	--	A (4.2)	A (5.5)	--	A (8.9)	--	A (5.2)	--	A (6.0)	A (6.5)	--	A (8.3)	--		
	SBT	A (0.5)	--	A (0.5)	A (0.6)	--	A (0.7)	--	A (0.5)	--	A (0.6)	A (0.6)	--	A (0.5)	--		
OVERALL		A (7.8)	--	A (8.4)	B (10.1)	--	B (14.6)	--	B (10.5)	--	B (11.0)	B (11.4)	--	B (12.5)	--		
<b>Intersection 32: Bow Creek Rd &amp; I-81 SB On Ramp/I-81 SB Off Ramp</b>																	
I-81 SB Ramp	WBLT	D (38.1)	--	D (40.5)	D (40.8)	--	C (34.3)	--	D (37.3)	--	D (36.7)	D (36.5)	--	D (37.0)	--		
	WBR	A (0.0)	--	A (0.0)	A (0.0)	--	A (0.0)	--	A (0.0)	--	A (0.0)	A (0.0)	--	A (0.0)	--		
Bow Creek Rd	NBL	A (5.4)	--	A (6.1)	A (6.3)	--	A (6.7)	--	A (3.8)	--	A (4.3)	A (4.7)	--	A (5.0)	--		
	NBT	A (4.2)	--	A (4.7)	A (5.0)	--	A (6.0)	--	A (3.7)	--	A (4.2)	A (4.3)	--	A (4.4)	--		
	SBTR	B (10.1)	--	B (11.6)	B (12.1)	--	B (13.1)	--	A (7.1)	--	A (8.1)	A (8.7)	--	A (9.4)	--		
OVERALL		B (12.9)	--	B (14.1)	B (13.8)	--	B (12.3)	--	A (9.4)	--	A (9.8)	B (10.1)	--	A (9.9)	--		
<b>Intersection 33: Bow Creek Rd &amp; Mountain Rd</b>																	
Mountain Rd	EB	A (0.0)	--	A (0.0)	A (0.0)	--	A (0.0)	--	A (0.0)	--	A (0.0)	A (0.0)	--	A (0.0)	--		
	WB	A (5.7)	--	A (5.7)	A (5.9)	--	A (6.0)	--	A (2.7)	--	A (2.8)	A (2.8)	--	A (2.9)	--		
Bow Creek Rd	NB	A (9.5)	--	A (9.7)	A (9.8)	--	A (10.0)	--	B (11.6)	--	B (12.6)	B (12.8)	--	B (13.8)	--		
OVERALL		A (6.0)	--	A (6.1)	A (6.1)	--	A (5.9)	--	A (5.7)	--	A (6.1)	A (6.2)	--	A (6.9)	--		