

1: Red Rock Diner N & SH 133 Performance by approach

| Approach | EB | NB | SB | All |
|---------------------|--------|------|-------|-------|
| Total Delay (hr) | 12.1 | 0.1 | 20.5 | 32.7 |
| Delay / Veh (s) | 2902.8 | 0.4 | 91.6 | 70.8 |
| Total Stops | 19 | 5 | 1748 | 1772 |
| Stop/Veh | 1.27 | 0.01 | 2.17 | 1.07 |
| Travel Dist (mi) | 0.8 | 19.7 | 107.4 | 127.9 |
| Travel Time (hr) | 12.1 | 0.7 | 24.3 | 37.1 |
| Avg Speed (mph) | 0 | 29 | 4 | 4 |
| Fuel Used (gal) | 2.8 | 0.9 | 9.2 | 12.9 |
| Vehicles Entered | 21 | 840 | 810 | 1671 |
| Vehicles Exited | 9 | 841 | 802 | 1652 |
| Hourly Exit Rate | 9 | 841 | 802 | 1652 |
| Input Volume | 31 | 1114 | 1344 | 2489 |
| % of Volume | 29 | 75 | 60 | 66 |
| Denied Entry Before | 0 | 0 | 0 | 0 |
| Denied Entry After | 11 | 0 | 0 | 11 |

2: Red Rock Diner S & SH 133 Performance by approach

| Approach | EB | NB | SB | All |
|---------------------|-------|------|------|------|
| Total Delay (hr) | 0.5 | 0.3 | 1.9 | 2.8 |
| Delay / Veh (s) | 281.5 | 1.1 | 8.6 | 5.9 |
| Total Stops | 8 | 10 | 194 | 212 |
| Stop/Veh | 1.14 | 0.01 | 0.24 | 0.13 |
| Travel Dist (mi) | 0.4 | 27.7 | 18.9 | 47.0 |
| Travel Time (hr) | 0.6 | 1.1 | 2.5 | 4.2 |
| Avg Speed (mph) | 1 | 25 | 8 | 11 |
| Fuel Used (gal) | 0.1 | 1.3 | 1.2 | 2.7 |
| Vehicles Entered | 8 | 862 | 813 | 1683 |
| Vehicles Exited | 7 | 862 | 812 | 1681 |
| Hourly Exit Rate | 7 | 862 | 812 | 1681 |
| Input Volume | 8 | 1150 | 1372 | 2530 |
| % of Volume | 88 | 75 | 59 | 66 |
| Denied Entry Before | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 |

3: Cowen Dr & SH 133 Performance by approach

| Approach | EB | WB | NB | SB | All |
|---------------------|--------|--------|------|------|-------|
| Total Delay (hr) | 7.3 | 65.3 | 0.7 | 2.9 | 76.1 |
| Delay / Veh (s) | 1245.2 | 5873.2 | 2.8 | 12.8 | 154.8 |
| Total Stops | 25 | 58 | 39 | 359 | 481 |
| Stop/Veh | 1.19 | 1.45 | 0.04 | 0.44 | 0.27 |
| Travel Dist (mi) | 0.9 | 2.9 | 52.8 | 25.0 | 81.6 |
| Travel Time (hr) | 7.3 | 65.4 | 2.3 | 3.6 | 78.7 |
| Avg Speed (mph) | 0 | 0 | 23 | 7 | 3 |
| Fuel Used (gal) | 1.7 | 14.9 | 2.2 | 1.6 | 20.4 |
| Vehicles Entered | 26 | 47 | 900 | 810 | 1783 |
| Vehicles Exited | 19 | 33 | 900 | 808 | 1760 |
| Hourly Exit Rate | 19 | 33 | 900 | 808 | 1760 |
| Input Volume | 27 | 174 | 1101 | 1362 | 2664 |
| % of Volume | 70 | 19 | 82 | 59 | 66 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 3 | 130 | 0 | 0 | 133 |

4: Cold Well Banker & SH 133 Performance by approach

| Approach | WB | NB | SB | All |
|---------------------|------|------|-------|-------|
| Total Delay (hr) | 0.1 | 0.4 | 36.7 | 37.1 |
| Delay / Veh (s) | 11.9 | 1.5 | 172.6 | 80.1 |
| Total Stops | 16 | 13 | 763 | 792 |
| Stop/Veh | 1.00 | 0.01 | 1.00 | 0.47 |
| Travel Dist (mi) | 0.8 | 63.7 | 45.5 | 109.9 |
| Travel Time (hr) | 0.1 | 2.2 | 38.0 | 40.4 |
| Avg Speed (mph) | 8 | 29 | 6 | 11 |
| Fuel Used (gal) | 0.0 | 1.7 | 9.9 | 11.6 |
| Vehicles Entered | 16 | 887 | 769 | 1672 |
| Vehicles Exited | 16 | 888 | 763 | 1667 |
| Hourly Exit Rate | 16 | 888 | 763 | 1667 |
| Input Volume | 14 | 1092 | 1373 | 2479 |
| % of Volume | 114 | 81 | 56 | 67 |
| Denied Entry Before | 0 | 0 | 1 | 1 |
| Denied Entry After | 0 | 0 | 58 | 58 |

5: The Alpine & SH 133 Performance by approach

| Approach | WB | NB | SB | All |
|---------------------|-------|------|------|-------|
| Total Delay (hr) | 5.4 | 0.3 | 9.0 | 14.8 |
| Delay / Veh (s) | 700.1 | 1.2 | 42.9 | 31.5 |
| Total Stops | 30 | 0 | 979 | 1009 |
| Stop/Veh | 1.07 | 0.00 | 1.29 | 0.60 |
| Travel Dist (mi) | 1.9 | 58.0 | 54.3 | 114.2 |
| Travel Time (hr) | 5.5 | 2.1 | 10.6 | 18.2 |
| Avg Speed (mph) | 0 | 28 | 5 | 7 |
| Fuel Used (gal) | 1.3 | 3.4 | 3.9 | 8.5 |
| Vehicles Entered | 30 | 900 | 760 | 1690 |
| Vehicles Exited | 26 | 901 | 754 | 1681 |
| Hourly Exit Rate | 26 | 901 | 754 | 1681 |
| Input Volume | 32 | 1108 | 1362 | 2502 |
| % of Volume | 81 | 81 | 55 | 67 |
| Denied Entry Before | 0 | 0 | 0 | 0 |
| Denied Entry After | 3 | 0 | 0 | 3 |

6: Village Rd & SH 133 Performance by approach

| Approach | EB | WB | NB | SB | All |
|---------------------|------|------|-------|------|-------|
| Total Delay (hr) | 0.8 | 1.8 | 2.4 | 9.3 | 14.3 |
| Delay / Veh (s) | 31.1 | 31.3 | 9.9 | 44.6 | 26.6 |
| Total Stops | 77 | 189 | 341 | 927 | 1534 |
| Stop/Veh | 0.88 | 0.89 | 0.38 | 1.24 | 0.79 |
| Travel Dist (mi) | 4.7 | 16.9 | 132.3 | 48.2 | 202.2 |
| Travel Time (hr) | 1.0 | 2.6 | 6.4 | 10.7 | 20.7 |
| Avg Speed (mph) | 5 | 7 | 21 | 5 | 10 |
| Fuel Used (gal) | 0.3 | 1.0 | 4.0 | 3.7 | 9.1 |
| Vehicles Entered | 88 | 215 | 887 | 746 | 1936 |
| Vehicles Exited | 88 | 211 | 887 | 747 | 1933 |
| Hourly Exit Rate | 88 | 211 | 887 | 747 | 1933 |
| Input Volume | 87 | 219 | 1108 | 1346 | 2760 |
| % of Volume | 101 | 96 | 80 | 55 | 70 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 1 | 1 |

7: Dolores Way & SH 133 Performance by approach

| Approach | EB | WB | NB | SB | All |
|---------------------|--------|-----|------|-------|-------|
| Total Delay (hr) | 74.1 | 0.0 | 0.3 | 18.4 | 92.7 |
| Delay / Veh (s) | 3980.6 | | 1.1 | 77.8 | 182.9 |
| Total Stops | 162 | 0 | 30 | 2100 | 2292 |
| Stop/Veh | 2.42 | | 0.03 | 2.47 | 1.26 |
| Travel Dist (mi) | 9.1 | 0.0 | 68.8 | 126.6 | 204.6 |
| Travel Time (hr) | 74.4 | 0.0 | 2.3 | 22.2 | 98.9 |
| Avg Speed (mph) | 0 | 3 | 30 | 6 | 4 |
| Fuel Used (gal) | 17.1 | 0.0 | 2.0 | 8.2 | 27.3 |
| Vehicles Entered | 79 | 0 | 908 | 851 | 1838 |
| Vehicles Exited | 55 | 0 | 908 | 850 | 1813 |
| Hourly Exit Rate | 55 | 0 | 908 | 850 | 1813 |
| Input Volume | 177 | 1 | 1099 | 1389 | 2666 |
| % of Volume | 31 | 0 | 83 | 61 | 68 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 109 | 0 | 0 | 0 | 109 |

8: Industry Way & SH 133 Performance by approach

| Approach | WB | NB | SB | All |
|---------------------|--------|------|------|-------|
| Total Delay (hr) | 14.3 | 0.1 | 9.4 | 23.8 |
| Delay / Veh (s) | 1834.7 | 0.4 | 40.4 | 48.0 |
| Total Stops | 31 | 0 | 1187 | 1218 |
| Stop/Veh | 1.11 | 0.00 | 1.41 | 0.68 |
| Travel Dist (mi) | 1.7 | 65.3 | 64.1 | 131.0 |
| Travel Time (hr) | 14.4 | 2.1 | 11.3 | 27.7 |
| Avg Speed (mph) | 0 | 32 | 6 | 6 |
| Fuel Used (gal) | 3.3 | 2.1 | 4.0 | 9.4 |
| Vehicles Entered | 34 | 917 | 842 | 1793 |
| Vehicles Exited | 21 | 918 | 839 | 1778 |
| Hourly Exit Rate | 21 | 918 | 839 | 1778 |
| Input Volume | 55 | 1090 | 1436 | 2581 |
| % of Volume | 38 | 84 | 58 | 69 |
| Denied Entry Before | 0 | 0 | 0 | 0 |
| Denied Entry After | 18 | 0 | 0 | 18 |

9: Crystal River Access 1 & SH 133 Performance by approach

| Approach | EB | WB | NB | SB | All |
|---------------------|-------|-------|------|------|-------|
| Total Delay (hr) | 0.8 | 4.2 | 0.3 | 11.1 | 16.4 |
| Delay / Veh (s) | 216.1 | 489.2 | 1.0 | 48.6 | 33.5 |
| Total Stops | 13 | 33 | 9 | 1207 | 1262 |
| Stop/Veh | 0.93 | 1.06 | 0.01 | 1.47 | 0.72 |
| Travel Dist (mi) | 2.2 | 2.0 | 62.1 | 58.5 | 124.8 |
| Travel Time (hr) | 0.9 | 4.3 | 2.9 | 12.8 | 20.9 |
| Avg Speed (mph) | 2 | 1 | 22 | 5 | 7 |
| Fuel Used (gal) | 0.3 | 1.0 | 4.6 | 4.1 | 10.0 |
| Vehicles Entered | 13 | 33 | 895 | 823 | 1764 |
| Vehicles Exited | 14 | 30 | 894 | 823 | 1761 |
| Hourly Exit Rate | 14 | 30 | 894 | 823 | 1761 |
| Input Volume | 11 | 36 | 1064 | 1419 | 2530 |
| % of Volume | 127 | 83 | 84 | 58 | 70 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 2 | 0 | 3 | 5 |

10: Crystal River Access 2 & SH 133 Performance by approach

| Approach | EB | WB | NB | SB | All |
|---------------------|------|------|------|------|-------|
| Total Delay (hr) | 1.9 | 0.1 | 0.9 | 7.5 | 10.5 |
| Delay / Veh (s) | 42.1 | 5.9 | 4.2 | 32.9 | 20.4 |
| Total Stops | 136 | 30 | 122 | 801 | 1089 |
| Stop/Veh | 0.83 | 0.44 | 0.15 | 0.97 | 0.59 |
| Travel Dist (mi) | 30.3 | 20.4 | 20.6 | 46.9 | 118.3 |
| Travel Time (hr) | 3.0 | 0.8 | 1.5 | 8.9 | 14.3 |
| Avg Speed (mph) | 10 | 25 | 13 | 5 | 8 |
| Fuel Used (gal) | 1.3 | 0.6 | 1.0 | 2.9 | 5.8 |
| Vehicles Entered | 164 | 69 | 797 | 825 | 1855 |
| Vehicles Exited | 165 | 69 | 798 | 825 | 1857 |
| Hourly Exit Rate | 165 | 69 | 798 | 825 | 1857 |
| Input Volume | 157 | 78 | 968 | 1409 | 2612 |
| % of Volume | 105 | 88 | 82 | 59 | 71 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 | 0 |

11: Red Rock Plaza & SH 133 Performance by approach

| Approach | WB | NB | SB | All |
|---------------------|--------|------|------|------|
| Total Delay (hr) | 6.0 | 0.5 | 2.3 | 8.8 |
| Delay / Veh (s) | 1279.7 | 2.0 | 9.8 | 18.8 |
| Total Stops | 22 | 52 | 595 | 669 |
| Stop/Veh | 1.29 | 0.06 | 0.71 | 0.40 |
| Travel Dist (mi) | 1.5 | 38.8 | 31.6 | 72.0 |
| Travel Time (hr) | 6.1 | 2.3 | 3.8 | 12.3 |
| Avg Speed (mph) | 0 | 17 | 8 | 6 |
| Fuel Used (gal) | 1.4 | 1.8 | 2.1 | 5.3 |
| Vehicles Entered | 22 | 826 | 833 | 1681 |
| Vehicles Exited | 13 | 826 | 835 | 1674 |
| Hourly Exit Rate | 13 | 826 | 835 | 1674 |
| Input Volume | 21 | 1000 | 1373 | 2394 |
| % of Volume | 62 | 83 | 61 | 70 |
| Denied Entry Before | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 |

12: Crystal River Access 3 & SH 133 Performance by approach

| Approach | EB | WB | NB | SB | All |
|---------------------|------|------|------|------|------|
| Total Delay (hr) | 0.4 | 0.1 | 0.7 | 2.9 | 4.1 |
| Delay / Veh (s) | 7.4 | 5.2 | 3.3 | 12.4 | 7.9 |
| Total Stops | 109 | 23 | 64 | 658 | 854 |
| Stop/Veh | 0.62 | 0.49 | 0.08 | 0.78 | 0.46 |
| Travel Dist (mi) | 27.2 | 5.1 | 14.9 | 28.3 | 75.4 |
| Travel Time (hr) | 1.3 | 0.3 | 1.2 | 3.8 | 6.5 |
| Avg Speed (mph) | 21 | 20 | 13 | 8 | 12 |
| Fuel Used (gal) | 0.8 | 0.1 | 1.2 | 1.5 | 3.7 |
| Vehicles Entered | 178 | 47 | 787 | 845 | 1857 |
| Vehicles Exited | 176 | 47 | 788 | 847 | 1858 |
| Hourly Exit Rate | 176 | 47 | 788 | 847 | 1858 |
| Input Volume | 175 | 45 | 996 | 1390 | 2606 |
| % of Volume | 101 | 104 | 79 | 61 | 71 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 | 0 |

13: Amerigas & SH 133 Performance by approach

| Approach | WB | NB | SB | All |
|---------------------|-------|------|------|------|
| Total Delay (hr) | 0.2 | 1.4 | 0.3 | 1.9 |
| Delay / Veh (s) | 553.4 | 6.6 | 1.4 | 4.2 |
| Total Stops | 1 | 686 | 41 | 728 |
| Stop/Veh | 1.00 | 0.87 | 0.05 | 0.44 |
| Travel Dist (mi) | 0.0 | 16.6 | 27.4 | 44.1 |
| Travel Time (hr) | 0.2 | 1.9 | 1.8 | 3.9 |
| Avg Speed (mph) | 0 | 9 | 15 | 12 |
| Fuel Used (gal) | 0.0 | 1.2 | 2.2 | 3.4 |
| Vehicles Entered | 1 | 787 | 864 | 1652 |
| Vehicles Exited | 1 | 787 | 865 | 1653 |
| Hourly Exit Rate | 1 | 787 | 865 | 1653 |
| Input Volume | 1 | 997 | 1392 | 2390 |
| % of Volume | 100 | 79 | 62 | 69 |
| Denied Entry Before | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 |

14: ET Plaza & SH 133 Performance by approach

| Approach | WB | NB | SB | All |
|---------------------|-------|------|------|------|
| Total Delay (hr) | 0.3 | 9.1 | 0.0 | 9.4 |
| Delay / Veh (s) | 168.6 | 41.9 | 0.2 | 20.5 |
| Total Stops | 6 | 902 | 0 | 908 |
| Stop/Veh | 1.00 | 1.16 | 0.00 | 0.55 |
| Travel Dist (mi) | 0.5 | 44.3 | 18.2 | 63.1 |
| Travel Time (hr) | 0.3 | 10.4 | 0.7 | 11.3 |
| Avg Speed (mph) | 2 | 5 | 27 | 7 |
| Fuel Used (gal) | 0.1 | 3.3 | 1.9 | 5.2 |
| Vehicles Entered | 6 | 779 | 865 | 1650 |
| Vehicles Exited | 6 | 778 | 865 | 1649 |
| Hourly Exit Rate | 6 | 778 | 865 | 1649 |
| Input Volume | 10 | 986 | 1392 | 2388 |
| % of Volume | 60 | 79 | 62 | 69 |
| Denied Entry Before | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 3 | 0 | 3 |

15: Crystal River Access 4 & SH 133 Performance by approach

| Approach | EB | WB | NB | SB | All |
|---------------------|------|-------|------|------|-------|
| Total Delay (hr) | 0.5 | 0.5 | 9.3 | 0.2 | 10.5 |
| Delay / Veh (s) | 22.7 | 163.1 | 43.4 | 0.6 | 21.8 |
| Total Stops | 78 | 10 | 1251 | 5 | 1344 |
| Stop/Veh | 1.00 | 0.91 | 1.62 | 0.01 | 0.78 |
| Travel Dist (mi) | 9.4 | 0.4 | 55.6 | 47.3 | 112.7 |
| Travel Time (hr) | 0.9 | 0.5 | 11.0 | 1.6 | 14.0 |
| Avg Speed (mph) | 11 | 1 | 5 | 29 | 8 |
| Fuel Used (gal) | 0.4 | 0.1 | 3.7 | 1.6 | 5.9 |
| Vehicles Entered | 78 | 10 | 775 | 866 | 1729 |
| Vehicles Exited | 79 | 11 | 773 | 867 | 1730 |
| Hourly Exit Rate | 79 | 11 | 773 | 867 | 1730 |
| Input Volume | 82 | 12 | 975 | 1393 | 2462 |
| % of Volume | 96 | 92 | 79 | 62 | 70 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 | 0 |

16: Remax & SH 133 Performance by approach

| Approach | EB | WB | NB | SB | All |
|---------------------|--------|-------|------|------|------|
| Total Delay (hr) | 4.3 | 13.3 | 3.3 | 0.9 | 21.9 |
| Delay / Veh (s) | 1117.8 | 526.9 | 16.2 | 3.6 | 46.2 |
| Total Stops | 13 | 103 | 489 | 105 | 710 |
| Stop/Veh | 0.93 | 1.13 | 0.66 | 0.12 | 0.42 |
| Travel Dist (mi) | 0.4 | 11.6 | 25.9 | 61.5 | 99.3 |
| Travel Time (hr) | 4.4 | 13.8 | 4.4 | 2.8 | 25.4 |
| Avg Speed (mph) | 0 | 1 | 6 | 22 | 4 |
| Fuel Used (gal) | 1.0 | 3.5 | 1.9 | 1.8 | 8.2 |
| Vehicles Entered | 14 | 98 | 743 | 858 | 1713 |
| Vehicles Exited | 12 | 82 | 742 | 858 | 1694 |
| Hourly Exit Rate | 12 | 82 | 742 | 858 | 1694 |
| Input Volume | 20 | 100 | 932 | 1329 | 2381 |
| % of Volume | 60 | 82 | 80 | 65 | 71 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 3 | 3 | 0 | 0 | 6 |

17: Main Street & SH 133 Performance by approach

| Approach | EB | WB | NB | SB | All |
|---------------------|-------|------|-------|------|-------|
| Total Delay (hr) | 60.0 | 7.2 | 16.0 | 2.9 | 86.2 |
| Delay / Veh (s) | 956.4 | 53.8 | 116.4 | 12.9 | 154.7 |
| Total Stops | 512 | 599 | 706 | 368 | 2185 |
| Stop/Veh | 2.27 | 1.24 | 1.42 | 0.46 | 1.09 |
| Travel Dist (mi) | 22.2 | 40.4 | 30.4 | 28.6 | 121.5 |
| Travel Time (hr) | 60.9 | 8.9 | 17.0 | 3.9 | 90.6 |
| Avg Speed (mph) | 1 | 5 | 3 | 7 | 3 |
| Fuel Used (gal) | 14.4 | 3.1 | 4.7 | 1.6 | 23.7 |
| Vehicles Entered | 233 | 488 | 499 | 796 | 2016 |
| Vehicles Exited | 219 | 484 | 494 | 797 | 1994 |
| Hourly Exit Rate | 219 | 484 | 494 | 797 | 1994 |
| Input Volume | 341 | 495 | 648 | 1226 | 2710 |
| % of Volume | 64 | 98 | 76 | 65 | 74 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 94 | 4 | 14 | 0 | 112 |

18: City Market & SH 133 Performance by approach

| Approach | EB | WB | NB | SB | All |
|---------------------|--------|-------|------|------|-------|
| Total Delay (hr) | 64.6 | 3.0 | 6.2 | 0.3 | 74.0 |
| Delay / Veh (s) | 4945.4 | 443.8 | 40.2 | 1.7 | 213.6 |
| Total Stops | 48 | 26 | 534 | 7 | 615 |
| Stop/Veh | 1.02 | 1.08 | 0.97 | 0.01 | 0.49 |
| Travel Dist (mi) | 1.2 | 0.9 | 31.6 | 40.0 | 73.7 |
| Travel Time (hr) | 64.6 | 3.0 | 7.2 | 1.7 | 76.5 |
| Avg Speed (mph) | 0 | 0 | 4 | 24 | 4 |
| Fuel Used (gal) | 14.7 | 0.7 | 2.5 | 2.5 | 20.5 |
| Vehicles Entered | 49 | 27 | 556 | 624 | 1256 |
| Vehicles Exited | 45 | 21 | 550 | 623 | 1239 |
| Hourly Exit Rate | 45 | 21 | 550 | 623 | 1239 |
| Input Volume | 204 | 30 | 618 | 892 | 1744 |
| % of Volume | 22 | 70 | 89 | 70 | 71 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 146 | 1 | 0 | 0 | 147 |

19: Crystal Valley MH & SH 133 Performance by approach

| Approach | EB | WB | NB | SB | All |
|---------------------|------|------|------|------|------|
| Total Delay (hr) | 0.1 | 0.7 | 2.1 | 0.2 | 3.1 |
| Delay / Veh (s) | 75.4 | 68.2 | 13.7 | 1.2 | 9.8 |
| Total Stops | 7 | 38 | 186 | 11 | 242 |
| Stop/Veh | 1.00 | 1.06 | 0.34 | 0.02 | 0.21 |
| Travel Dist (mi) | 0.3 | 2.0 | 17.5 | 29.3 | 49.2 |
| Travel Time (hr) | 0.2 | 0.8 | 2.6 | 1.1 | 4.6 |
| Avg Speed (mph) | 2 | 3 | 7 | 28 | 11 |
| Fuel Used (gal) | 0.0 | 0.2 | 1.0 | 1.1 | 2.3 |
| Vehicles Entered | 7 | 38 | 547 | 548 | 1140 |
| Vehicles Exited | 7 | 35 | 545 | 549 | 1136 |
| Hourly Exit Rate | 7 | 35 | 545 | 549 | 1136 |
| Input Volume | 6 | 35 | 610 | 843 | 1494 |
| % of Volume | 117 | 100 | 89 | 65 | 76 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 | 0 |

20: Alley & SH 133 Performance by approach

| Approach | WB | NB | SB | All |
|---------------------|-------|------|------|------|
| Total Delay (hr) | 0.5 | 1.7 | 0.1 | 2.2 |
| Delay / Veh (s) | 266.7 | 11.2 | 0.3 | 7.6 |
| Total Stops | 9 | 148 | 2 | 159 |
| Stop/Veh | 1.29 | 0.27 | 0.00 | 0.15 |
| Travel Dist (mi) | 0.8 | 15.5 | 17.4 | 33.7 |
| Travel Time (hr) | 0.6 | 2.1 | 0.6 | 3.3 |
| Avg Speed (mph) | 1 | 8 | 31 | 11 |
| Fuel Used (gal) | 0.1 | 0.9 | 0.6 | 1.6 |
| Vehicles Entered | 9 | 541 | 521 | 1071 |
| Vehicles Exited | 6 | 539 | 520 | 1065 |
| Hourly Exit Rate | 6 | 539 | 520 | 1065 |
| Input Volume | 9 | 601 | 798 | 1408 |
| % of Volume | 67 | 90 | 65 | 76 |
| Denied Entry Before | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 |

21: Euclid Ave & SH 133 Performance by approach

| Approach | WB | NB | SB | All |
|---------------------|-------|------|------|------|
| Total Delay (hr) | 0.6 | 1.1 | 0.1 | 1.8 |
| Delay / Veh (s) | 126.3 | 7.2 | 0.4 | 5.7 |
| Total Stops | 17 | 107 | 7 | 131 |
| Stop/Veh | 1.06 | 0.19 | 0.01 | 0.12 |
| Travel Dist (mi) | 1.7 | 13.4 | 15.2 | 30.3 |
| Travel Time (hr) | 0.6 | 1.5 | 0.5 | 2.7 |
| Avg Speed (mph) | 3 | 9 | 30 | 11 |
| Fuel Used (gal) | 0.2 | 0.7 | 0.4 | 1.4 |
| Vehicles Entered | 17 | 572 | 518 | 1107 |
| Vehicles Exited | 15 | 570 | 518 | 1103 |
| Hourly Exit Rate | 15 | 570 | 518 | 1103 |
| Input Volume | 21 | 633 | 793 | 1447 |
| % of Volume | 71 | 90 | 65 | 76 |
| Denied Entry Before | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 |

22: Mobile Home Park & SH 133 Performance by approach

| Approach | EB | NB | SB | All |
|---------------------|------|------|------|------|
| Total Delay (hr) | 0.2 | 2.4 | 0.0 | 2.6 |
| Delay / Veh (s) | 46.6 | 15.0 | 0.3 | 8.5 |
| Total Stops | 12 | 175 | 0 | 187 |
| Stop/Veh | 1.00 | 0.30 | 0.00 | 0.17 |
| Travel Dist (mi) | 0.4 | 20.0 | 13.4 | 33.8 |
| Travel Time (hr) | 0.2 | 3.0 | 0.4 | 3.6 |
| Avg Speed (mph) | 2 | 8 | 31 | 11 |
| Fuel Used (gal) | 0.0 | 1.3 | 0.4 | 1.7 |
| Vehicles Entered | 12 | 576 | 512 | 1100 |
| Vehicles Exited | 12 | 573 | 513 | 1098 |
| Hourly Exit Rate | 12 | 573 | 513 | 1098 |
| Input Volume | 12 | 633 | 780 | 1425 |
| % of Volume | 100 | 91 | 66 | 77 |
| Denied Entry Before | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 1 | 0 | 1 |

23: Wells Fargo & SH 133 Performance by approach

| Approach | EB | NB | SB | All |
|---------------------|-------|------|------|------|
| Total Delay (hr) | 4.3 | 1.1 | 0.1 | 5.5 |
| Delay / Veh (s) | 281.6 | 7.8 | 0.7 | 18.3 |
| Total Stops | 57 | 100 | 3 | 160 |
| Stop/Veh | 1.04 | 0.19 | 0.01 | 0.15 |
| Travel Dist (mi) | 1.8 | 14.3 | 18.3 | 34.4 |
| Travel Time (hr) | 4.4 | 1.6 | 0.6 | 6.7 |
| Avg Speed (mph) | 1 | 9 | 29 | 7 |
| Fuel Used (gal) | 1.0 | 0.9 | 0.5 | 2.4 |
| Vehicles Entered | 58 | 524 | 511 | 1093 |
| Vehicles Exited | 52 | 523 | 512 | 1087 |
| Hourly Exit Rate | 52 | 523 | 512 | 1087 |
| Input Volume | 68 | 572 | 771 | 1411 |
| % of Volume | 76 | 91 | 66 | 77 |
| Denied Entry Before | 0 | 0 | 0 | 0 |
| Denied Entry After | 8 | 0 | 0 | 8 |

24: SH 133 & Sopris Ave Performance by approach

| Approach | NB | SB | SW | All |
|---------------------|------|------|-------|------|
| Total Delay (hr) | 1.4 | 0.2 | 6.4 | 8.0 |
| Delay / Veh (s) | 10.6 | 1.3 | 215.4 | 26.2 |
| Total Stops | 95 | 33 | 113 | 241 |
| Stop/Veh | 0.20 | 0.06 | 1.06 | 0.22 |
| Travel Dist (mi) | 15.3 | 14.0 | 8.7 | 38.0 |
| Travel Time (hr) | 1.9 | 0.6 | 6.8 | 9.3 |
| Avg Speed (mph) | 9 | 22 | 2 | 6 |
| Fuel Used (gal) | 0.9 | 0.5 | 1.7 | 3.1 |
| Vehicles Entered | 474 | 516 | 112 | 1102 |
| Vehicles Exited | 472 | 516 | 103 | 1091 |
| Hourly Exit Rate | 472 | 516 | 103 | 1091 |
| Input Volume | 504 | 773 | 126 | 1403 |
| % of Volume | 94 | 67 | 82 | 78 |
| Denied Entry Before | 0 | 0 | 0 | 0 |
| Denied Entry After | 1 | 0 | 11 | 12 |

25: SH 133 & Hendrick Rd Performance by approach

| Approach | NB | SB | NE | SW | All |
|---------------------|------|------|-------|------|------|
| Total Delay (hr) | 1.0 | 0.1 | 2.4 | 0.0 | 3.5 |
| Delay / Veh (s) | 7.8 | 0.4 | 103.9 | 10.1 | 11.9 |
| Total Stops | 96 | 0 | 84 | 9 | 189 |
| Stop/Veh | 0.21 | 0.00 | 1.02 | 1.00 | 0.18 |
| Travel Dist (mi) | 20.0 | 16.7 | 5.0 | 0.3 | 42.0 |
| Travel Time (hr) | 1.6 | 0.6 | 2.6 | 0.0 | 4.9 |
| Avg Speed (mph) | 12 | 26 | 2 | 7 | 10 |
| Fuel Used (gal) | 0.8 | 0.7 | 0.7 | 0.0 | 2.2 |
| Vehicles Entered | 465 | 492 | 84 | 9 | 1050 |
| Vehicles Exited | 463 | 492 | 79 | 9 | 1043 |
| Hourly Exit Rate | 463 | 492 | 79 | 9 | 1043 |
| Input Volume | 483 | 722 | 87 | 8 | 1300 |
| % of Volume | 96 | 68 | 91 | 112 | 80 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 4 | 0 | 4 |

26: SH 133 & Family Physicians Performance by approach

| Approach | EB | WB | SB | All |
|---------------------|------|------|------|------|
| Total Delay (hr) | 0.1 | 0.4 | 0.0 | 0.5 |
| Delay / Veh (s) | 0.6 | 2.8 | 16.6 | 1.8 |
| Total Stops | 0 | 32 | 9 | 41 |
| Stop/Veh | 0.00 | 0.07 | 1.00 | 0.04 |
| Travel Dist (mi) | 19.1 | 17.0 | 0.2 | 36.3 |
| Travel Time (hr) | 0.7 | 0.9 | 0.1 | 1.6 |
| Avg Speed (mph) | 30 | 20 | 4 | 24 |
| Fuel Used (gal) | 0.8 | 0.5 | 0.0 | 1.4 |
| Vehicles Entered | 481 | 461 | 9 | 951 |
| Vehicles Exited | 481 | 460 | 9 | 950 |
| Hourly Exit Rate | 481 | 460 | 9 | 950 |
| Input Volume | 658 | 478 | 9 | 1145 |
| % of Volume | 73 | 96 | 100 | 83 |
| Denied Entry Before | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 |

27: SH 133 & 8th Street Performance by approach

| Approach | EB | WB | SB | All |
|---------------------|------|------|------|------|
| Total Delay (hr) | 0.0 | 0.2 | 0.1 | 0.3 |
| Delay / Veh (s) | 0.2 | 1.3 | 8.8 | 1.1 |
| Total Stops | 1 | 11 | 44 | 56 |
| Stop/Veh | 0.00 | 0.02 | 1.00 | 0.06 |
| Travel Dist (mi) | 17.7 | 38.7 | 2.3 | 58.7 |
| Travel Time (hr) | 0.5 | 1.3 | 0.2 | 2.1 |
| Avg Speed (mph) | 32 | 30 | 11 | 29 |
| Fuel Used (gal) | 0.6 | 1.0 | 0.1 | 1.7 |
| Vehicles Entered | 482 | 461 | 44 | 987 |
| Vehicles Exited | 481 | 459 | 44 | 984 |
| Hourly Exit Rate | 481 | 459 | 44 | 984 |
| Input Volume | 659 | 476 | 45 | 1180 |
| % of Volume | 73 | 96 | 98 | 83 |
| Denied Entry Before | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 |

28: SH 133 & Keator Road Performance by approach

| Approach | EB | WB | NB | All |
|---------------------|------|------|------|-------|
| Total Delay (hr) | 0.1 | 0.1 | 0.0 | 0.2 |
| Delay / Veh (s) | 0.7 | 0.8 | 9.0 | 0.9 |
| Total Stops | 0 | 2 | 18 | 20 |
| Stop/Veh | 0.00 | 0.00 | 1.00 | 0.02 |
| Travel Dist (mi) | 43.7 | 60.9 | 2.1 | 106.7 |
| Travel Time (hr) | 1.3 | 1.7 | 0.1 | 3.1 |
| Avg Speed (mph) | 34 | 37 | 17 | 35 |
| Fuel Used (gal) | 1.8 | 1.6 | 0.1 | 3.4 |
| Vehicles Entered | 517 | 471 | 17 | 1005 |
| Vehicles Exited | 518 | 472 | 18 | 1008 |
| Hourly Exit Rate | 518 | 472 | 18 | 1008 |
| Input Volume | 694 | 486 | 16 | 1196 |
| % of Volume | 75 | 97 | 112 | 84 |
| Denied Entry Before | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 |

29: Thompson Park Access & SH 133 Performance by approach

| Approach | NB | SB | SE | NW | All |
|---------------------|------|------|------|-------|-------|
| Total Delay (hr) | 0.1 | 0.5 | 0.2 | 0.2 | 1.0 |
| Delay / Veh (s) | 15.2 | 19.1 | 1.2 | 1.4 | 2.9 |
| Total Stops | 15 | 96 | 7 | 5 | 123 |
| Stop/Veh | 1.00 | 1.00 | 0.01 | 0.01 | 0.10 |
| Travel Dist (mi) | 1.5 | 10.7 | 70.7 | 132.2 | 215.2 |
| Travel Time (hr) | 0.1 | 0.9 | 2.0 | 3.8 | 6.8 |
| Avg Speed (mph) | 13 | 12 | 36 | 35 | 32 |
| Fuel Used (gal) | 0.0 | 0.4 | 2.0 | 4.2 | 6.7 |
| Vehicles Entered | 15 | 96 | 543 | 556 | 1210 |
| Vehicles Exited | 15 | 96 | 543 | 556 | 1210 |
| Hourly Exit Rate | 15 | 96 | 543 | 556 | 1210 |
| Input Volume | 17 | 99 | 711 | 562 | 1389 |
| % of Volume | 88 | 97 | 76 | 99 | 87 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 | 0 |

30: River Valley Ranch Rd & SH 133 Performance by approach

| Approach | EB | WB | NB | SB | All |
|---------------------|------|------|------|-------|-------|
| Total Delay (hr) | 0.1 | 1.1 | 0.1 | 0.3 | 1.6 |
| Delay / Veh (s) | 18.3 | 17.7 | 1.0 | 1.9 | 4.5 |
| Total Stops | 29 | 215 | 0 | 28 | 272 |
| Stop/Veh | 1.00 | 1.00 | 0.00 | 0.05 | 0.21 |
| Travel Dist (mi) | 2.6 | 16.1 | 39.4 | 141.9 | 200.0 |
| Travel Time (hr) | 0.2 | 1.8 | 1.2 | 4.1 | 7.3 |
| Avg Speed (mph) | 12 | 9 | 33 | 35 | 28 |
| Fuel Used (gal) | 0.1 | 0.8 | 1.3 | 4.4 | 6.6 |
| Vehicles Entered | 29 | 215 | 465 | 598 | 1307 |
| Vehicles Exited | 29 | 215 | 464 | 598 | 1306 |
| Hourly Exit Rate | 29 | 215 | 464 | 598 | 1306 |
| Input Volume | 26 | 216 | 478 | 759 | 1479 |
| % of Volume | 112 | 100 | 97 | 79 | 88 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 | 0 |

31: gated school entrance & SH 133 Performance by approach

| Approach | WB | NB | SB | All |
|---------------------|------|------|------|-------|
| Total Delay (hr) | 0.0 | 0.2 | 0.1 | 0.3 |
| Delay / Veh (s) | 4.8 | 1.5 | 0.6 | 1.1 |
| Total Stops | 36 | 0 | 11 | 47 |
| Stop/Veh | 1.00 | 0.00 | 0.02 | 0.05 |
| Travel Dist (mi) | 1.5 | 77.6 | 51.8 | 130.9 |
| Travel Time (hr) | 0.1 | 2.3 | 1.5 | 3.9 |
| Avg Speed (mph) | 11 | 34 | 34 | 33 |
| Fuel Used (gal) | 0.1 | 3.0 | 2.0 | 5.0 |
| Vehicles Entered | 36 | 417 | 581 | 1034 |
| Vehicles Exited | 36 | 417 | 581 | 1034 |
| Hourly Exit Rate | 36 | 417 | 581 | 1034 |
| Input Volume | 35 | 428 | 718 | 1181 |
| % of Volume | 103 | 97 | 81 | 88 |
| Denied Entry Before | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 |

32: SH 133 & Crystal Bridge Dr Performance by approach

| Approach | NB | SB | NE | SW | All |
|---------------------|------|-------|------|------|-------|
| Total Delay (hr) | 0.3 | 0.5 | 0.3 | 0.1 | 1.3 |
| Delay / Veh (s) | 4.0 | 3.2 | 19.6 | 7.7 | 4.7 |
| Total Stops | 50 | 94 | 51 | 59 | 254 |
| Stop/Veh | 0.18 | 0.17 | 0.91 | 0.86 | 0.27 |
| Travel Dist (mi) | 40.0 | 103.0 | 3.4 | 3.7 | 150.1 |
| Travel Time (hr) | 1.3 | 3.2 | 0.5 | 0.3 | 5.4 |
| Avg Speed (mph) | 30 | 32 | 7 | 15 | 28 |
| Fuel Used (gal) | 1.1 | 2.9 | 0.2 | 0.1 | 4.2 |
| Vehicles Entered | 282 | 552 | 56 | 68 | 958 |
| Vehicles Exited | 281 | 551 | 56 | 69 | 957 |
| Hourly Exit Rate | 281 | 551 | 56 | 69 | 957 |
| Input Volume | 287 | 677 | 61 | 69 | 1094 |
| % of Volume | 98 | 81 | 92 | 100 | 87 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 | 0 |

33: High School & SH 133 Performance by approach

| Approach | WB | NB | SB | All |
|---------------------|------|------|------|-------|
| Total Delay (hr) | 0.0 | 0.0 | 0.1 | 0.2 |
| Delay / Veh (s) | 3.4 | 0.6 | 1.2 | 1.0 |
| Total Stops | 14 | 0 | 6 | 20 |
| Stop/Veh | 1.00 | 0.00 | 0.02 | 0.03 |
| Travel Dist (mi) | 0.8 | 60.3 | 49.6 | 110.8 |
| Travel Time (hr) | 0.1 | 1.6 | 1.4 | 3.0 |
| Avg Speed (mph) | 14 | 39 | 36 | 37 |
| Fuel Used (gal) | 0.0 | 1.6 | 1.7 | 3.3 |
| Vehicles Entered | 14 | 270 | 341 | 625 |
| Vehicles Exited | 14 | 271 | 341 | 626 |
| Hourly Exit Rate | 14 | 271 | 341 | 626 |
| Input Volume | 14 | 275 | 414 | 703 |
| % of Volume | 100 | 99 | 82 | 89 |
| Denied Entry Before | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 |

45: SH 82 & SH 133 Performance by approach

| Approach | EB | WB | NB | All |
|---------------------|-------|-------|-------|-------|
| Total Delay (hr) | 27.4 | 72.8 | 5.4 | 105.6 |
| Delay / Veh (s) | 171.6 | 871.1 | 23.3 | 222.8 |
| Total Stops | 1624 | 1680 | 794 | 4098 |
| Stop/Veh | 2.83 | 5.58 | 0.96 | 2.40 |
| Travel Dist (mi) | 93.2 | 119.6 | 112.4 | 325.2 |
| Travel Time (hr) | 30.9 | 76.9 | 9.3 | 117.0 |
| Avg Speed (mph) | 3 | 2 | 12 | 3 |
| Fuel Used (gal) | 8.9 | 20.2 | 3.7 | 32.9 |
| Vehicles Entered | 588 | 355 | 835 | 1778 |
| Vehicles Exited | 561 | 247 | 828 | 1636 |
| Hourly Exit Rate | 561 | 247 | 828 | 1636 |
| Input Volume | 930 | 411 | 1108 | 2449 |
| % of Volume | 60 | 60 | 75 | 67 |
| Denied Entry Before | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 |

Total Network Performance

| | |
|---------------------|--------|
| Total Delay (hr) | 848.4 |
| Delay / Veh (s) | 674.8 |
| Total Stops | 27996 |
| Stop/Veh | 6.19 |
| Travel Dist (mi) | 4961.1 |
| Travel Time (hr) | 1010.5 |
| Avg Speed (mph) | 7 |
| Fuel Used (gal) | 363.3 |
| Vehicles Entered | 4771 |
| Vehicles Exited | 4285 |
| Hourly Exit Rate | 4285 |
| Input Volume | 74232 |
| % of Volume | 6 |
| Denied Entry Before | 1 |
| Denied Entry After | 903 |

Arterial Level of Service: NB SH 133

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|----------------------|------|---------------|-----------------|-----------|----------------|
| High School | 33 | 0.6 | 20.9 | 0.2 | 40 |
| Meadowood Dr | 32 | 4.0 | 16.9 | 0.1 | 31 |
| gated school entranc | 31 | 1.7 | 18.3 | 0.2 | 40 |
| Snowmass Drive | 30 | 1.0 | 8.7 | 0.1 | 36 |
| Weant Ave | 29 | 1.5 | 23.0 | 0.2 | 38 |
| Keator Road | 28 | 0.7 | 12.5 | 0.1 | 39 |
| 8th Street | 27 | 1.3 | 10.0 | 0.1 | 31 |
| Family Physicians | 26 | 2.8 | 6.6 | 0.0 | 22 |
| Crystal River Shoppi | 25 | 7.9 | 12.4 | 0.0 | 12 |
| Sopris Ave | 24 | 10.9 | 14.3 | 0.0 | 11 |
| Wells Fargo | 23 | 8.2 | 11.1 | 0.0 | 8 |
| Mobile Home Park | 22 | 15.4 | 19.1 | 0.0 | 8 |
| Euclid Ave | 21 | 7.2 | 9.6 | 0.0 | 11 |
| Alley | 20 | 11.2 | 14.2 | 0.0 | 8 |
| Garfield Ave | 19 | 14.0 | 17.4 | 0.0 | 7 |
| Gandhi Indian | 18 | 42.9 | 48.8 | 0.1 | 4 |
| Main Street | 17 | 131.7 | 138.2 | 0.1 | 3 |
| Colorado Ave | 16 | 19.2 | 22.9 | 0.0 | 7 |
| Sopris Shopping Cent | 15 | 43.6 | 51.1 | 0.1 | 5 |
| ET Plaza | 14 | 42.1 | 48.0 | 0.1 | 5 |
| Amerigas | 13 | 6.6 | 8.8 | 0.0 | 9 |
| 12th St | 12 | 3.5 | 5.4 | 0.0 | 14 |
| Red Rock Plaza | 11 | 1.7 | 9.5 | 0.0 | 15 |
| Industry Pl | 10 | 4.2 | 7.0 | 0.0 | 15 |
| Roaring Fork Valley | 9 | 0.8 | 11.2 | 0.1 | 20 |
| Industry Way | 8 | 0.4 | 7.9 | 0.1 | 33 |
| Shopping plaza | 7 | 0.5 | 8.4 | 0.1 | 32 |
| Village Rd | 6 | 10.4 | 25.9 | 0.1 | 21 |
| The Alpine | 5 | 1.2 | 8.0 | 0.1 | 30 |
| Cold Well Banker | 4 | 1.5 | 9.0 | 0.1 | 29 |
| Cowen Dr | 3 | 2.8 | 8.9 | 0.1 | 24 |
| Red Rock Diner S | 2 | 0.9 | 4.2 | 0.0 | 26 |
| Red Rock Diner N | 1 | 0.3 | 2.8 | 0.0 | 32 |
| SH 82 | 45 | 36.9 | 53.2 | 0.1 | 9 |
| Total | | 439.8 | 694.1 | 2.5 | 15 |

Arterial Level of Service: SB SH 133

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|----------------------|------|---------------|-----------------|-----------|----------------|
| Red Rock Diner N | 1 | 90.2 | 107.1 | 0.1 | 5 |
| Red Rock Diner S | 2 | 8.5 | 10.9 | 0.0 | 8 |
| Cowen Dr | 3 | 12.8 | 15.9 | 0.0 | 7 |
| Cold Well Banker | 4 | 175.0 | 181.1 | 0.1 | 6 |
| The Alpine | 5 | 43.1 | 50.4 | 0.1 | 5 |
| Village Rd | 6 | 45.0 | 51.7 | 0.1 | 5 |
| Dolores Way | 7 | 79.0 | 94.3 | 0.1 | 6 |
| Industry Way | 8 | 40.5 | 48.4 | 0.1 | 6 |
| Crystal River Access | 9 | 48.9 | 56.2 | 0.1 | 5 |
| Crystal River Access | 10 | 33.0 | 38.9 | 0.1 | 6 |
| Red Rock Plaza | 11 | 9.9 | 16.6 | 0.0 | 6 |
| Crystal River Access | 12 | 12.5 | 16.1 | 0.0 | 9 |
| Amerigas | 13 | 1.4 | 7.5 | 0.0 | 10 |
| ET Plaza | 14 | 0.2 | 2.8 | 0.0 | 27 |
| Crystal River Access | 15 | 0.7 | 6.4 | 0.1 | 33 |
| Remax | 16 | 3.4 | 10.8 | 0.1 | 24 |
| Main Street | 17 | 11.7 | 15.6 | 0.0 | 9 |
| City Market | 18 | 2.1 | 8.7 | 0.1 | 27 |
| Crystal Valley MH | 19 | 0.9 | 6.4 | 0.1 | 32 |
| Alley | 20 | 0.3 | 3.8 | 0.0 | 30 |
| Euclid Ave | 21 | 0.3 | 3.4 | 0.0 | 31 |
| Mobile Home Park | 22 | 0.3 | 3.0 | 0.0 | 37 |
| Wells Fargo | 23 | 0.7 | 4.4 | 0.0 | 29 |
| Sopris Ave | 24 | 1.0 | 3.8 | 0.0 | 25 |
| Hendrick Rd | 25 | 0.4 | 3.9 | 0.0 | 33 |
| Family Physicians | 26 | 0.6 | 4.8 | 0.0 | 34 |
| 8th Street | 27 | 0.2 | 4.0 | 0.0 | 35 |
| Keator Road | 28 | 0.7 | 8.6 | 0.1 | 35 |
| Thompson Park Access | 29 | 1.2 | 13.0 | 0.1 | 38 |
| River Valley Ranch R | 30 | 1.6 | 23.0 | 0.2 | 38 |
| gated school entranc | 31 | 0.3 | 8.4 | 0.1 | 37 |
| Crystal Bridge Dr | 32 | 3.2 | 19.7 | 0.2 | 37 |
| High School | 33 | 1.1 | 14.3 | 0.1 | 36 |
| Total | | 630.7 | 864.3 | 2.3 | 12 |

Intersection: 1: Red Rock Diner N & SH 133

| Movement | EB | NB | NB | SB | SB |
|-----------------------|-----|----|----|-----|-----|
| Directions Served | R | L | T | T | R |
| Maximum Queue (ft) | 302 | 31 | 15 | 747 | 725 |
| Average Queue (ft) | 209 | 4 | 1 | 681 | 661 |
| 95th Queue (ft) | 376 | 20 | 19 | 827 | 888 |
| Link Distance (ft) | 290 | | 68 | 656 | 656 |
| Upstream Blk Time (%) | 47 | | 0 | 36 | 27 |
| Queuing Penalty (veh) | 0 | | 4 | 239 | 179 |
| Storage Bay Dist (ft) | | 50 | | | |
| Storage Blk Time (%) | | 0 | 0 | | |
| Queuing Penalty (veh) | | 0 | 0 | | |

Intersection: 2: Red Rock Diner S & SH 133

| Movement | EB | NB | NB | SB |
|-----------------------|-----|----|-----|-----|
| Directions Served | LR | L | T | TR |
| Maximum Queue (ft) | 57 | 59 | 63 | 92 |
| Average Queue (ft) | 18 | 9 | 4 | 77 |
| 95th Queue (ft) | 54 | 38 | 36 | 96 |
| Link Distance (ft) | 266 | | 104 | 68 |
| Upstream Blk Time (%) | | | 0 | 44 |
| Queuing Penalty (veh) | | | 3 | 598 |
| Storage Bay Dist (ft) | | 50 | | |
| Storage Blk Time (%) | | 1 | 0 | |
| Queuing Penalty (veh) | | 9 | 0 | |

Intersection: 3: Cowen Dr & SH 133

| Movement | EB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|----|-----|----|-----|
| Directions Served | LTR | L | TR | L | TR | L | TR |
| Maximum Queue (ft) | 223 | 199 | 402 | 36 | 77 | 96 | 121 |
| Average Queue (ft) | 135 | 178 | 324 | 5 | 5 | 41 | 114 |
| 95th Queue (ft) | 264 | 242 | 538 | 23 | 46 | 96 | 141 |
| Link Distance (ft) | 213 | | 388 | | 252 | | 104 |
| Upstream Blk Time (%) | 36 | | 76 | | 0 | 0 | 40 |
| Queuing Penalty (veh) | 0 | | 0 | | 0 | 0 | 540 |
| Storage Bay Dist (ft) | | 150 | | 50 | | 50 | |
| Storage Blk Time (%) | | 88 | 0 | 0 | 0 | 4 | 45 |
| Queuing Penalty (veh) | | 110 | 0 | 0 | 0 | 44 | 49 |

Intersection: 4: Cold Well Banker & SH 133

| Movement | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|----|-----|
| Directions Served | LR | T | TR | L | T |
| Maximum Queue (ft) | 45 | 63 | 87 | 38 | 276 |
| Average Queue (ft) | 11 | 4 | 5 | 4 | 269 |
| 95th Queue (ft) | 32 | 31 | 38 | 21 | 294 |
| Link Distance (ft) | 242 | 324 | 324 | | 252 |
| Upstream Blk Time (%) | | | | | 41 |
| Queuing Penalty (veh) | | | | | 536 |
| Storage Bay Dist (ft) | | | | 25 | |
| Storage Blk Time (%) | | | | 1 | 52 |
| Queuing Penalty (veh) | | | | 13 | 6 |

Intersection: 5: The Alpine & SH 133

| Movement | WB | NB | SB | SB |
|-----------------------|-----|-----|----|-----|
| Directions Served | LR | TR | L | T |
| Maximum Queue (ft) | 235 | 4 | 53 | 343 |
| Average Queue (ft) | 114 | 0 | 9 | 336 |
| 95th Queue (ft) | 308 | 3 | 38 | 342 |
| Link Distance (ft) | 353 | 275 | | 324 |
| Upstream Blk Time (%) | 14 | | | 44 |
| Queuing Penalty (veh) | 0 | | | 605 |
| Storage Bay Dist (ft) | | | 25 | |
| Storage Blk Time (%) | | | 2 | 54 |
| Queuing Penalty (veh) | | | 23 | 11 |

Intersection: 6: Village Rd & SH 133

| Movement | EB | WB | WB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LTR | LT | R | L | T | R | L | TR |
| Maximum Queue (ft) | 146 | 227 | 69 | 31 | 362 | 148 | 149 | 292 |
| Average Queue (ft) | 59 | 97 | 34 | 5 | 190 | 34 | 62 | 284 |
| 95th Queue (ft) | 114 | 186 | 55 | 22 | 309 | 110 | 157 | 290 |
| Link Distance (ft) | 279 | 417 | 417 | | 729 | | | 275 |
| Upstream Blk Time (%) | | | | | | | | 45 |
| Queuing Penalty (veh) | | | | | | | | 601 |
| Storage Bay Dist (ft) | | | | 100 | | 100 | 100 | |
| Storage Blk Time (%) | | | | | 15 | | 0 | 56 |
| Queuing Penalty (veh) | | | | | 16 | | 4 | 56 |

Intersection: 7: Dolores Way & SH 133

| Movement | EB | EB | WB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|----|-----|-----|
| Directions Served | LT | R | LR | L | L | T | R |
| Maximum Queue (ft) | 764 | 150 | 6 | 65 | 56 | 749 | 185 |
| Average Queue (ft) | 669 | 141 | 0 | 19 | 2 | 736 | 46 |
| 95th Queue (ft) | 951 | 155 | 4 | 47 | 21 | 797 | 177 |
| Link Distance (ft) | 732 | | 337 | | | 729 | |
| Upstream Blk Time (%) | 77 | | | | | 26 | |
| Queuing Penalty (veh) | 0 | | | | | 355 | |
| Storage Bay Dist (ft) | | 100 | | 150 | 50 | | 135 |
| Storage Blk Time (%) | 7 | 97 | | | 0 | 52 | 0 |
| Queuing Penalty (veh) | 7 | 71 | | | 0 | 29 | 0 |

Intersection: 8: Industry Way & SH 133

| Movement | WB | SB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | LR | L | T |
| Maximum Queue (ft) | 326 | 189 | 358 |
| Average Queue (ft) | 230 | 51 | 349 |
| 95th Queue (ft) | 404 | 176 | 361 |
| Link Distance (ft) | 314 | | 337 |
| Upstream Blk Time (%) | 46 | | 32 |
| Queuing Penalty (veh) | 0 | | 461 |
| Storage Bay Dist (ft) | | 140 | |
| Storage Blk Time (%) | | 0 | 56 |
| Queuing Penalty (veh) | | 0 | 16 |

Intersection: 9: Crystal River Access 1 & SH 133

| Movement | EB | WB | SB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | R | LR | L | TR |
| Maximum Queue (ft) | 111 | 244 | 124 | 338 |
| Average Queue (ft) | 27 | 95 | 16 | 327 |
| 95th Queue (ft) | 80 | 275 | 79 | 339 |
| Link Distance (ft) | 861 | 320 | | 317 |
| Upstream Blk Time (%) | | 13 | | 27 |
| Queuing Penalty (veh) | | 0 | | 380 |
| Storage Bay Dist (ft) | | | 100 | |
| Storage Blk Time (%) | | | | 71 |
| Queuing Penalty (veh) | | | | 9 |

Intersection: 10: Crystal River Access 2 & SH 133

| Movement | EB | WB | NB | SB |
|-----------------------|-----|------|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 263 | 72 | 81 | 258 |
| Average Queue (ft) | 100 | 23 | 43 | 247 |
| 95th Queue (ft) | 230 | 58 | 85 | 258 |
| Link Distance (ft) | 983 | 1577 | 78 | 240 |
| Upstream Blk Time (%) | | | 1 | 18 |
| Queuing Penalty (veh) | | | 6 | 256 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 11: Red Rock Plaza & SH 133

| Movement | WB | NB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | LR | TR | LT |
| Maximum Queue (ft) | 268 | 140 | 149 |
| Average Queue (ft) | 148 | 23 | 103 |
| 95th Queue (ft) | 314 | 86 | 173 |
| Link Distance (ft) | 437 | 118 | 78 |
| Upstream Blk Time (%) | 0 | 1 | 33 |
| Queuing Penalty (veh) | 0 | 8 | 455 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 12: Crystal River Access 3 & SH 133

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 136 | 55 | 60 | 126 |
| Average Queue (ft) | 47 | 17 | 39 | 111 |
| 95th Queue (ft) | 96 | 47 | 60 | 142 |
| Link Distance (ft) | 811 | 576 | 39 | 118 |
| Upstream Blk Time (%) | | | 4 | 6 |
| Queuing Penalty (veh) | | | 38 | 82 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 13: Amerigas & SH 133

| Movement | WB | NB | SB |
|-----------------------|-----|----|----|
| Directions Served | LR | TR | LT |
| Maximum Queue (ft) | 20 | 92 | 16 |
| Average Queue (ft) | 2 | 56 | 1 |
| 95th Queue (ft) | 10 | 73 | 11 |
| Link Distance (ft) | 183 | 50 | 39 |
| Upstream Blk Time (%) | | 10 | 0 |
| Queuing Penalty (veh) | | 96 | 1 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 14: ET Plaza & SH 133

| Movement | WB | NB | SB |
|-----------------------|-----|-----|----|
| Directions Served | LR | TR | LT |
| Maximum Queue (ft) | 40 | 254 | 10 |
| Average Queue (ft) | 7 | 248 | 0 |
| 95th Queue (ft) | 28 | 255 | 7 |
| Link Distance (ft) | 425 | 218 | 50 |
| Upstream Blk Time (%) | | 34 | 0 |
| Queuing Penalty (veh) | | 331 | 0 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 15: Crystal River Access 4 & SH 133

| Movement | EB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|
| Directions Served | R | LR | T | R | L | T |
| Maximum Queue (ft) | 95 | 60 | 360 | 324 | 17 | 35 |
| Average Queue (ft) | 36 | 14 | 322 | 20 | 2 | 2 |
| 95th Queue (ft) | 81 | 46 | 355 | 147 | 10 | 23 |
| Link Distance (ft) | 623 | 192 | 290 | 290 | 218 | 218 |
| Upstream Blk Time (%) | | | 37 | 0 | | |
| Queuing Penalty (veh) | | | 181 | 2 | | |
| Storage Bay Dist (ft) | | | | | | |
| Storage Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |

Intersection: 16: Remax & SH 133

| Movement | EB | WB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|----|-----|----|
| Directions Served | LTR | LTR | LT | R | L | T | R |
| Maximum Queue (ft) | 154 | 553 | 157 | 156 | 66 | 249 | 63 |
| Average Queue (ft) | 84 | 336 | 132 | 16 | 17 | 44 | 3 |
| 95th Queue (ft) | 186 | 671 | 164 | 91 | 47 | 154 | 31 |
| Link Distance (ft) | 155 | 674 | 114 | 114 | | 290 | |
| Upstream Blk Time (%) | 28 | 12 | 31 | 1 | | 0 | |
| Queuing Penalty (veh) | 0 | 0 | 142 | 2 | | 3 | |
| Storage Bay Dist (ft) | | | | | 50 | | 50 |
| Storage Blk Time (%) | | | | | 1 | 4 | |
| Queuing Penalty (veh) | | | | | 7 | 5 | |

Intersection: 17: Main Street & SH 133

| Movement | EB | EB | WB | WB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LT | R | LT | R | L | T | R | L | T |
| Maximum Queue (ft) | 563 | 175 | 457 | 125 | 199 | 314 | 147 | 136 | 143 |
| Average Queue (ft) | 514 | 112 | 242 | 111 | 92 | 286 | 9 | 71 | 121 |
| 95th Queue (ft) | 648 | 243 | 478 | 151 | 228 | 338 | 80 | 124 | 160 |
| Link Distance (ft) | 518 | | 437 | | | 278 | 278 | 114 | 114 |
| Upstream Blk Time (%) | 80 | | 7 | | | 55 | 0 | 3 | 11 |
| Queuing Penalty (veh) | 0 | | 0 | | | 168 | 0 | 14 | 45 |
| Storage Bay Dist (ft) | | 150 | | 100 | 150 | | | | |
| Storage Blk Time (%) | 89 | 0 | 17 | 27 | 0 | 71 | | | |
| Queuing Penalty (veh) | 50 | 1 | 37 | 75 | 0 | 48 | | | |

Intersection: 18: City Market & SH 133

| Movement | EB | WB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|----|-----|-----|
| Directions Served | LTR | LTR | L | T | TR | L | T | R |
| Maximum Queue (ft) | 155 | 190 | 100 | 271 | 246 | 24 | 15 | 8 |
| Average Queue (ft) | 116 | 76 | 46 | 206 | 78 | 1 | 1 | 0 |
| 95th Queue (ft) | 155 | 188 | 114 | 342 | 250 | 12 | 11 | 5 |
| Link Distance (ft) | 121 | 196 | | 227 | 227 | | 278 | 278 |
| Upstream Blk Time (%) | 87 | 15 | | 40 | 0 | | | |
| Queuing Penalty (veh) | 0 | 0 | | 123 | 1 | | | |
| Storage Bay Dist (ft) | | | 50 | | | 80 | | |
| Storage Blk Time (%) | | | 1 | 58 | | | 0 | |
| Queuing Penalty (veh) | | | 2 | 45 | | | 0 | |

Intersection: 19: Crystal Valley MH & SH 133

| Movement | EB | WB | NB | SB | SB |
|-----------------------|-----|-----|-----|----|-----|
| Directions Served | LTR | LR | LTR | L | TR |
| Maximum Queue (ft) | 36 | 142 | 117 | 48 | 5 |
| Average Queue (ft) | 8 | 36 | 81 | 10 | 0 |
| 95th Queue (ft) | 29 | 104 | 156 | 33 | 3 |
| Link Distance (ft) | 266 | 286 | 96 | | 227 |
| Upstream Blk Time (%) | | | 35 | | |
| Queuing Penalty (veh) | | | 210 | | |
| Storage Bay Dist (ft) | | | | 50 | |
| Storage Blk Time (%) | | | | 0 | |
| Queuing Penalty (veh) | | | | 4 | |

Intersection: 20: Alley & SH 133

| Movement | WB | NB | SB |
|-----------------------|-----|-----|----|
| Directions Served | LR | TR | LT |
| Maximum Queue (ft) | 56 | 100 | 38 |
| Average Queue (ft) | 10 | 67 | 2 |
| 95th Queue (ft) | 53 | 139 | 16 |
| Link Distance (ft) | 470 | 85 | 96 |
| Upstream Blk Time (%) | | 32 | |
| Queuing Penalty (veh) | | 191 | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 21: Euclid Ave & SH 133

| Movement | WB | NB | SB |
|-----------------------|-----|-----|----|
| Directions Served | LR | TR | LT |
| Maximum Queue (ft) | 73 | 79 | 75 |
| Average Queue (ft) | 15 | 49 | 6 |
| 95th Queue (ft) | 56 | 108 | 36 |
| Link Distance (ft) | 506 | 70 | 85 |
| Upstream Blk Time (%) | | 30 | 0 |
| Queuing Penalty (veh) | | 190 | 1 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 22: Mobile Home Park & SH 133

| Movement | EB | NB |
|-----------------------|-----|-----|
| Directions Served | LR | LT |
| Maximum Queue (ft) | 47 | 148 |
| Average Queue (ft) | 13 | 81 |
| 95th Queue (ft) | 39 | 189 |
| Link Distance (ft) | 178 | 133 |
| Upstream Blk Time (%) | | 24 |
| Queuing Penalty (veh) | | 150 |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 23: Wells Fargo & SH 133

| Movement | EB | NB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | LR | LT | T |
| Maximum Queue (ft) | 196 | 102 | 47 |
| Average Queue (ft) | 79 | 49 | 3 |
| 95th Queue (ft) | 185 | 126 | 29 |
| Link Distance (ft) | 173 | 91 | 133 |
| Upstream Blk Time (%) | 18 | 21 | 0 |
| Queuing Penalty (veh) | 0 | 122 | 0 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 24: SH 133 & Sopris Ave

| Movement | NB | SB | SB | SW |
|-----------------------|-----|----|----|-----|
| Directions Served | TR | LT | T | LR |
| Maximum Queue (ft) | 132 | 92 | 16 | 338 |
| Average Queue (ft) | 51 | 26 | 1 | 129 |
| 95th Queue (ft) | 146 | 75 | 11 | 347 |
| Link Distance (ft) | 117 | 91 | 91 | 423 |
| Upstream Blk Time (%) | 15 | 1 | 0 | 10 |
| Queuing Penalty (veh) | 72 | 2 | 0 | 0 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Queuing and Blocking Report
 Weekday PM Peak (With Crystal River)

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Intersection: 25: SH 133 & Hendrick Rd

| Movement | NB | NB | SB | SB | NE | SW |
|-----------------------|----|-----|-----|-----|-----|-----|
| Directions Served | L | TR | LT | R | LTR | LTR |
| Maximum Queue (ft) | 60 | 174 | 7 | 2 | 222 | 34 |
| Average Queue (ft) | 11 | 45 | 0 | 0 | 78 | 8 |
| 95th Queue (ft) | 45 | 161 | 4 | 1 | 222 | 29 |
| Link Distance (ft) | | 162 | 117 | 117 | 322 | 155 |
| Upstream Blk Time (%) | | 6 | | | 6 | |
| Queuing Penalty (veh) | | 31 | | | 0 | |
| Storage Bay Dist (ft) | 50 | | | | | |
| Storage Blk Time (%) | 0 | 12 | | | | |
| Queuing Penalty (veh) | 1 | 4 | | | | |

Intersection: 26: SH 133 & Family Physicians

| Movement | EB | WB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | LT | TR | LR |
| Maximum Queue (ft) | 6 | 120 | 33 |
| Average Queue (ft) | 0 | 21 | 8 |
| 95th Queue (ft) | 4 | 97 | 29 |
| Link Distance (ft) | 162 | 132 | 143 |
| Upstream Blk Time (%) | | 2 | |
| Queuing Penalty (veh) | | 11 | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 27: SH 133 & 8th Street

| Movement | EB | WB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | LT | TR | LR |
| Maximum Queue (ft) | 31 | 77 | 55 |
| Average Queue (ft) | 1 | 9 | 24 |
| 95th Queue (ft) | 16 | 60 | 48 |
| Link Distance (ft) | 132 | 384 | 271 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 28: SH 133 & Keator Road

| Movement | WB | NB |
|-----------------------|-----|-----|
| Directions Served | LT | LR |
| Maximum Queue (ft) | 37 | 45 |
| Average Queue (ft) | 1 | 13 |
| 95th Queue (ft) | 15 | 38 |
| Link Distance (ft) | 644 | 643 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 29: Thompson Park Access & SH 133

| Movement | NB | SB | SE | NW | NW |
|-----------------------|-----|-----|-----|------|----|
| Directions Served | LTR | LTR | LT | LT | R |
| Maximum Queue (ft) | 41 | 125 | 59 | 29 | 12 |
| Average Queue (ft) | 13 | 45 | 5 | 1 | 0 |
| 95th Queue (ft) | 38 | 89 | 29 | 13 | 7 |
| Link Distance (ft) | 508 | 590 | 644 | 1197 | |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | | | | 475 | |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

Intersection: 30: River Valley Ranch Rd & SH 133

| Movement | EB | EB | WB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|------|-----|
| Directions Served | L | TR | LTR | LT | R | L | T | R |
| Maximum Queue (ft) | 67 | 37 | 164 | 9 | 9 | 53 | 4 | 8 |
| Average Queue (ft) | 16 | 7 | 74 | 0 | 0 | 18 | 0 | 0 |
| 95th Queue (ft) | 47 | 28 | 133 | 5 | 4 | 44 | 3 | 4 |
| Link Distance (ft) | | 483 | 385 | 403 | | | 1197 | |
| Upstream Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |
| Storage Bay Dist (ft) | 100 | | | | 200 | 120 | | 250 |
| Storage Blk Time (%) | 0 | | | | | | | |
| Queuing Penalty (veh) | 0 | | | | | | | |

Intersection: 31: gated school entrance & SH 133

| Movement | WB | SB |
|-----------------------|-----|----|
| Directions Served | LR | L |
| Maximum Queue (ft) | 52 | 34 |
| Average Queue (ft) | 21 | 10 |
| 95th Queue (ft) | 49 | 32 |
| Link Distance (ft) | 212 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | 130 | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 32: SH 133 & Crystal Bridge Dr

| Movement | NB | NB | SB | SB | SB | NE | SW | SW |
|-----------------------|-----|----|-----|-----|-----|-----|-----|----|
| Directions Served | L | TR | L | T | R | LTR | LT | R |
| Maximum Queue (ft) | 27 | 93 | 70 | 110 | 26 | 88 | 20 | 58 |
| Average Queue (ft) | 2 | 28 | 21 | 28 | 5 | 34 | 1 | 27 |
| 95th Queue (ft) | 15 | 74 | 55 | 79 | 19 | 65 | 7 | 49 |
| Link Distance (ft) | 702 | | 972 | | 311 | | 282 | |
| Upstream Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |
| Storage Bay Dist (ft) | 350 | | 80 | | 300 | | 120 | |
| Storage Blk Time (%) | | | 0 | | 1 | | | |
| Queuing Penalty (veh) | | | 0 | | 1 | | | |

Intersection: 33: High School & SH 133

| Movement | WB | SB |
|-----------------------|-----|----|
| Directions Served | LR | L |
| Maximum Queue (ft) | 55 | 38 |
| Average Queue (ft) | 13 | 5 |
| 95th Queue (ft) | 41 | 23 |
| Link Distance (ft) | 318 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | 250 | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 45: SH 82 & SH 133

| Movement | EB | EB | EB | B48 | B48 | WB | WB | WB | B34 | B34 | NB | NB |
|-----------------------|------|------|-----|------|------|-----|------|------|------|------|-----|-----|
| Directions Served | T | T | R | T | T | L | T | T | T | T | L | R |
| Maximum Queue (ft) | 890 | 903 | 325 | 1781 | 1794 | 325 | 2201 | 2193 | 1370 | 797 | 567 | 474 |
| Average Queue (ft) | 610 | 800 | 313 | 1296 | 1374 | 313 | 1659 | 1009 | 384 | 125 | 239 | 91 |
| 95th Queue (ft) | 1268 | 1197 | 392 | 2437 | 2438 | 386 | 2872 | 2574 | 1183 | 607 | 483 | 334 |
| Link Distance (ft) | 801 | 801 | | 1754 | 1754 | | 2118 | 2118 | 3452 | 3452 | 656 | 656 |
| Upstream Blk Time (%) | 4 | 57 | | 30 | 59 | | 51 | 8 | | | 0 | 0 |
| Queuing Penalty (veh) | 0 | 0 | | 0 | 0 | | 0 | 0 | | | 2 | 1 |
| Storage Bay Dist (ft) | | | 300 | | | 300 | | | | | | |
| Storage Blk Time (%) | | 1 | 67 | | | 80 | 1 | | | | | |
| Queuing Penalty (veh) | | 7 | 0 | | | 0 | 3 | | | | | |

Network Summary

Network wide Queuing Penalty: 8202