

<b>NC 54 Multimodal Analysis – City of Durham Section</b>			
<b>Delay Summary</b>			
<b>Condition</b>	<b>AM Peak-Hour Delay (seconds)</b>	<b>Mid-Day Peak-Hour* Delay (seconds)</b>	<b>PM Peak-Hour Delay (seconds)</b>
<b>NC-54 &amp; Huntingridge Road/Service Road (Signalized)</b>			
Existing (2016) Traffic	<b>EBT – 7.9</b> <b>WBTR – 25.3</b> NBL – 42.7	<b>EBT – 6.8</b> <b>WBTR – 5.1</b> NBL – 33.5	<b>EBT – 12.4</b> <b>WBTR – 9.3</b> SBL – 42.2
No-Build (2030) Traffic	<b>EBT – 11.7</b> <b>WBTR – 86.7</b> NBL – 43.3	<b>EBT – 8.7</b> <b>WBTR – 7.2</b> NBL – 39.7	<b>EBT – 22.1</b> <b>WBTR – 15.3</b> NBL – 44.1
Build (2030) Traffic – <i>Queue Jump Scenario</i>	<b>EBT – 12.8</b> <b>WBTR – 91.9</b> NBL – 44.3	<b>EBT – 11.1</b> <b>WBTR – 4.7</b> NBL – 42.9	<b>EBT – 24.6</b> <b>WBTR – 16.9</b> NBL – 50.7
Build (2030) Traffic – <i>Transit Signal Priority Scenario</i>	<b>EBT – 11.7</b> <b>WBTR – 86.7</b> NBL – 43.3	<b>EBT – 8.2</b> <b>WBTR – 6.7</b> NBL – 41.8	<b>EBT – 19.6</b> <b>WBTR – 13.9</b> NBL – 48.5
<b>NC-54 &amp; Farrington Road (Signalized)</b>			
Existing (2016) Traffic	<b>EBTR – 90.2</b> <b>WBTR – 80.8</b> NBT – 172.7	<b>EBTR – 26.9</b> <b>WBTR – 31.9</b> EBL – 52.2	<b>EBTR – 93.0</b> <b>WBTR – 29.4</b> WBL – 146.6
No-Build (2030) Traffic	<b>EBT – 92.7</b> <b>WBT – 89.4</b> NBT – 260.5	<b>EBT – 43.7</b> <b>WBT – 44.9</b> NBL – 68.5	<b>EBT – 96.0</b> <b>WBT – 75.0</b> SBT – 161.1
Build (2030) Traffic – <i>Queue Jump Scenario</i>	<b>EBT – 47.4</b> <b>WBT – 100.7</b> NBT – 285.4	<b>EBT – 39.0</b> <b>WBT – 75.3</b> NBL – 75.0	<b>EBT – 51.1</b> <b>WBT – 84.0</b> SBT – 175.4
Build (2030) Traffic – <i>Transit Signal Priority Scenario</i>	<b>EBT – 87.6</b> <b>WBT – 59.9</b> NBT – 444.1	<b>EBT – 49.2</b> <b>WBT – 44.3</b> NBT – 69.9	<b>EBT – 91.0</b> <b>WBT – 51.1</b> SBT – 231.0
<b>NC-54 &amp; I-40 EB Ramps (Signalized)</b>			
Existing (2016) Traffic	<b>EBT – 97.7</b> <b>WBT – 7.6</b> SBR – 156.1	<b>EBT – 30.3</b> <b>WBT – 3.6</b> SBR – 52.4	<b>EBT – 108.0</b> <b>WBT – 6.3</b> SBR – 167.9
No-Build (2030) Traffic	<b>EBT – 100.3</b> <b>WBT – 38.2</b> SBR – 236.8	<b>EBT – 83.1</b> <b>WBT – 5.0</b> SBR – 112.7	<b>EBT – 111.0</b> <b>WBT – 7.8</b> SBR – 166.6
Build (2030) Traffic – <i>Queue Jump Scenario</i>	<b>EBT – 85.9</b> <b>WBT – 7.5</b> SBR – 233.4	<b>EBT – 47.4</b> <b>WBT – 4.9</b> SBR – 53.9	<b>EBT – 96.3</b> <b>WBT – 7.6</b> SBR – 43.0
Build (2030) Traffic – <i>Transit Signal Priority Scenario</i>	<b>EBT – 92.9</b> <b>WBT – 7.5</b> SBR – 278.6	<b>EBT – 83.7</b> <b>WBT – 4.9</b> SBR – 76.5	<b>EBT – 110.0</b> <b>WBT – 7.6</b> SBR – 166.6

Reported delays represent seconds per vehicle of delay rounded to the nearest whole second.

\*Note: Mid-day peak hour analysis studied the 1:00-2:00 PM time period at each study intersection

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Preliminary Delay Summary			
Condition	AM Peak-Hour Delay (seconds)	Mid-Day Peak-Hour* Delay (seconds)	PM Peak-Hour Delay (seconds)
<b>NC-54 &amp; Huntingridge Road/Service Road (Signalized)</b>			
Existing (2016) Traffic	<b>Overall – 18.7</b>	<b>Overall – 6.6</b>	<b>Overall – 11.4</b>
	EBL – 3.2	EBL – 2.6	EBL – 2.9
	EBT – 7.9	EBT – 6.8	EBT – 12.4
	EBR – 4.7	EBR – 5.8	EBR – 5.9
	WBL – 2.9	WBL – 2.8	WBL – 3.7
	WBTR – 25.3	WBTR – 5.1	WBTR – 9.3
	NBL – 42.7	NBL – 33.5	NBL – 39.4
	NBTR – 39.2	NBTR – 33.3	NBTR – 38.6
	SBL – 38.4	SBL – 33.3	SBL – 42.2
SBTR – 38.7	SBTR – 32.8	SBTR – 39.5	
No-Build (2030) Traffic	<b>Overall – 55.0</b>	<b>Overall – 8.6</b>	<b>Overall – 19.0</b>
	EBL – 3.5	EBL – 2.6	EBL – 3.2
	EBT – 11.7	EBT – 8.7	EBT – 22.1
	EBR – 4.9	EBR – 5.8	EBR – 6.1
	WBL – 3.1	WBL – 2.9	WBL – 4.7
	WBTR – 86.7	WBTR – 7.2	WBTR – 15.3
	NBL – 43.3	NBL – 39.7	NBL – 40.1
	NBTR – 39.4	NBTR – 39.0	NBTR – 38.7
	SBL – 38.5	SBL – 39.5	SBL – 44.1
SBTR – 38.7	SBTR – 38.1	SBTR – 40.4	
Build (2030) Traffic – <i>Queue Jump Scenario</i>	<b>Overall – 58.4</b>	<b>Overall – 8.7</b>	<b>Overall – 21.2</b>
	EBL – 6.5	EBL – 10.6	EBL – 5.9
	EBT – 12.8	EBT – 11.1	EBT – 24.6
	EBR – 3.6	EBR – 4.4	EBR – 4.0
	WBL – 4.4	WBL – 5.2	WBL – 12.4
	WBTR – 91.9	WBTR – 4.7	WBTR – 16.9
	NBL – 44.3	NBL – 42.9	NBL – 45.9
	NBTR – 40.4	NBTR – 42.0	NBTR – 44.3
	SBL – 39.6	SBL – 42.6	SBL – 50.7
SBTR – 39.7	SBTR – 41.1	SBTR – 46.0	
Build (2030) Traffic – <i>Transit Signal Priority Scenario</i>	<b>Overall – 55.0</b>	<b>Overall – 8.3</b>	<b>Overall – 17.2</b>
	EBL – 3.5	EBL – 2.5	EBL – 3.0
	EBT – 11.7	EBT – 8.2	EBT – 19.6
	EBR – 4.9	EBR – 5.5	EBR – 5.4
	WBL – 3.1	WBL – 2.7	WBL – 4.9
	WBTR – 86.7	WBTR – 6.7	WBTR – 13.9
	NBL – 43.3	NBL – 41.8	NBL – 43.6
	NBTR – 39.4	NBTR – 41.1	NBTR – 41.9
	SBL – 38.5	SBL – 41.6	SBL – 48.5
SBTR – 38.7	SBTR – 40.4	SBTR – 43.8	

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Preliminary Delay Summary			
Condition	AM Peak-Hour Delay (seconds)	Mid-Day Peak-Hour* Delay (seconds)	PM Peak-Hour Delay (seconds)
<b>NC-54 &amp; Farrington Road (Signalized)</b>			
Existing (2016) Traffic	<b>Overall – 89.6</b>	<b>Overall – 32.9</b>	<b>Overall – 68.5</b>
	EBL – 115.2	EBL – 52.2	EBL – 123.5
	EBTR – 90.2	EBTR – 26.9	EBTR – 93.0
	WBL – 137.9	WBL – 79.5	WBL – 146.6
	WBTR – 80.8	WBTR – 31.9	WBTR – 29.4
	NBL – 63.5	NBL – 30.3	NBL – 65.8
	NBT – 172.7	NBT – 49.5	NBT – 105.0
	NBR – 89.3	NBR – 20.5	NBR – 43.1
	SBL – 108.8	SBL – 34.5	SBL – 87.3
	SBT – 81.9	SBT – 45.8	SBT – 96.4
SBR – 27.2	SBR – 2.1	SBR – 17.9	
No-Build (2030) Traffic – w/ Committed Imp. by Others	<b>Overall – 98.2</b>	<b>Overall – 47.6</b>	<b>Overall – 90.7</b>
	EBL – 158.3	EBL – 64.9	EBL – 219.9
	EBT – 92.7	EBT – 43.7	EBT – 96.0
	EBR – 2.7	EBR – 1.9	EBR – 4.3
	WBL – 150.0	WBL – 106.1	WBL – 145.5
	WBT – 89.4	WBT – 44.9	WBT – 75.0
	WBR – 9.5	WBR – 5.5	WBR – 9.9
	NBL – 117.1	NBL – 68.5	NBL – 111.2
	NBT – 260.5	NBT – 53.5	NBT – 140.8
	NBR – 121.7	NBR – 26.1	NBR – 56.3
SBL – 110.8	SBL – 109.6	SBL – 109.8	
SBT – 94.3	SBT – 46.7	SBT – 161.1	
SBR – 51.8	SBR – 7.1	SBR – 45.0	
Build (2030) Traffic – w/ Committed Imp. by Others, Queue Jump Scenario	<b>Overall – 94.5</b>	<b>Overall – 51.9</b>	<b>Overall – 83.2</b>
	EBL – 167.2	EBL – 68.5	EBL – 234.2
	EBT – 47.4	EBT – 39.0	EBT – 51.1
	EBR – 8.7	EBR – 7.9	EBR – 10.2
	WBL – 164.3	WBL – 115.4	WBL – 162.6
	WBT – 100.7	WBT – 75.3	WBT – 84.0
	WBR – 10.8	WBR – 10.6	WBR – 13.6
	NBL – 120.6	NBL – 75.0	NBL – 114.5
	NBT – 285.4	NBT – 57.4	NBT – 152.7
	NBR – 149.8	NBR – 19.9	NBR – 66.5
SBL – 115.7	SBL – 55.9	SBL – 114.9	
SBT – 98.7	SBT – 50.0	SBT – 175.4	
SBR – 39.4	SBR – 8.2	SBR – 35.3	
Build (2030) Traffic – w/ Committed Imp. by Others, Transit Signal Priority Scenario	<b>Overall – 95.2</b>	<b>Overall – 47.6</b>	<b>Overall – 89.9</b>
	EBL – 158.3	EBL – 68.0	EBL – 219.9
	EBT – 87.6	EBT – 49.2	EBT – 91.0
	EBR – 2.1	EBR – 1.6	EBR – 3.8
	WBL – 146.9	WBL – 104.8	WBL – 145.2
	WBT – 59.9	WBT – 44.3	WBT – 51.1
	WBR – 6.6	WBR – 5.5	WBR – 8.9
	NBL – 117.1	NBL – 68.5	NBL – 111.2
	NBT – 444.1	NBT – 69.9	NBT – 229.2
	NBR – 158.5	NBR – 46.5	NBR – 73.4
SBL – 110.8	SBL – 56.6	SBL – 109.8	
SBT – 109.3	SBT – 55.6	SBT – 231.0	
SBR – 57.3	SBR – 8.3	SBR – 49.3	

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<b>NC-54 &amp; I-40 EB Ramps (Signalized)</b>			
Existing (2016) Traffic	<b>Overall – 46.5</b>	<b>Overall – 15.9</b>	<b>Overall – 53.8</b>
	EBT – 97.7	EBT – 30.3	EBT – 108.0
	EBR – 4.6	EBR – 0.7	EBR – 4.2
	WBL – 7.2	WBL – 4.7	WBL – 90.1
	WBT – 7.6	WBT – 3.6	WBT – 6.3
	SBLT – 71.4	SBLT – 35.3	SBLT – 74.7
SBR – 156.1	SBR – 52.4	SBR – 167.9	
No-Build (2030) Traffic	<b>Overall – 67.3</b>	<b>Overall – 39.0</b>	<b>Overall – 57.9</b>
	EBT – 100.3	EBT – 83.1	EBT – 111.0
	EBR – 6.0	EBR – 1.3	EBR – 6.5
	WBL – 26.6	WBL – 9.6	WBL – 131.9
	WBT – 38.2	WBT – 5.0	WBT – 7.8
	SBLT – 72.7	SBLT – 32.7	SBLT – 75.1
SBR – 236.8	SBR – 112.7	SBR – 166.6	
Build (2030) Traffic – <i>Queue Jump Scenario</i>	<b>Overall – 48.8</b>	<b>Overall – 22.8</b>	<b>Overall – 52.1</b>
	EBT – 85.9	EBT – 47.4	EBT – 96.3
	EBR – 2.4	EBR – 0.9	EBR – 2.4
	WBL – 26.6	WBL – 9.6	WBL – 131.9
	WBT – 7.5	WBT – 4.9	WBT – 7.6
	SBLT – 72.7	SBLT – 32.7	SBLT – 75.1
SBR – 233.4	SBR – 53.9	SBR – 163.0	
Build (2030) Traffic – <i>Transit Signal Priority Scenario</i>	<b>Overall – 54.6</b>	<b>Overall – 36.9</b>	<b>Overall – 57.5</b>
	EBT – 92.9	EBT – 83.7	EBT – 110.0
	EBR – 5.7	EBR – 1.2	EBR – 6.2
	WBL – 26.6	WBL – 9.6	WBL – 131.9
	WBT – 7.5	WBT – 4.9	WBT – 7.6
	SBLT – 72.7	SBLT – 32.7	SBLT – 75.1
SBR – 278.6	SBR – 76.5	SBR – 166.6	

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